II. Project Description

II. Project Description

1. Introduction

The Radford Studio Center Project (Project) would establish the Radford Studio Center Specific Plan (Specific Plan) to allow for the continuation of an existing studio use and the modernization and expansion of media production facilities within the approximately 55-acre Radford Studio Center (Project Site). The Specific Plan would establish standards to regulate land use, massing, design, and development, and permit up to 2,200,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon build out, as well as associated ingress/egress, circulation, parking, landscaping, and open space improvements. Specifically, the Specific Plan would permit up to 1,667,010 square feet of new floor area, the retention of 532,990 square feet of existing floor area, and the demolition of up to 646,120 square feet of existing floor area.[1] In addition, the Radford Studio Center Sign District (Sign District) would also be established to permit studio-specific on-site signage.

Proposed new buildings could range in height from approximately 60 feet to up to 135 feet.[2] Based on the parking ratios established in the Specific Plan, up to 6,050 vehicular parking spaces (including 2,170 existing vehicular parking spaces to remain) would be provided within the Project Site at full buildout of the maximum floor area permitted under the proposed Specific Plan. The Project includes landscaped setback improvements to enhance the public areas along the perimeter of the Project Site and improve public access to the Los Angeles River and Tujunga Wash.[3] Specifically, 109,569 square feet of landscaped area (a mix of hardscape and softscape) would be provided along the Project

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[1] *Per the proposed Specific Plan, floor area shall be defined in accordance with Los Angeles Municipal Code (LAMC) Section 12.03, with the following exceptions: areas related to the Mobility Hubs; basecamp; outdoor eating areas (covered or uncovered); trellis and shade structures; covered walkways and storage areas; and all temporary uses (e.g., sets/façades) shall not be counted towards floor area. Per the proposed Specific Plan definition, the maximum of 2,200,000 square feet of total floor area within the Project Site upon buildout of the Project is equivalent to approximately 2,345,000 square feet based on the LAMC definition.*

[2] *Based on height measured from Project grade, which is defined as 595 feet above mean sea level (AMSL) for the North Lot and 610 feet AMSL for the South Lot. Using the LAMC definition of building height, heights would range between approximately 60 feet and 140 feet.*

[3] *The Tujunga Wash is a tributary of the Los Angeles River and runs along the eastern boundary of the North Lot.*

Site frontages, including 77,406 square feet of landscaped area along the Los Angeles River and Tujunga Wash frontages, 4,454 square feet of landscaped area along Colfax Avenue, and 27,709 square feet of landscaped area along Radford Avenue.

2. Environmental Setting

a. Project Location

The Project Site is located at 4024, 4064, and 4200 North Radford Avenue, near the northeastern corner of Radford Avenue and Ventura Boulevard, within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan area of the City of Los Angeles (City). More specifically, the Project Site is comprised of two addressed parcels located at 4200 North Radford Avenue (APN 2368-001-028; referred to herein as the North Lot) and 4024 and 4064 North Radford Avenue (APN 2368-005-011; referred to herein as the South Lot) and two unaddressed parcels located within and around the Los Angeles River (APN 2368-001-029) and the Tujunga Wash (APN 2368-001-030).

As depicted in Figure II-1 and Figure II-2 on pages II-3 and II-4, the Project Site is generally bounded by the Los Angeles River and Tujunga Wash[4] to the north and east, Colfax Avenue to the east, a public alley of varying width, from approximately 28 feet to 30 feet to the south with various commercial uses across the alley fronting Ventura Boulevard, and Radford Avenue to the west. The North Lot and the South Lot are bisected by the Los Angeles River. The existing Project Site area (prior to dedications or mergers that would occur as part of the Project) is 2,377,372 square feet (approximately 55 gross acres). The Project Site area after dedications and mergers would be 2,276,215 square feet (approximately 52 acres).

Local access to the Project Site is provided primarily from Ventura Boulevard and Laurel Canyon Boulevard, while regional access is provided via US-101 located approximately 2.4 miles east of the Project Site. Several bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT) also provide transit service throughout the Project Site vicinity, with bus stops located in close proximity to the Project Site along Ventura Boulevard. These include Metro Bus Lines 218, 230, and 240, as well as the LADOT DASH Van Nuys/Studio City bus line.

[4] *The Tujunga Wash is a tributary of the Los Angeles River and runs along the eastern boundary of the North Lot.*

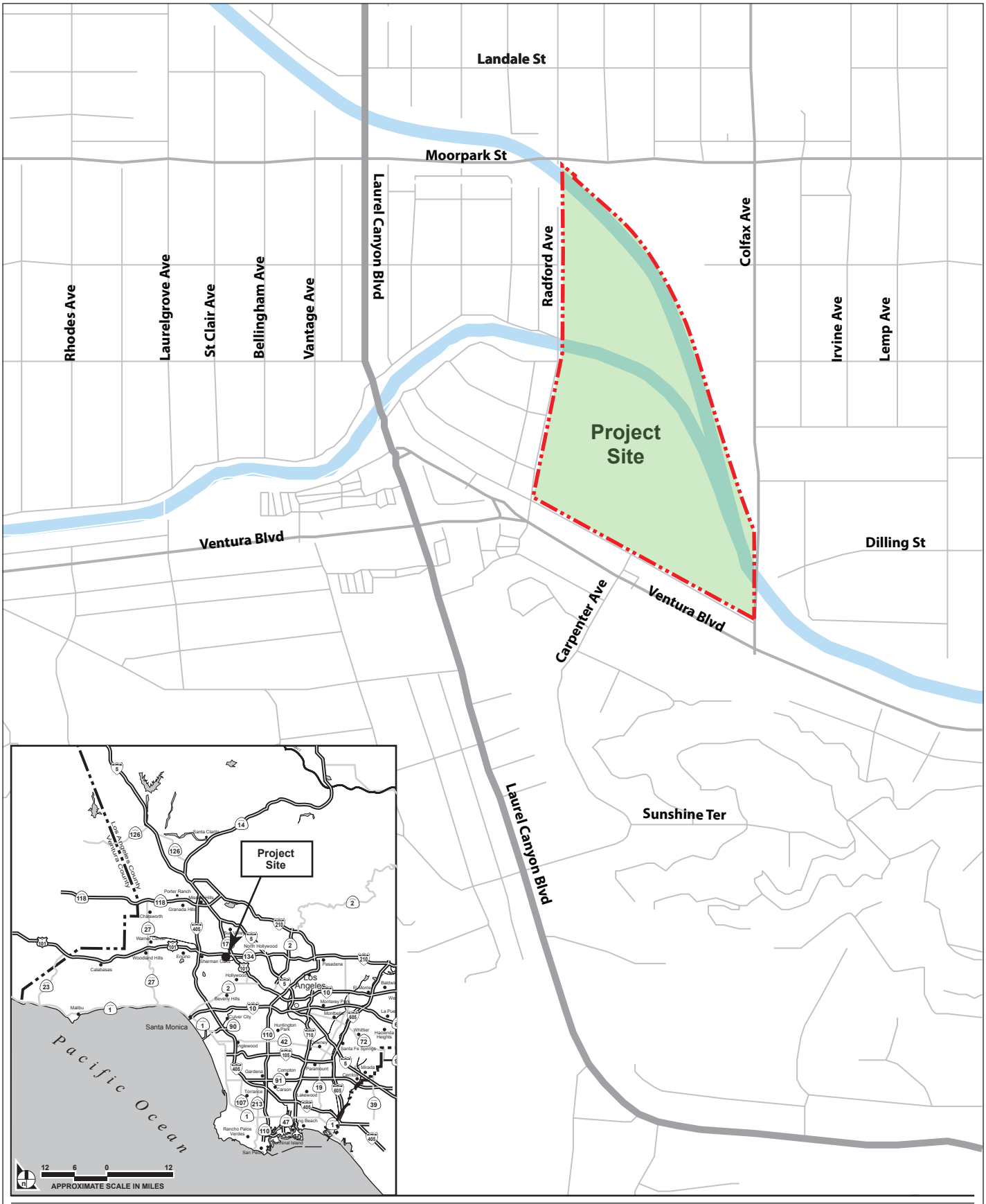

Figure II-1
Project Location Map

Source: ArcGIS, 2024, Eyestone Environmental, 2024.

Figure II-2
Aerial Photograph of the Project Site and Vicinity

Source: Google Earth Pro, 2024; Eyestone Environmental, 2024.

b. Existing Conditions

(1) Existing Conditions on the Project Site

The Project Site is currently improved with 1,179,110 square feet of studio-related uses, including 359,730 square feet of sound stages; 255,510 square feet of production support; 450,060 square feet of production office; and 113,810 square feet of general office.[5] As shown in Figure II-3 on page II-6, the North and South Lots are currently improved with multiple buildings and internal access roads. These buildings include 21 sound stages, each ranging in size from approximately 7,000 square feet to approximately 25,000 square feet, as well as production support, production office, and general office uses. The Project Site also contains 52 permanent buildings/structures, various internal roads, basecamps, and outdoor areas. The existing buildings are primarily located at the northernmost point of the North Lot and throughout the entirety of the South Lot.

The existing Project Site supports a variety of media and production uses focused on the creation, development, recording, broadcasting, and editing of recorded and live television programming, live audience productions, feature films, and other audio, visual, and digital media. The activities related to these uses occur both indoors and outdoors within the Project Site. Specific uses and facilities on-site include motion picture, television, and broadcast studios, production activity areas; indoor and outdoor stages; sets and façades; digital, film, video, audio, video game, eSports, and media production areas; recording and broadcasting; sound labs; film editing; film, video, and audio processing areas; sets and props production areas (including spray booths); computer design and graphics; animation; and ancillary facilities related to those activities. Other related uses and facilities that also occur on-site include basecamps; communication facilities; conference facilities; modular/portable bungalows and trailers; studio support facilities; parking; catering facilities; a commissary; special events, audience, and entertainment shows; exhibit spaces; fitness facilities; emergency medical facilities to serve the on-site employees and visitors; emergency generators; above-ground and below-ground storage tanks; pads for utilities and transmission equipment; maintenance and storage facilities; mills/manufacturing facilities; sleeping quarters for on-site personnel; outdoor amenities; security facilities; carports; solar panels; and storage and warehouses.

The Project Site operates 24 hours a day, seven days a week. In addition, temporary and occasional special events, including production-related and non-production related events, such as premieres, charitable events, community events, commercial events, and non-commercial events, and other special events defined in Los Angeles Municipal Code (LAMC) Section 41.20.1(a), currently occur within the Project Site in accordance with the

[5] *See Section 4.b, Land Use Plan and Permitted Floor Area, in this section for definitions.*

Figure II-3
Existing Site Plan

Source: Skidmore, Owings & Merrill, 2024.

LAMC. These events generally require approval from the Los Angeles Department of Building and Safety (LADBS), Department of City Planning, Bureau of Street Services, Los Angeles Fire Department (LAFD), and Los Angeles Police Department (LAPD).

Outdoor production activity areas occur throughout the Project Site as shown in Figure II-4 on page II-8. These outdoor production activity areas are comprised of 1,045,000 square feet. Activities associated with these areas include, but are not limited to, setup and take down of sets and various outdoor filming activities and back lot production activities. These areas also provide flexible space for staging, connectivity between active production and supporting uses, housing of production vehicles, equipment storage, basecamps, and emergency vehicle access. Basecamps are contained within the outdoor production activity areas and are defined as areas that are at, near, or within a filming location, where critical production activities can be coordinated. These areas provide for production activities including, but not limited to, loading, wardrobe, hair, make-up, craft service, parking, and storage of mobile facilities or support vehicles. As shown in Figure II-5 on page II-9, these existing basecamp activity areas, which comprise approximately 376,000 square feet, typically occur within existing parking areas and other outdoor areas.

As discussed in detail in Section IV.D, Cultural Resources, of this Draft EIR, the initial phase of development within the studio campus commenced in 1928 with construction of the Mack Sennett Studio. Since then, numerous buildings have been developed, and improvements have been made to accommodate a wider range of production uses that have evolved over time. The studio campus was used by various production companies until 1963, when CBS Television became the primary lessee, and later owner, of the studio campus.

Vehicular access to the Project Site is provided by five access points along Radford Avenue, one access point along Colfax Avenue (also known as the Colfax Gate), and two production access points along the alley just south of the Project Site.[6] Pedestrian access to the Project Site is also available at seven entrance points along Radford Avenue, at the Colfax Gate, and at one entrance point along the public alley south of the Project Site. A bridge that crosses the Los Angeles River provides internal vehicular and pedestrian access between the North Lot and South Lot of the Project Site.

As shown in Figure II-6 on page II-10, existing automobile parking is located in multiple above-grade parking structures, which are accessible from both Radford Avenue and Colfax Avenue, as well as surface parking areas throughout the Project Site. A total of 3,095 vehicle spaces are currently provided on the Project Site.

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[6] *Access is limited for the two driveways along Radford Avenue north of the Los Angeles River and for the two production access points along the alley south of the Project Site.*

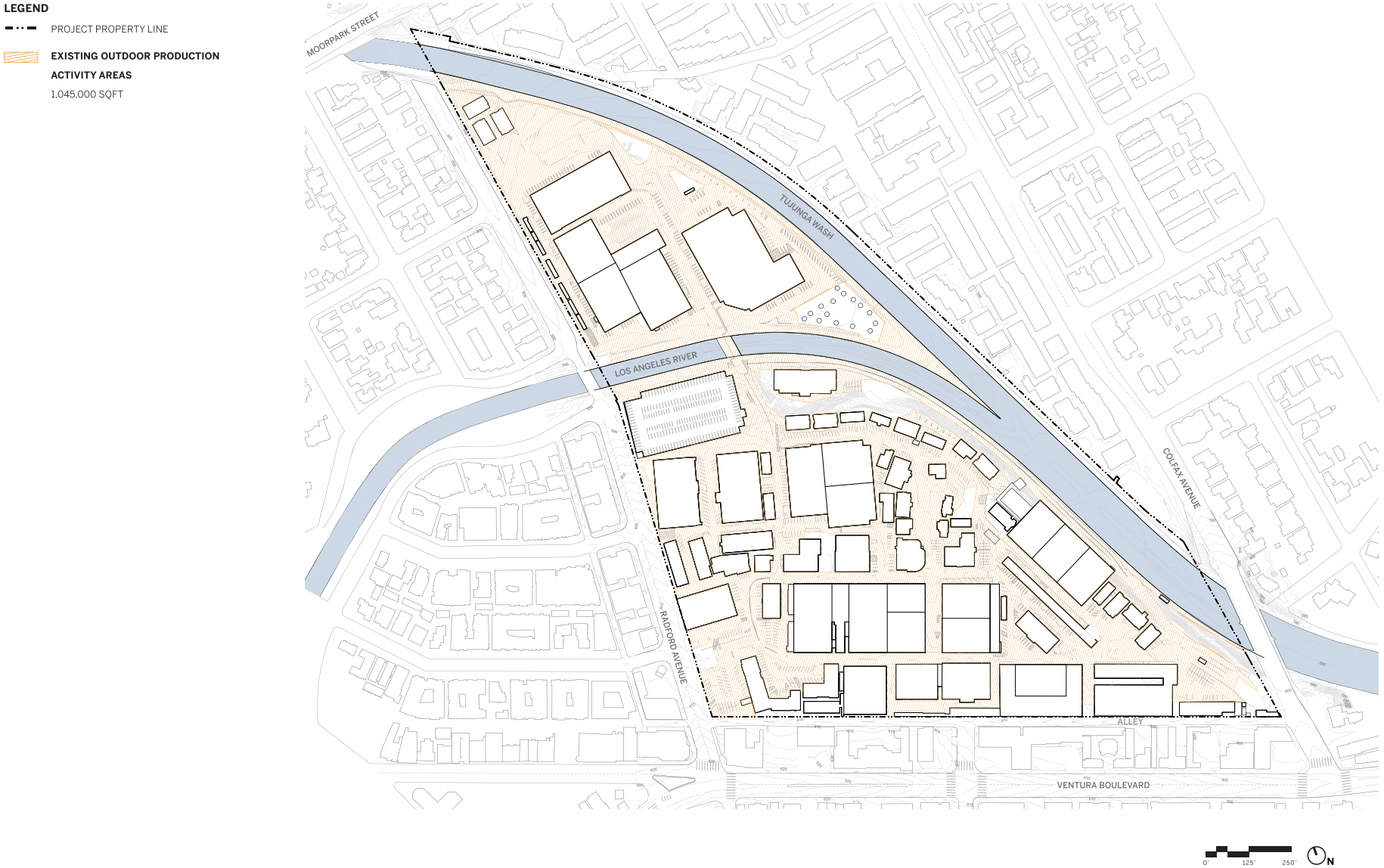

Figure II-4
Existing Outdoor Production Activity Areas

Source: Skidmore, Owings & Merrill, 2024.

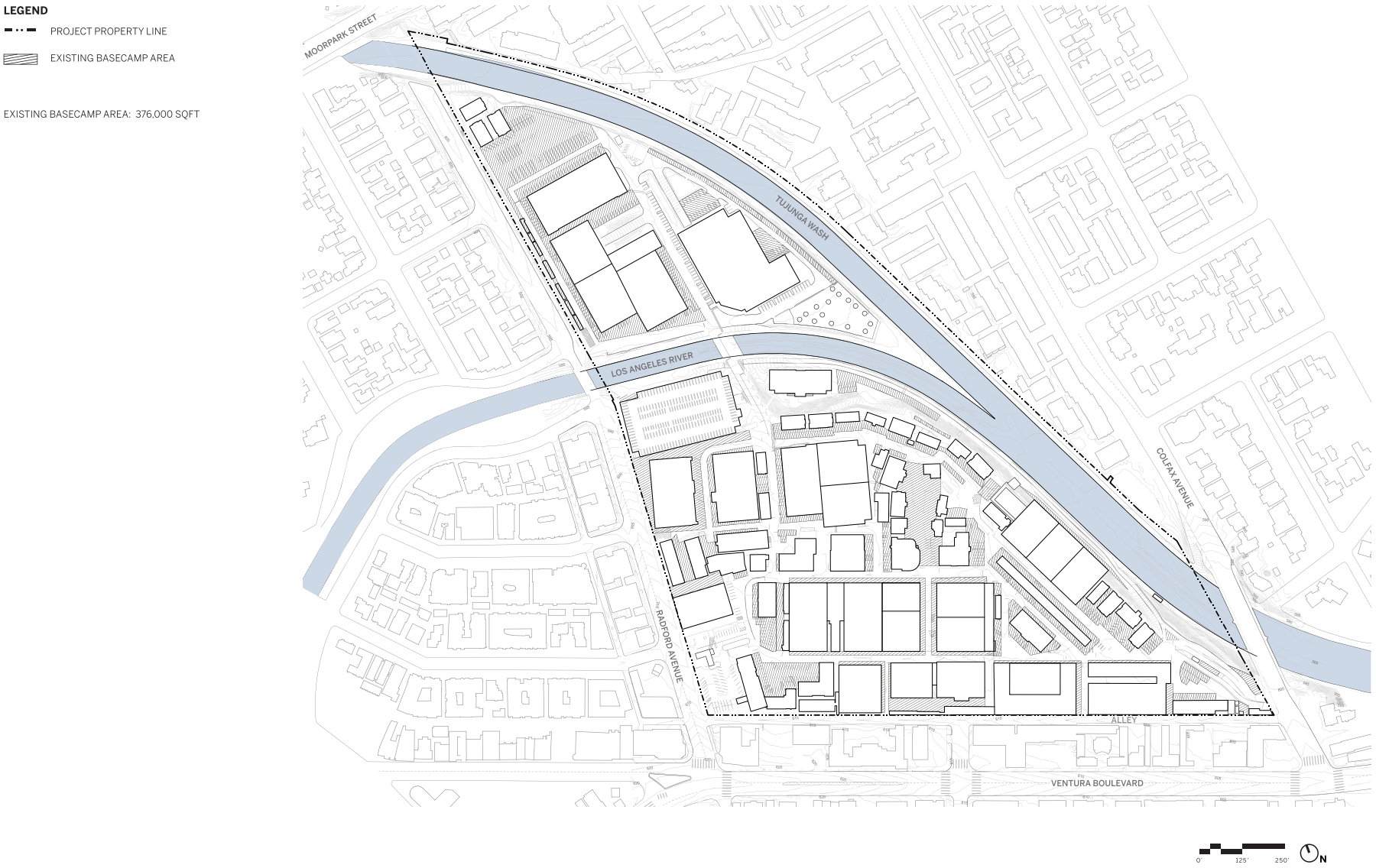

Figure II-5
Existing Basecamp Areas within the Project Site

Source: Skidmore, Owings & Merrill, 2024.

Figure II-6
Existing Parking Areas

Source: Skidmore, Owings & Merrill, 2024.

All vehicular access and pedestrian entrances include secure, controlled access and a series of drive aisles that provide internal circulation throughout the Project Site. The public alley adjacent to the southern property line of the South Lot provides separation between the Project Site and the various commercial buildings to the south fronting Ventura Boulevard. The public alley contains numerous overhead power poles and lines with antiquated lighting and deteriorated paving.

The Project Site perimeter is enclosed with chain link, wrought iron, or combination block wall/chain link fencing, some of which is lined with trees, shrubs, and climbing vines. Additional landscaping within the Project Site includes trees and shrubs, and some of the parking areas include landscaped stormwater infiltration basins. Street trees are also located along Radford Avenue.

In terms of topography, the Project Site generally slopes gently toward the direction of the Los Angeles River and Tujunga Wash. Project Site elevations range from approximately 585 to 617 feet AMSL. As shown in Figure II-7 on page II-12, the majority of the North Lot slopes from its northwestern corner to its southeastern corner with approximately 15 feet of elevation change (from approximately 600 to 585 feet AMSL). The majority of the South Lot generally slopes both from its southwestern corner to its northwestern corner with approximately 27 feet of elevation change (from approximately 617 to 590 feet AMSL), and from its southwestern corner to its southeastern corner with approximately 17 feet of elevation change (from approximately 617 to 600 feet AMSL).

In coordination with Metro and other agencies, the City of Los Angeles Bureau of Engineering (BOE) has approved the future development of bikeway and greenway improvements along the Los Angeles River within the San Fernando Valley to connect gaps in the Valley River bikeway and to construct other improvements, such as pedestrian walking paths, decorative fencing and gates, roadway crossings, outdoor furnishings, lighting, operational and wayfinding signage, educational interpretive elements, Best Management Practices (BMPs) for stormwater runoff, landscaping, and irrigation.[7] Anticipated improvements within and in the immediate vicinity of the Project Site include bikeway improvements along Radford Avenue and the Tujunga Wash; a pedestrian/bicycle bridge over the Tujunga Wash; median plantings, undergrounding of utilities, sidewalk paving, and improvements to the existing Art Walk along Radford Avenue; fencing, solar lighting, signage, bio-swales, and plantings along the Tujunga Wash; and a new crosswalk and High-Intensity Activated crossWalK (HAWK) signal at Moorpark Street. BOE anticipates completion of these improvements by approximately 2030/2031.

[7] *City of Los Angeles Interdepartmental Correspondence from Bureau of Engineering regarding Fiscal Year 2022-2023 Report for Los Angeles River Way–San Fernando Valley Completion, dated June 1, 2023.*

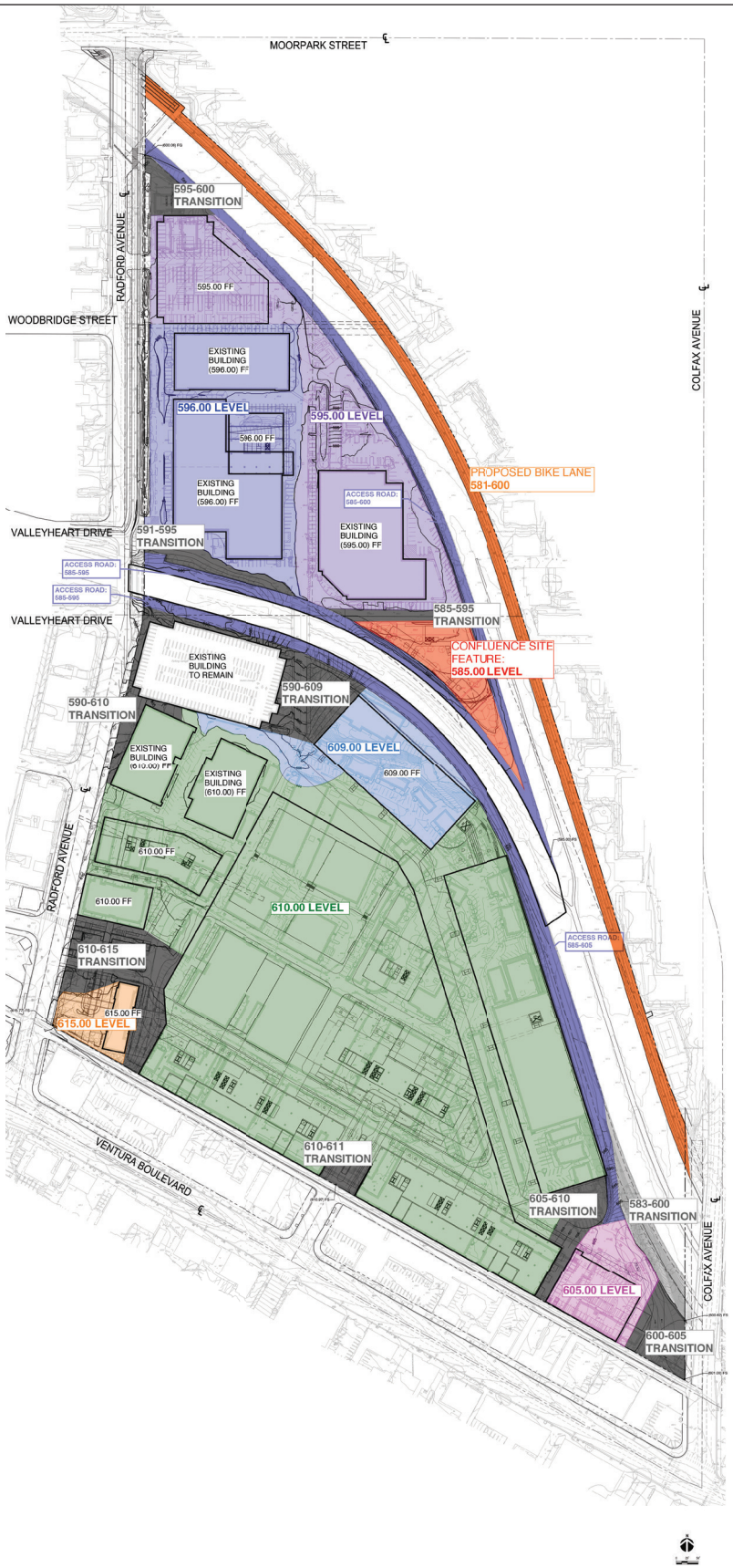

Figure II-7
Existing Project Site Topography
Grade Above Mean Sea Level

Source: Skidmore, Owings & Merrill, 2024.

(2) Land Use and Zoning

The Project Site is located in the City's Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan area. The Project Site is designated as Light Industrial for the North Lot, Light Manufacturing for the South Lot, and Open Space for the Tujunga Wash and Los Angeles River areas. The North Lot is zoned [Q]MR2-1L-RIO (subject to a "Q" Qualified Classification or Q Condition, Restricted Light Industrial Zone, Height District 1L, River Improvement Overlay), and the South Lot is zoned [Q]M2-1-RIO (subject to a "Q" Qualified Classification, Light Industrial Zone, Height District 1, River Improvement Overlay). The portions of the Project Site containing the Los Angeles River and Tujunga Wash are zoned OS-1XL-RIO (Open Space Zone, Height District 1XL, River Improvement Overlay).

The MR2 Zone permits uses, including, but not limited to, aircraft factory, brewery, embalming, funeral parlor, pigeon keeping, scrap metal collection and yeast manufacturing, along with numerous conditionally allowed uses, such as motion picture studio, television studio, tavern, and recording studio. The "1L" in the Project's zoning designation on the North Lot refers to the Project Site's location in Height District No. 1L. All uses located in the MR2 Zone and within Height District No. 1L are restricted to a maximum height of 75 feet not to exceed 6 stories. The MR2 Zone imposes a 15-foot front yard setback requirement.[8] The M2 Zone permits uses, including, but not limited to, adhesive manufacturing, aircraft engine testing, automobile wrecking, fertilizer manufacturing and sales, kennel, mental institution and television station, along with numerous conditionally allowed uses, such as church, cocktail lounge, microbrewery, swap meet, and motion picture studio. The "1" in the Project's zoning designation on the South Lot refers to the Project Site's location in Height District No. 1. All uses located in the M2 Zone and within Height District No. have unlimited height. The M2 Zone does not impose any setback requirements on commercial or industrial uses. Lastly, the OS Zone permits uses, including, but not limited to, parking, park or playground, and recreation area, along with numerous conditionally allowed uses, such as community center, cemetery, nature preserve. The "1XL" in the Project's zoning designation on the portions of the Project Site containing the Los Angeles River and Tujunga Wash refers to the Project Site's location in Height District No. 1XL. All uses located in the OS Zone and within Height District No. 1XL are restricted to a maximum of 30 feet. The OS Zone does not impose any setback requirements.

The Project Site is also located in a Transit Priority Area (TPA) pursuant to Public Resources Code Section 21099 as modified by Assembly Bill 2553. As discussed in Section IV.A, Aesthetics, of this Draft EIR, in accordance with Senate Bill 743, aesthetic and parking

[8] *LAMC Section 12.21 B.2 allows motion picture studio stages, scenes or skybackings, temporary towers and the like to be erected to a height of 125 feet if the building and structures observe front, side, and rear yards prescribed in said section.*

impacts of employment center projects located within TPA and infill areas (such as the Project) are not considered significant impacts on the environment.

c. Surrounding Land Uses

The Project Site is located in an urbanized area that is developed with a mix of land uses. Ventura Boulevard, the major arterial in the immediate vicinity of the Project Site, is lined with commercial, institutional, and residential uses. Other major arterials in the Project Site vicinity include Laurel Canyon Boulevard, Moorpark Street, and Colfax Avenue, which are all generally lined with medium- and high-density multi-family residential uses and commercial uses. Immediately west of the South Lot across Radford Avenue are a four-story apartment complex, an automobile repair shop, and a single-story, single-tenant restaurant building. To the west and south of the South Lot is a six-story (approximately 75-foot-high) office building located along Radford Avenue and Ventura Place. Further west of the South Lot is a neighborhood of several multi-family residential developments. Immediately west of the North Lot across Radford Avenue are various one-, two-, and three-story low- and medium-density single- and multi-family residential developments. Further west of the North Lot is a neighborhood of several single-family residential developments. Low- and mid-rise commercial buildings and mini shopping centers occupied by general office uses, restaurants, retail uses, automobile repair shops, motels, and government uses are located south of the Project Site, across the abutting public alley and fronting Ventura Boulevard. Properties along the south side of Ventura Boulevard are improved with similar uses. Further to the south beyond Ventura Boulevard are three- and four-story multi-family residential buildings and Carpenter Community Charter School. To the north and east, the Project Site is bounded by the Tujunga Wash and Los Angeles River, respectively, which provide approximately 97-foot to 150-foot buffers from the residential uses across those channels. Many of the streets in the vicinity of the Project Site are lined with street trees, and the major arterials exhibit substantial commercial signage, including multiple large double-faced, off-site billboard signs along Ventura Boulevard.

3. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to maintain Radford Studio Center as a studio and to modernize and enhance production facilities within the Project Site to accommodate both the existing unmet and anticipated future demands of the entertainment industry, keep production activities and jobs in Los Angeles, upgrade utility and technology infrastructure, and create a cohesive studio lot. The Project’s specific objectives are as follows:

- Ensure the Project Site retains existing studio uses and provide an expandable and flexible production platform, including sound stages, production support, and office space regulated through the establishment of a Specific Plan to respond to evolving market demands and studio production needs while ensuring compatibility with applicable local and regional plans, specifically the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan.

- Establish guidelines to preserve historic elements of the studio while modernizing and expanding the studio to ensure its continued operational success in the future.

- Create an integrated studio campus that is capable of addressing the evolving demands of the media and entertainment industry, incorporates a mix of compatible land uses, and ensures the Project is compatible with the immediate neighborhood by concentrating building heights away from Project Site edges.

- Optimize the currently underutilized Project Site to accommodate the existing unmet and anticipated future demands of the entertainment industry by providing new, state-of-the-art sound stages, production support facilities, production offices, and general offices, and upgraded on-site elements, such as circulation, staging, basecamp, outdoor production and parking areas, while remedying past haphazard building additions and prioritizing efficient production operations.

- Grow the local and regional economy by providing a wide range of entertainment and media-related jobs and keeping production jobs in Los Angeles.

- Enhance access through the provision of multiple safe, secure, and efficient entry points to the Project Site. Additionally, ensure the Project is consistent with the intent of the Los Angeles River Revitalization Master Plan, provides an enhanced public right-of-way to promote walkability, strengthens bicycle access, and fosters safety and connectivity in the local community.

- Provide multi-modal transportation solutions, including Project Mobility Hubs with services that are integrated with public transit lines and encourage alternative means of transportation and mobility.

- Enhance the identity of the Project Site as an iconic entertainment and media center by providing an architecturally distinct design and a creative signage program that reflects and complements the production, media, and entertainment uses on-site.

- Create a model of sustainability in modern production studio development and operations by committing to an all-electric development and integrating best management practices with regard to water, energy, and resource conservation.

4. Description of Project

a. Project Overview

The Radford Studio Center Project (Project) would establish the Radford Studio Center Specific Plan (Specific Plan) to allow for the continuation of an existing studio use and the modernization and expansion of media production facilities within the approximately 55-acre Project Site. The Specific Plan would establish standards to regulate land use, massing, design, and development, and permit up to 2,200,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon build out, as well as associated ingress/egress, circulation, parking, landscaping, and open space improvements. Specifically, as detailed in Table II-1 on page II-17, the Specific Plan would permit up to 1,667,010 square feet of new floor area, the retention of 532,990 square feet of existing floor area, and the demolition of up to 646,120 square feet of existing floor area. In addition, the Radford Studio Center Sign District (Sign District) would also be established to permit studio-specific on-site signage. Upon completion, the Project would have a maximum Floor Area Ratio (FAR) of approximately 0.96:1.[9]

Proposed new buildings could range in height from approximately 60 feet to up to 135 feet above Project Grade.[10] Up to 6,050 vehicular parking spaces (including approximately 2,170 existing vehicular parking spaces to remain) would be provided at full buildout of the total floor area permitted under the proposed Specific Plan. As part of the Project, approximately 646,120 square feet of existing uses would be demolished and approximately 532,990 square feet of existing uses would remain. An illustrative site plan of the Project is provided in Figure II-8 on page II-18.

Buildout under the proposed Specific Plan could take place in one or multiple phases and is anticipated to be completed as early as 2028 or as late as 2045.[11] The proposed Specific Plan would establish standards to regulate land use, massing, design, and development within the Project Site while allowing for adaptation to potential changes in technology or space requirements that are inherent to the pace of advancement in entertainment technology. Accordingly, as discussed in detail in Subsection 4.b.(1), below, the proposed Specific Plan would allow for limited increases in sound stage and production

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[9] *The Project's FAR is calculated as a ratio of the maximum floor area (as defined in Table II-1 below) to 2,276,215 square feet (the Project Site's area after dedications and mergers).*

[10] *Based on height measured from Project Grade, which is defined as 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot. Using the LAMC definition of building height, heights would range between approximately 60 feet and 140 feet.*

[11] *Construction of the proposed Radford Bridge, extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street, may be completed as early as 2028.*

Table II-1
Summary of Proposed Development[a]

Use	Existing (sf)	Demolition (sf)	Existing to Remain (sf)	Proposed New Construction (sf)	Total Permitted (sf)[b]	Net Change (sf)[c]
Sound Stages	359,730	136,310	223,420	226,580	450,000	90,270
Production Support	255,510	170,370	85,140	214,860	300,000	44,490
Production Office	450,060	297,110	152,950	572,050[d]	725,000	274,940
General Office	113,810	42,330	71,480	628,520	700,000	586,190
Retail	0	0	0	25,000[e]	25,000[e]	25,000
Total	**1,179,110**	**646,120**	**532,990**	**1,667,010**	**2,200,000**	**1,020,890**

sf = square feet

[a] *Per the proposed Specific Plan, floor area shall be defined in accordance with LAMC Section 12.03, with the following exceptions: areas related to the Mobility Hubs; basecamp; outdoor eating areas (covered or uncovered); trellis and shade structures; covered walkways and storage areas; and all temporary uses (e.g., sets/façades) shall not be counted toward floor area. Per the proposed Specific Plan definition, the maximum of 2,200,000 square feet of total floor area within the Project Site upon buildout of the Project is equivalent to approximately 2,345,000 square feet based on the LAMC definition.*

[b] *Total permitted square footage includes existing uses to remain. The Specific Plan would allow for the exchange of certain permitted studio land uses and associated floor areas. Specifically, floor area from any permitted land use category may be exchanged for additional sound stage and production support uses as long as the limitations of the Specific Plan are met. However, the maximum permitted floor area on-site would not exceed 2,200,000 square feet. In addition, the total floor area of production office, general office, and retail uses permitted under the Specific Plan would not exceed 725,000 square feet, 700,000 square feet, and 25,000 square feet, respectively.*

[c] *Net change = Proposed New Construction – Demolition.*

[d] *Includes an approximately 13,500-square-foot mill building that would be relocated within the Project Site.*

[e] *Could include up to 25,000 square feet of ancillary restaurant uses.*

Source: SOM, 2023.

support floor area in exchange for a corresponding reduction in the floor area of other permitted uses, provided that the maximum permitted floor area of 2,200,000 square feet is not exceeded. The primary development regulations set forth in the proposed Specific Plan would address land use, design, historic regulations, childcare, alcohol sales, and parking, as well as associated implementation procedures. In addition, the proposed Sign District

LEGEND

PROJECT PROPERTY LINE

Figure II-8
Conceptual Site Plan

Source: Skidmore, Owings & Merrill, 2024.

would be established to permit studio-specific on-site signage. Preliminary drafts of the proposed Specific Plan and Sign District are available on the Department of City Planning Website.[12]

b. Land Use Plan and Permitted Floor Area

The Conceptual Site Plan provided in Figure II-8 on page II-18 visualizes buildout of the proposed Project development program in accordance with Table II-1 on page II-17. In addition, Figure II-9 through Figure II-11 on pages II-20 through II-22 visualize the proposed Project's subterranean levels.

As set forth in Table II-1, the Project Site would continue to support sound stage, production support, production office, and general office uses. A a small amount of retail uses would also be provided. These studio-related uses would be defined in the proposed Specific Plan as follows:

- Sound Stage(s). A studio land use that includes permanent buildings for production activities and which may contain sets/façades.

- Production Support. A studio land use primarily used for the support of production activities and employee services, and includes, but is not limited to, equipment facilities, wardrobe, and storage (indoor and outdoor), sets/façades manufacturing, mill shop, equipment maintenance and repair, transportation maintenance and repair, commissary, gym, audience security and processing, IT infrastructure, financial services, museum storage and display, archives, and retail associated with studio/production uses where goods are displayed, sold and/or services, including studio tours and related activities, and other similar uses.

- Production Office. A studio land use that includes those office uses associated with or in furtherance of production activity, including but not limited to merchandising, marketing, promotion, licensing, sales, leasing, accounting, distribution, legal, and administration. This includes, but is not limited to, motion pictures, internet, cable, commercials, television and radio production and programming, video games, video recordings, audio recordings, digital recordings, digital media, computerization, publications, and any derivation or evolution of the foregoing. Production office also includes related support functions and facilities including, but not limited to, conference rooms, reception and waiting rooms, file rooms, copy rooms, coffee rooms, restrooms, and other ancillary office functions/ facilities.

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[12] *For informational purposes, the Draft Radford Studio Center Specific Plan Ordinance and Draft Radford Studio Center Sign District Ordinance are available on the Department of City Planning website. These are draft documents as submitted by the Applicant and are subject to change as they move through the entitlement process.*

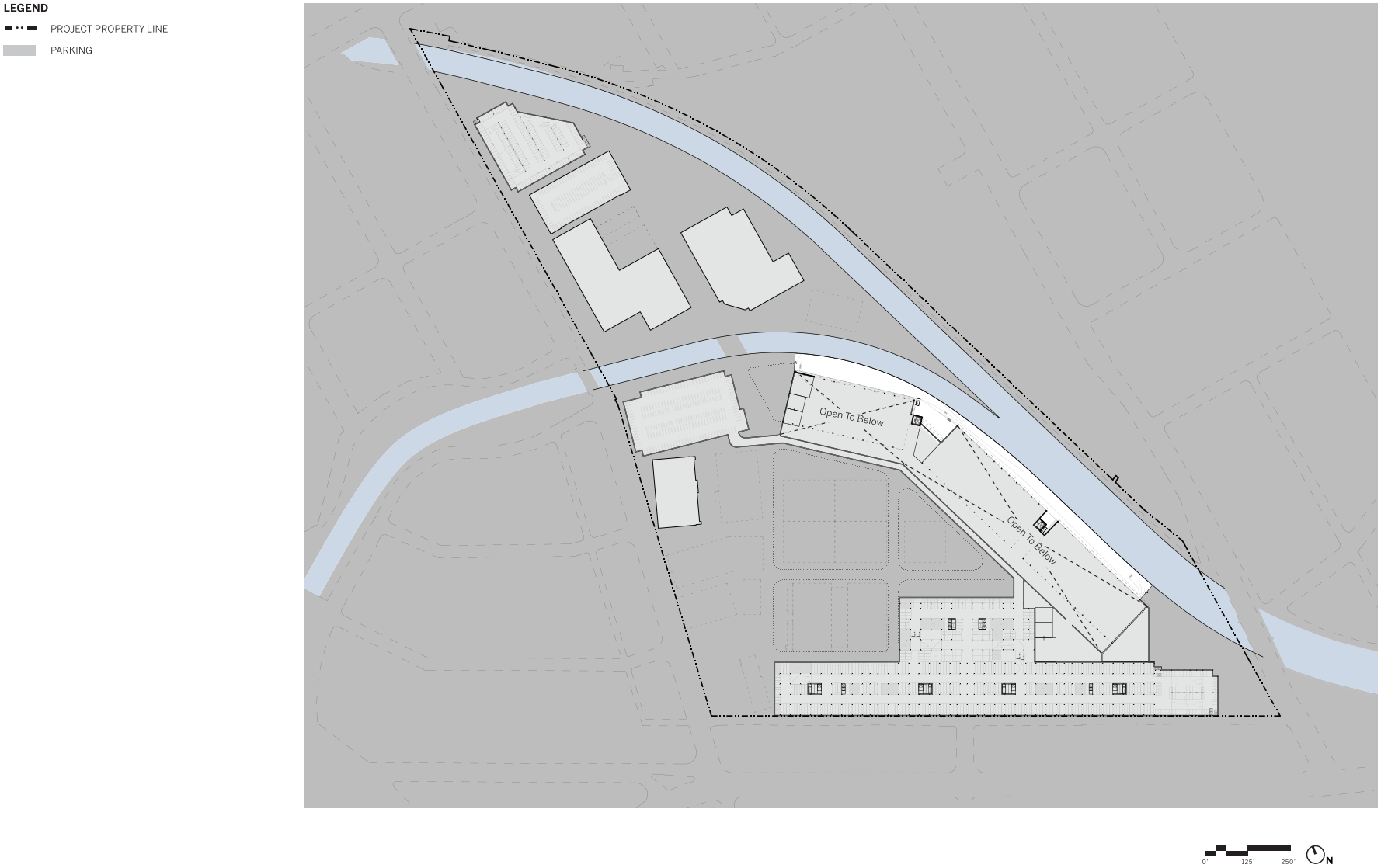


Figure II-9
Floor Plan - Level B1

Source: Skidmore, Owings & Merrill, 2024.

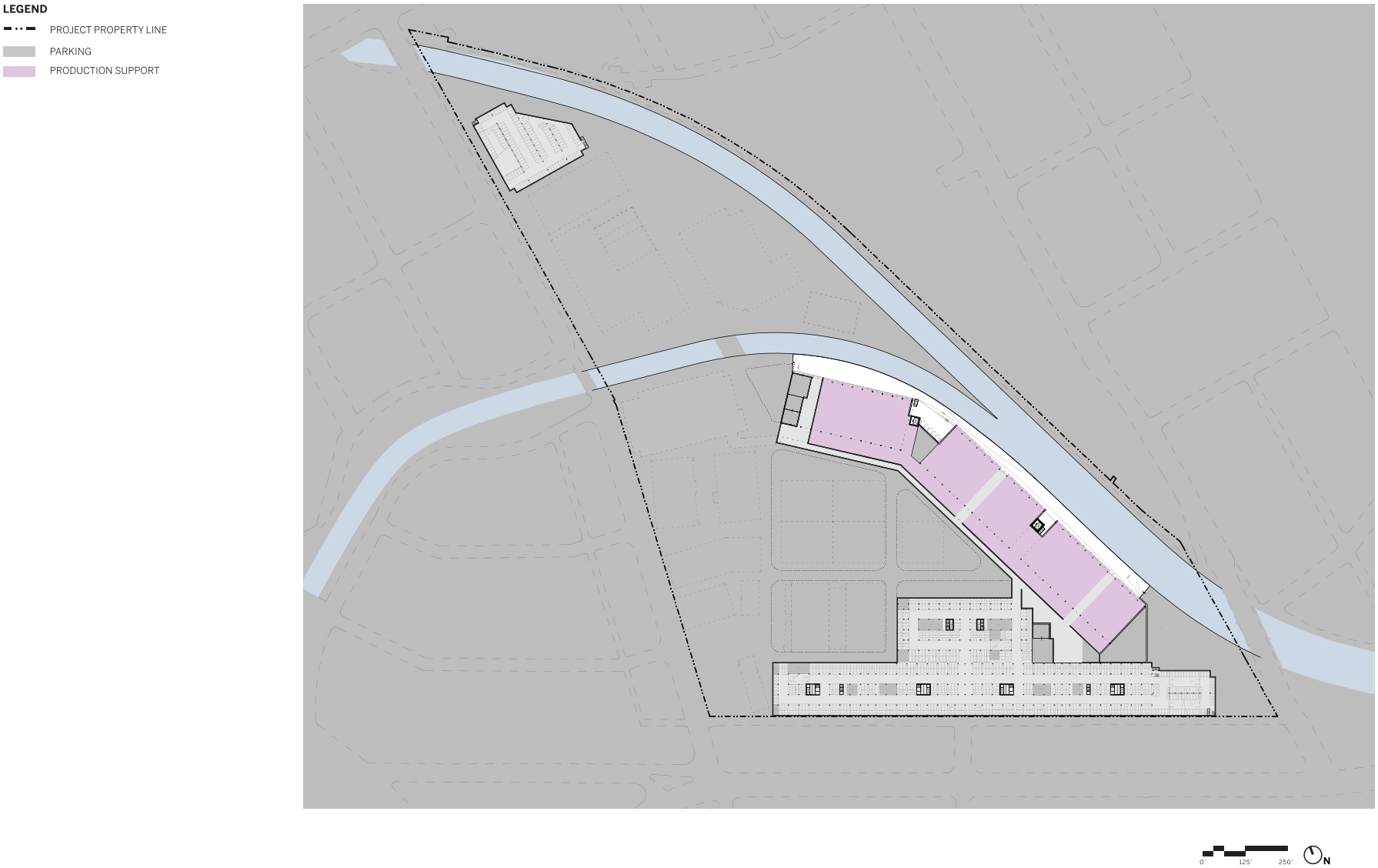


Figure II-10
Floor Plan - Level B2

Source: Skidmore, Owings & Merrill, 2024.

Figure II-11
Floor Plan - Level B3

Source: Skidmore, Owings & Merrill, 2024.

- General Office. A studio land use that includes office uses, which may or may not include those office uses associated with or in furtherance of production activity, including but not limited to merchandising, marketing, promotion, licensing, sales, leasing, accounting, distribution, legal, general commercial, professional, executive, business, and administration. Office also includes related support functions and facilities including, but not limited to, conference rooms, reception and waiting rooms, file rooms, copy rooms, coffee rooms, restrooms, and other ancillary office functions/facilities.

- Retail. A studio land use that includes all neighborhood retail uses identified in Section 13.07 C of the LAMC.

The five permitted uses would provide and support several production-related uses and facilities and ancillary uses as defined in the proposed Specific Plan. Production-related uses would continue to include motion picture, television, and broadcast studios and related incidental facilities, including, but not limited to, production activity areas; indoor and outdoor stages; sets and façades; digital, film, video, audio, video game, eSports, and media production areas; recording and broadcasting studios; sound labs; film editing studios; film video and audio processing areas; sets and props production areas; computer design and graphics studios; animation studios; and ancillary facilities related to those activities. Other related uses and facilities that would also be permitted, as detailed in the proposed Specific Plan, include basecamps; communication facilities; conference rooms (ancillary to general office uses); modular offices and trailers; studio support facilities; parking; various ancillary commercial and retail uses to serve the on-site employees and visitors; catering facilities; areas for special events; audience and entertainment shows; live audience productions; museum exhibits and theater facilities that support production activities; childcare uses (ancillary to general and production office uses) for on-site users; fitness facilities (ancillary to general and production office uses) for on-site employees and visitors; infrastructure, maintenance and storage facilities; mills/manufacturing areas; temporary sleeping quarters for on-site personnel (sleeping quarters would not be located within the below-grade levels used for parking and basecamp areas); recreational facilities for on-site users; restaurants and special event areas, including the sale of alcoholic beverages; security facilities; signs; and storage. Consistent with existing conditions, pyrotechnic special effects would be used and stored in accordance with regulatory requirements.

Under the proposed Specific Plan, the permitted floor areas may be adjusted pursuant to the land use exchange provisions detailed below. The adjustments to each land use category's maximum permitted floor area would be limited by the proposed Specific Plan and would not exceed the maximum permitted floor area of 2,200,000 square feet.

As shown in Figure II-12 on page II-24, upon full buildout of the Project, 840,000 square feet of outdoor production activity areas would be provided, resulting in an overall

Figure II-12
Proposed Outdoor Production Areas

Source: Skidmore, Owings & Merrill, 2024.

reduction in outdoor production activity areas of approximately 205,000 square feet. No active outdoor production areas (e.g., areas for filming) would be located in the below-grade parking and basecamp areas.

Basecamp areas would also continue to be provided within the Project Site. These basecamp areas would comprise a total of approximately 331,000 square feet, representing a net decrease of approximately 45,000 square feet of basecamp areas as compared to existing conditions. As shown in Figure II-13 and Figure II-14 on pages II-26 and II-27, respectively, these basecamp areas would comprise approximately 241,000 square feet at grade (including approximately 85,000 square feet of existing basecamp areas to remain) and approximately 90,000 square feet within the Level B2. These basecamp areas would include the same uses and functions as existing conditions.

The Project may include a childcare use for employees that provides care for children up to 5 years old. The childcare use[13] would be sited and constructed in accordance with applicable regulatory requirements.

Consistent with existing conditions, the studio would continue to operate 24 hours a day, seven days a week. Also consistent with existing conditions, special events would continue to be governed by the LAMC.

In addition, as described further below, the Project would also include on-site Mobility Hubs for Project Site users that would serve to reduce vehicle miles traveled. The permitted uses would be consistent with the studio-related objectives of the Project.

(1) Land Use Exchange

As previously noted, the proposed Specific Plan would allow for limited exchanges between certain permitted studio land uses and associated floor areas. Specifically, the floor area from any permitted land use could be exchanged for additional sound stage and/or production support floor area as long as the limitations of the proposed Specific Plan are met. In addition, the total permitted floor area on-site would not exceed 2,200,000 square feet. The permitted adjustments would be limited as follows:

- The total sound stage floor area may be increased from 450,000 square feet up to a total of 575,000 square feet in exchange for equivalent decreases in the floor area of any other permitted uses.

[13] *The floor area for childcare uses is accounted for in the general office floor area.*

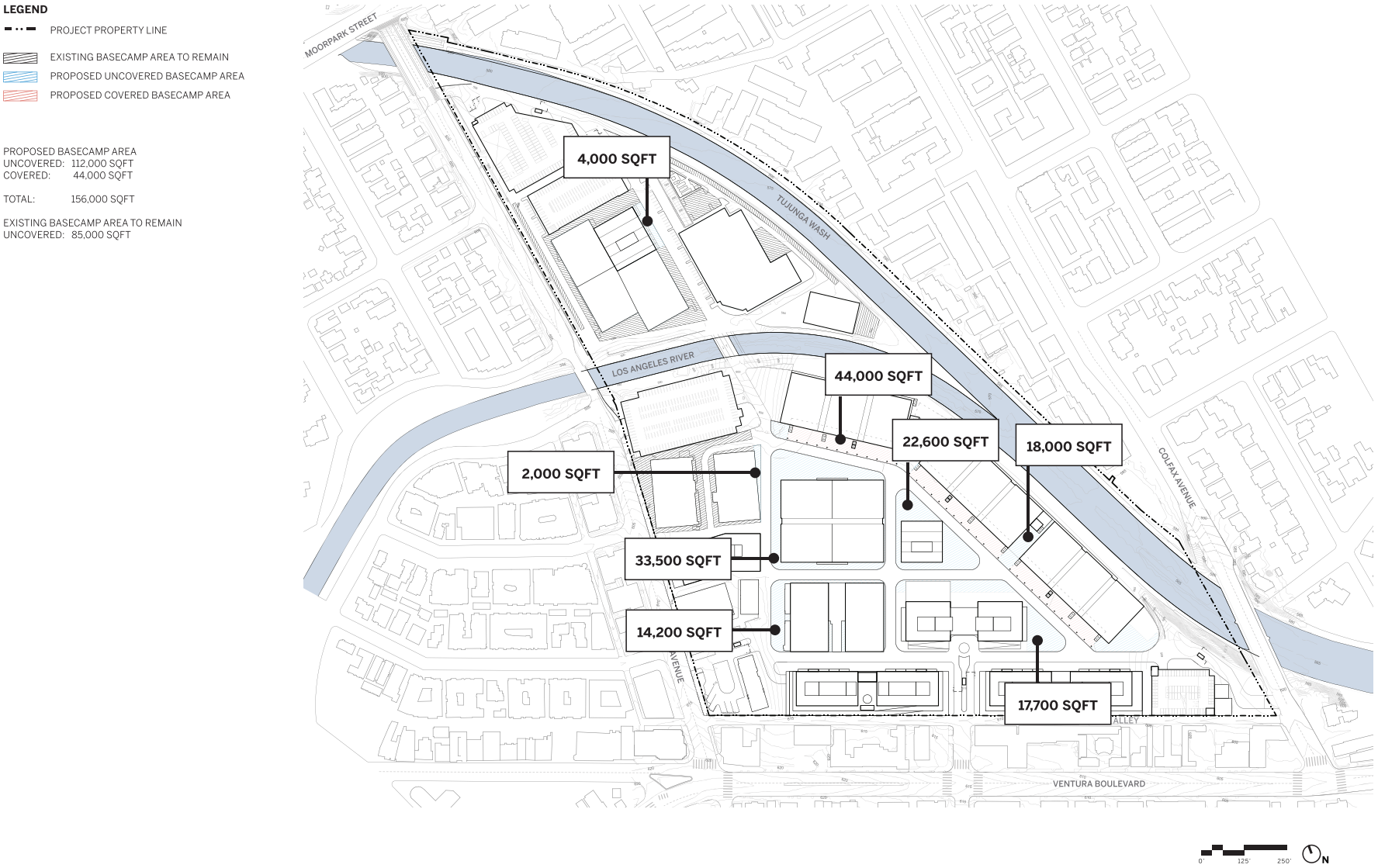


Figure II-13

Proposed Basecamp Areas—Grade Level

Source: Skidmore, Owings & Merrill, 2024.

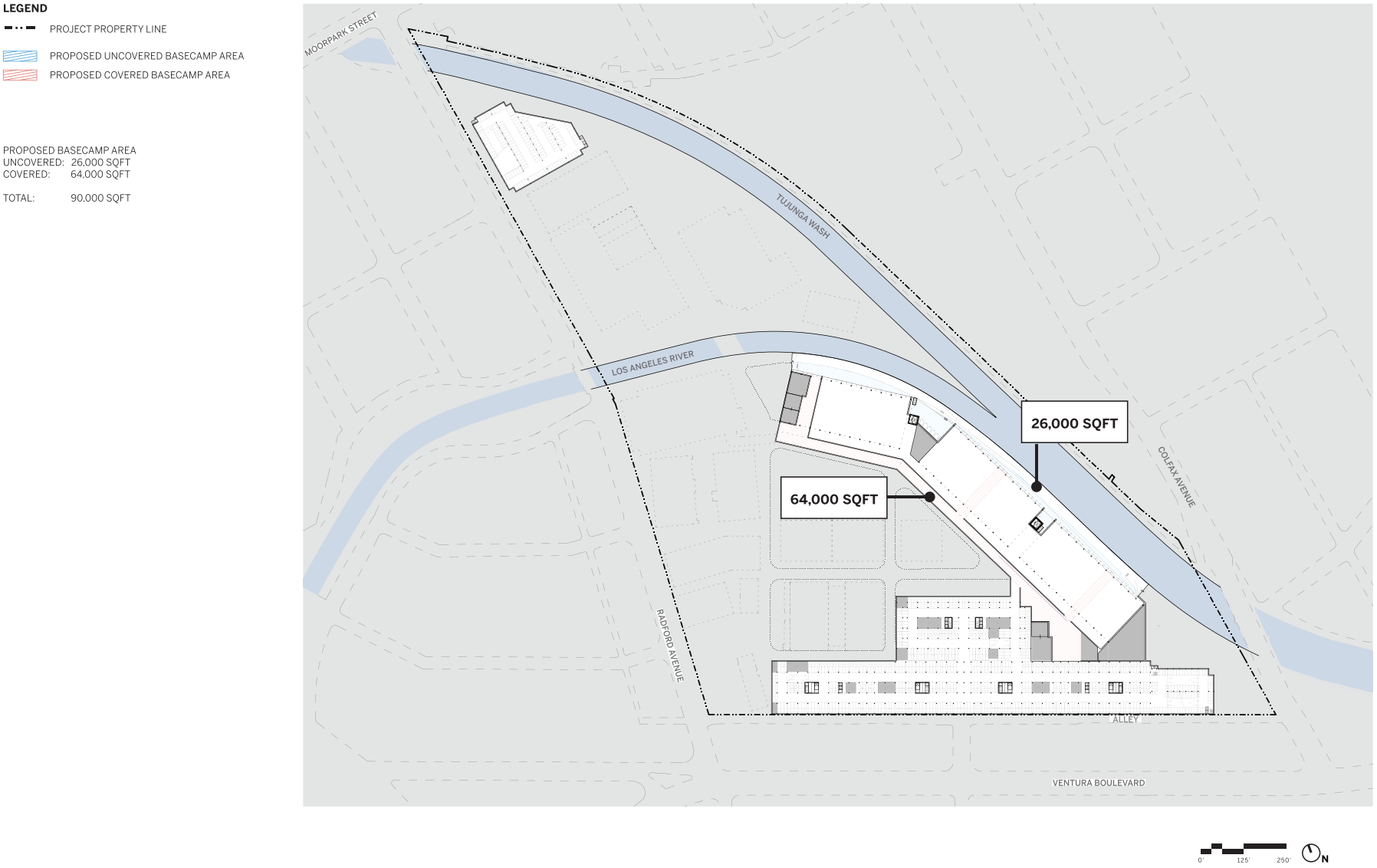


Figure II-14
Proposed Basecamp Areas—Level B2

Source: Skidmore, Owings & Merrill, 2024.

- The total production support floor area may be increased from 300,000 square feet up to a total of 575,000 square feet in exchange for equivalent decreases in the floor area of any other permitted uses.

- As the exchange in floor area is only limited to the sound stage and production support uses as described above, the total permitted floor area for production office uses would not exceed 725,000 square feet, the total permitted floor area for general office uses would not exceed 700,000 square feet, and the total permitted floor area for retail uses would not exceed 25,000 square feet.

Specific proposals for development that involve a land use exchange would require discretionary approval by the Department of City Planning. This process would entail a determination of whether the individual proposal complies with the regulations, guidelines, and mitigation measures set forth in the proposed Specific Plan and the Project's Mitigation Monitoring Program.

c. Design and Architecture

The proposed Specific Plan would set forth design guidelines and standards and specific requirements regarding building heights and stepbacks, setbacks, and other building and site design elements, as further described below. The overall design strategy of the Project and the proposed Specific Plan maintains the existing studio uses on the Project Site develops new facilities integral to the future needs and demands of the entertainment industry, and integrates the Project Site with the adjoining public streets, Los Angeles River, and Tujunga Wash, as demonstrated in in Figure II-15 through Figure II-17 on pages II-29 through II-31.

As described in more detail below, the Project's design also includes infrastructure and other improvements in the public right-of-way. These improvements could include pedestrian/bicycle path improvements on Radford Avenue, as well as other improvements along the Los Angeles River and Tujunga Wash and within the alley south of the Project Site (parallel to Ventura Boulevard), described further below. Overall, the proposed Specific Plan would provide for a cohesive, pedestrian- and bicyclist-friendly studio campus.

d. Height and Lot Coverage Subareas

As part of the proposed Specific Plan, height subareas (Subareas A through D) with specified height limits and limited height allowances would be established to regulate building heights throughout the Project Site. Except for Subarea A, which would establish a more restrictive 60-foot height limit, as shown in Figure II-18 on page II-32, much of the Project Site would be subject to a sitewide height limit of 75 feet as measured from Project Grade

Figure II-15
Conceptual Rendering - Radford Gate

Source: Skidmore, Owings & Merrill, 2024.

Figure II-16
Conceptual Rendering - Carpenter Gate

Source: Skidmore, Owings & Merrill, 2024.

Figure II-17
Conceptual Rendering - Project Site Interior

Source: Skidmore, Owings & Merrill, 2024.

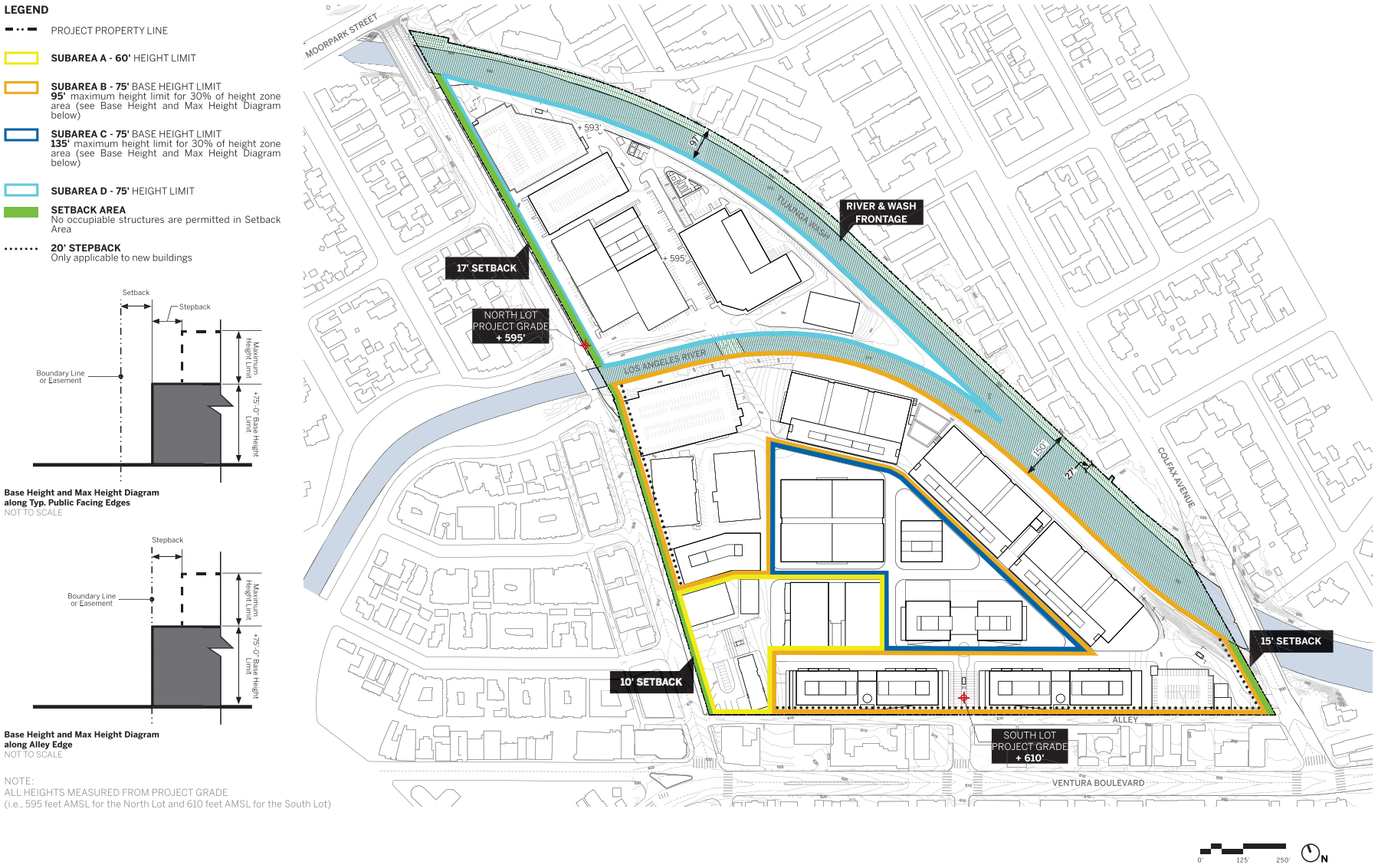


Figure II-18

Height Subareas, Stepbacks, and Setbacks

Source: Skidmore, Owings & Merrill, 2024.

(i.e., 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot).[14] This height limit would be augmented with additional height allowances permitted in a limited portion of Subareas B and C, as shown in Figure II-18 on page II-32. Each of the height subareas is described below.

- Subarea A—60-Foot Height Limit: Buildings in the southwestern portion of the South Lot would be subject to a height limit of 60 feet.
- Subarea B—75-Foot Height Limit: The areas along the northwestern, eastern, and southern boundaries of the South Lot would be subject to a height limit of 75 feet. Buildings up to a maximum of 95 feet in height would be permitted in up to 30 percent of Subarea B.
- Subarea C—75-Foot Height Limit: The center of the South Lot would be subject to a height limit of 75 feet. Buildings up to a maximum of 135 feet in height would be permitted in up to 30 percent of Subarea C.
- Subarea D—75-Foot Height Limit: The entirety of the North Lot would be subject to a height limit of 75 feet.

The subareas and associated setbacks and stepbacks (discussed below) would limit future development to concentrate building height toward the center of the Project Site and away from the existing commercial and residential uses, as well as the Los Angeles River, and the Tujunga Wash. Further, a 20-foot stepback from the property line of the South Lot along Radford Avenue, Colfax Avenue, and the public alley would be required for any new building that exceeds 75 feet in height. Any building or structure, except for historic resources, may also be demolished and replaced with a new building or structure that would not exceed the square footage set forth in the proposed Specific Plan and subject to the approval process detailed therein. Note that the height subareas do not represent the actual development footprint of Project buildings. Rather, new buildings would occupy only a limited portion of the development envelope permitted in each subarea.

e. Setbacks

New development within the Project Site would be subject to setbacks, as set forth in the proposed Specific Plan and as depicted in Figure II-18. Setback areas would function as buffers and transitional space around the Project Site perimeter. Within these areas, features such as security kiosks, fences, walls, projections, stairs, balconies, landscaping,

[14] *Based on height measured from Project Grade, which is defined as 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot. Using the LAMC definition of building height, heights would range between approximately 60 feet and 140 feet.*

access and circulation areas, parking, basecamp, etc. would be permitted. The proposed setback areas are described below.

- Radford Avenue: A 17-foot-wide setback would be provided along the entire western edge of the North Lot. A 10-foot-wide setback would be provided along the western edge of the South Lot.
- Colfax Avenue: A 15-foot-wide setback would be provided along the southeastern edge of the South Lot.

Additionally, as previously described, the Project Site is bounded by the Los Angeles River and Tujunga Wash to the north and east, which serve as approximately 97-foot to 150-foot buffers from uses across those channels. These existing buffers would be maintained as part of the Project.

f. Stepbacks

New development within the Project Site would be subject to stepbacks as set forth in the proposed Specific Plan and as depicted in Figure II-18 on page II-32. Stepbacks are an architectural tool to reduce building massing and vary building forms by pulling the façade of upper stories back from the building edge at a predetermined elevation above Project Grade.[15] The proposed stepbacks are described below.

- Radford Avenue: A 20-foot stepback would be provided for any building within Subarea B that exceeds 75 feet in height.
- Colfax Avenue: A 20-foot stepback would be provided for any building within Subarea B that exceeds 75 feet in height.
- Southern Alley: A 20-foot stepback would be provided for any building within Subarea B that exceeds 75 feet in height.

g. Other Design Elements

The proposed Specific Plan would also include design standards that address the screening of rooftop equipment and outdoor storage areas, fencing, parking structure design, and Project Site access. In particular, rooftop equipment and outdoor storage areas that are visible from public pedestrian locations within 500 feet of the Project Site perimeter would be screened with vegetated walls, fences, trellises, graphic treatments, other structures, or other approved measures. Screening of satellite dishes located at grade or on rooftops would not

[15] *Project grade is defined as 595 feet AMSL for the North Lot and 610 feet AMSL for the South Lot.*

be required, consistent with existing conditions. Fencing or perimeter walls of up to 8 feet in height would be permitted on-site, and chain link fencing without inserts or secondary screening (such as fabric or panels) and barbed wire fencing would be prohibited. Fencing would be maintained in a clean and well-kept manner, including through the repair of broken walls and removal of graffiti, and improved with either low maintenance landscaping, hardscape, or a combination of both. The Project would include more visually transparent fencing along the southwestern corner so that the Radford Gate would be visible.

With regard to above-grade parking structures, the proposed Specific Plan would set forth design standards regarding the following: the height of enclosure walls, which must effectively block light emitted on a horizontal plane from the structure; the location of vehicular entrances and exits so as to minimize interference with pedestrian and vehicular traffic on the adjacent streets; screening of any new public right-of-way facing parking structure façades along Radford Avenue and Colfax Avenue, with architectural articulation, landscaping including vegetated walls and vertical gardens, and/or use of compatible building materials; and the lighting and screening of rooftop parking with a parapet wall and light source shielding.

h. Open Space, Landscaping and Off-Site Improvements

The Project's Conceptual Landscape Plan, as shown in Figure II-19 on page II-36, has been designed to enhance the Project Site and associated setbacks adjacent to the public right-of-way. The Project proposes the construction of a new multi-modal bridge, the Radford Bridge, which would extend from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street, provide public pedestrian and bicycle routes across the Tujunga Wash, and include a new studio-related vehicle access, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system.[16] The Project would also provide new and refreshed landscaping within portions of the proposed development areas located to the west of the Tujunga Wash and Los Angeles River.

Additionally, the existing alley adjacent to the southern portion of the South Lot may be improved to provide stormwater management best practices. Along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway from Hoffman Street to the Radford Bridge.[17] The goal of the Project's open space plan is to provide access to and connect pedestrians and bicyclists with the

[16] *Appendices to this Draft EIR may refer to the Radford Bridge as the Radford Mobility Connector. This is the same feature and there is no change to the description or location.*

[17] *The Radford Bridge is anticipated to be constructed after LADWP implements its planned relocation of the trunk line along Moorpark Street and associated infrastructure improvements.*

LEGEND

- CAMPUS (NEW PLANTING)
- ENTRIES (NEW PLANTING)
- ROOF TOP PLANTING
- EXISTING PLANTING TO BE REFRESHED
- SUBTERRANEAN GARAGE EXTENTS

NOTES:

ALL EXISTING PLANTING AREAS WILL BE REFRESHED AND REPLANTED, WITH THE EXCEPTION OF EXISTING TREES THAT ARE TAGGED TO REMAIN.

NEW PLANTING AREAS ARE AT GRADE PLANTING BEDS AND ARE A COMBINATION OF ON-STRUCTURE AND ON-GRADE PLANTING AREAS.

ROOF TOP PLANTING IS ELEVATED AND PART OF THE BUILDINGS INFRASTRUCTURE.

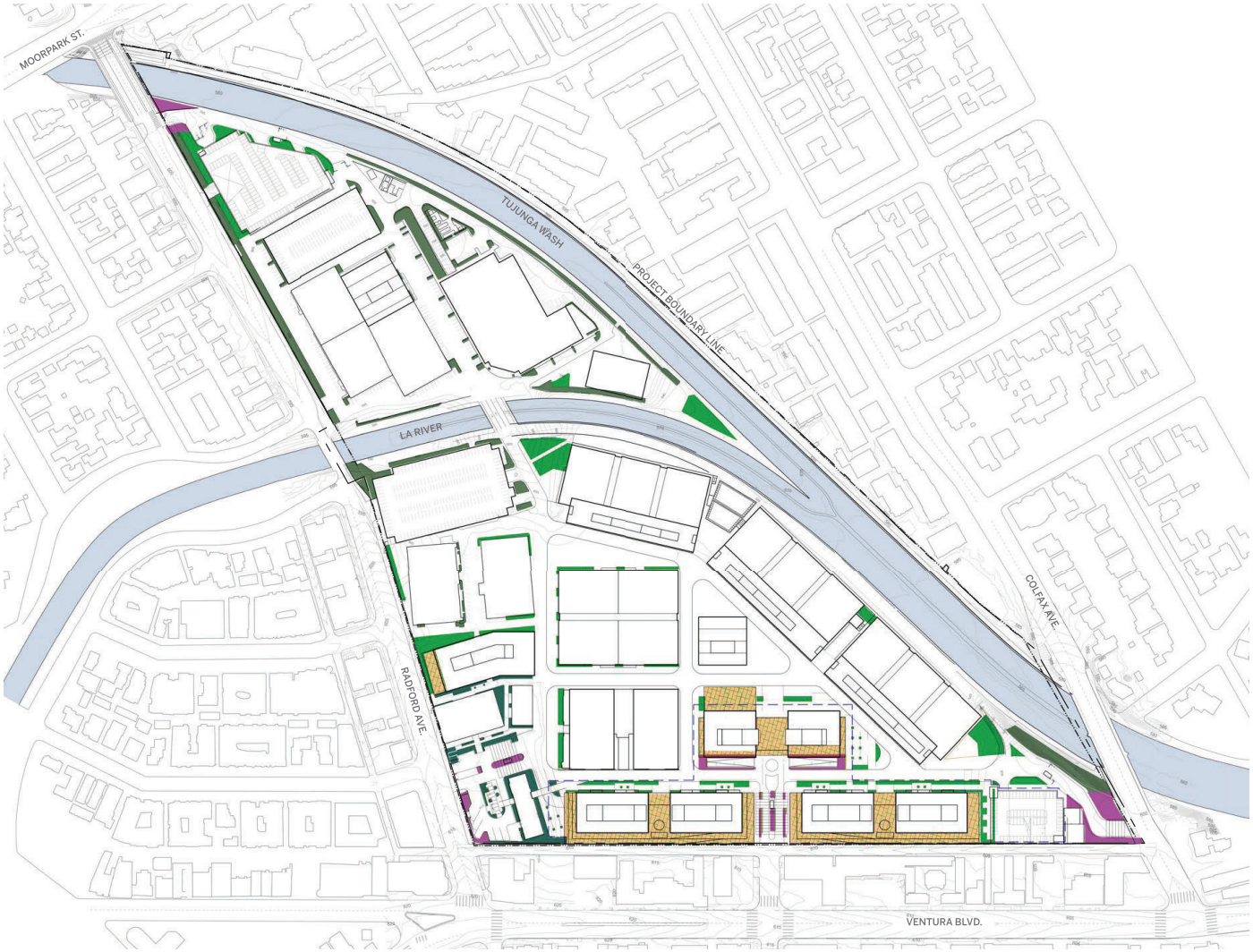


Figure II-19
Conceptual Landscape Plan

Source: Skidmore, Owings & Merrill, 2024.

Los Angeles River and tributaries consistent with the improvements already envisioned by the City and described above.

Within the Project Site, approximately 109,569 square feet of landscaped area would be provided along the Project Site frontages, including approximately 77,406 square feet of landscaped area along the Los Angeles River and Tujunga Wash frontages, approximately 4,454 square feet of landscaped area along Colfax Avenue, and approximately 27,709 square feet of landscaped area along Radford Avenue. As demonstrated in the Conceptual Landscape Plan included as Figure II-19 on page II-36 additional landscape, and hardscape, including various ground level open space areas and rooftop terraces would also be provided within the Project Site. Planting zones and associated plant palettes would be established to define streetscape areas, Project Site entrances, production areas, bungalows, and the rooftop terraces. The rooftop terraces would be designed as landscaped open spaces to be used for meetings, special events, filming, and other production-related activities.

In addition to the Radford Bridge and the Radford Avenue Class IV bikeway, the Project also includes various off-site improvements as shown in Appendix B to this Draft EIR. Improvements related to the Radford Bridge include temporary falsework in the Tujunga Wash, removal of LADWP infrastructure (e.g., a pump station and water pipe) with potential relocation in coordination with LADWP's Trunkline South Project, new electrical/ telecommunications infrastructure, relocated and new power poles, and a new traffic signal at the improved Moorpark Street intersection. As shown in the street section provided in Figure II-20 on page II-38, improvements along Radford Avenue include undergrounding of existing power poles and overhead lines. In addition, new curb, gutter, sidewalks, landscaping, and driveways along the Project frontage, as well as new full section asphalt replacement for the entire roadway width would be implemented. Radford Avenue improvements also consist of below grade utility lateral trenching, traffic calming measures, new electrical and telecommunications infrastructure, relocations and improvements to the existing Art Walk, and signal modifications, ADA and pedestrian upgrades and other safety improvements at the intersection of Radford Avenue and Ventura Boulevard. Off-site improvements along Colfax Avenue adjacent to the Project Site include new curb, gutter, driveways, and sidewalk along the Project frontage, as well as repaving of the street. Similar to Radford Avenue, new full section asphalt paving for the entire roadway width has been assumed. The existing City of Los Angeles Colfax bridge structure would not be altered. Improvements at Carpenter Avenue adjacent to the Project Site would include new curb, gutter, sidewalk, and full section asphalt paving. Additionally, improvements at Carpenter Avenue adjacent to the Project Site include an improved entrance and traffic signal modifications for left-turn phasing and roadway restriping at the intersection of Carpenter Avenue and Ventura Boulevard. In addition, improvements along the public alley adjacent to the Project Site may include undergrounding of existing power poles and overhead lines, utility connections, and stormwater best management practices described further below.

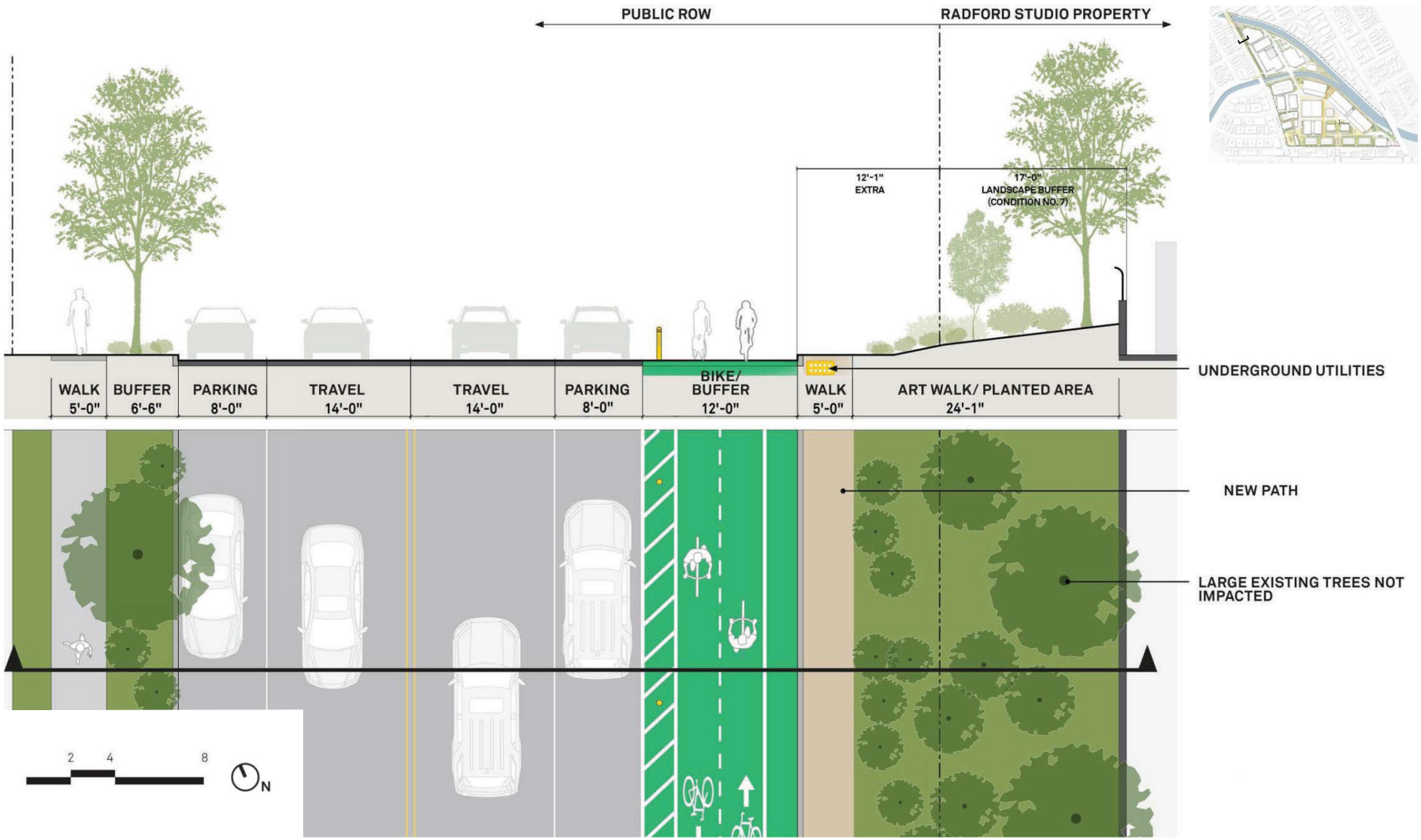


Figure II-20
Street Section - Radford Avenue

Source: Studio-MLA, 2024; Skidmore, Owings & Merrill, 2024.

Expansion of the existing internal Gilligan's Island bridge that provides vehicular and pedestrian access over the Los Angeles River is also proposed.

i. Access, Circulation, and Parking

As demonstrated in Figure II-21 on page II-40, vehicular access to the Project Site from Radford Avenue would be provided via an existing ingress/egress point at the southwestern portion of the South Lot at the Radford Gate and an existing ingress/egress point at the northwestern portion of the South Lot, which provides direct access to the existing Sater parking structure. Two additional existing ingress/egress access points located in the northwestern and southwestern portions of the North Lot would be for limited access only. Vehicular access from Ventura Boulevard would be provided via a restored former ingress/egress point at the Carpenter Gate, as demonstrated in Figure II-21. Two Project loading/service access areas would also be located along the southern boundary of the Project Site accessed from the adjacent public alley. Vehicle access from Colfax Avenue would be located in the southeastern portion of the South Lot at the Colfax Gate. As detailed in Figure II-22 on page II-41, pedestrian and bicycle access would be provided at the same primary access points, including at the Radford Gate, access to the Sater parking structure, access from Ventura Boulevard at the Carpenter Gate, and access from Colfax Avenue at the Colfax Gate. Additional access points along Radford Avenue and one pedestrian access point along the alley would also be available, as shown in Figure II-22. All of the access points would be secured and controlled with gates and/or staffed guard houses.

As previously noted and as demonstrated in Figure II-21, the proposed Specific Plan includes the extension of Radford Avenue via the proposed Radford Bridge, which would extend Radford Avenue to the north across the Tujunga Wash to Moorpark Street. Vehicular ingress and egress to the North Lot would be limited to this new bridge via Moorpark Street; no through access for vehicles would be provided along Radford Avenue. Removable bollards, fire access gates, planters, and/or other traffic calming measures would be installed to prevent cut-through vehicular traffic by prohibiting vehicular access from Moorpark Street south to Ventura Boulevard.

The existing Gilligan's Island bridge, internally connecting the North Lot to the South Lot across the Los Angeles River, would be retained and widened. Internal circulation routes would be renovated and would also be introduced throughout the Project Site to facilitate efficient access to all buildings, parking areas, and basecamp areas. Parking for production vehicles would be provided adjacent to sound stages to accommodate loading/unloading activities and vehicle storage in or near basecamp areas.

Additionally, as shown in Figure II-23 on page II-42, two Mobility Hubs—one located in the northern portion of the North Lot and the other in the southwestern corner of the South

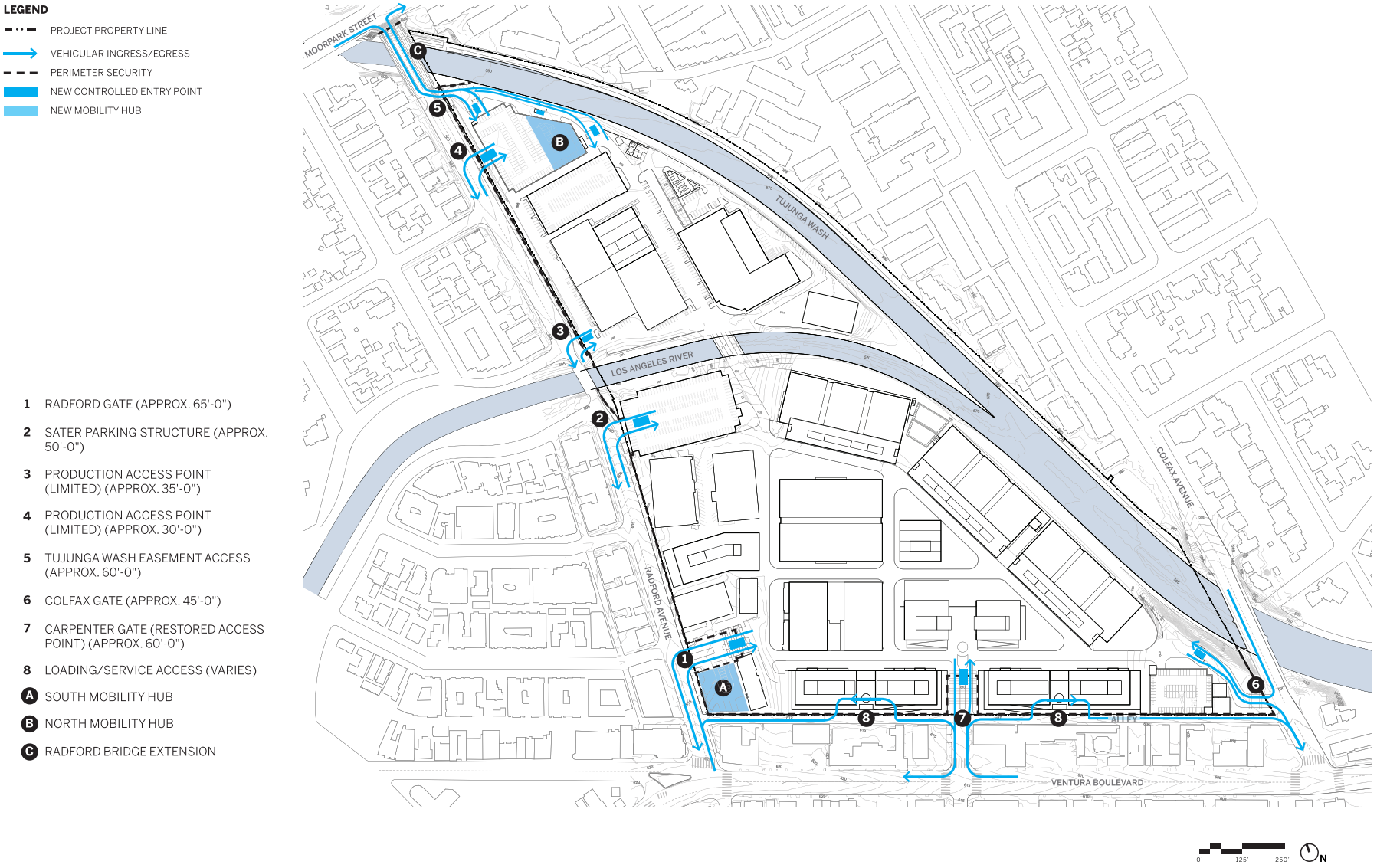


Figure II-21
Vehicular Site Access

Source: Skidmore, Owings & Merrill, 2024.

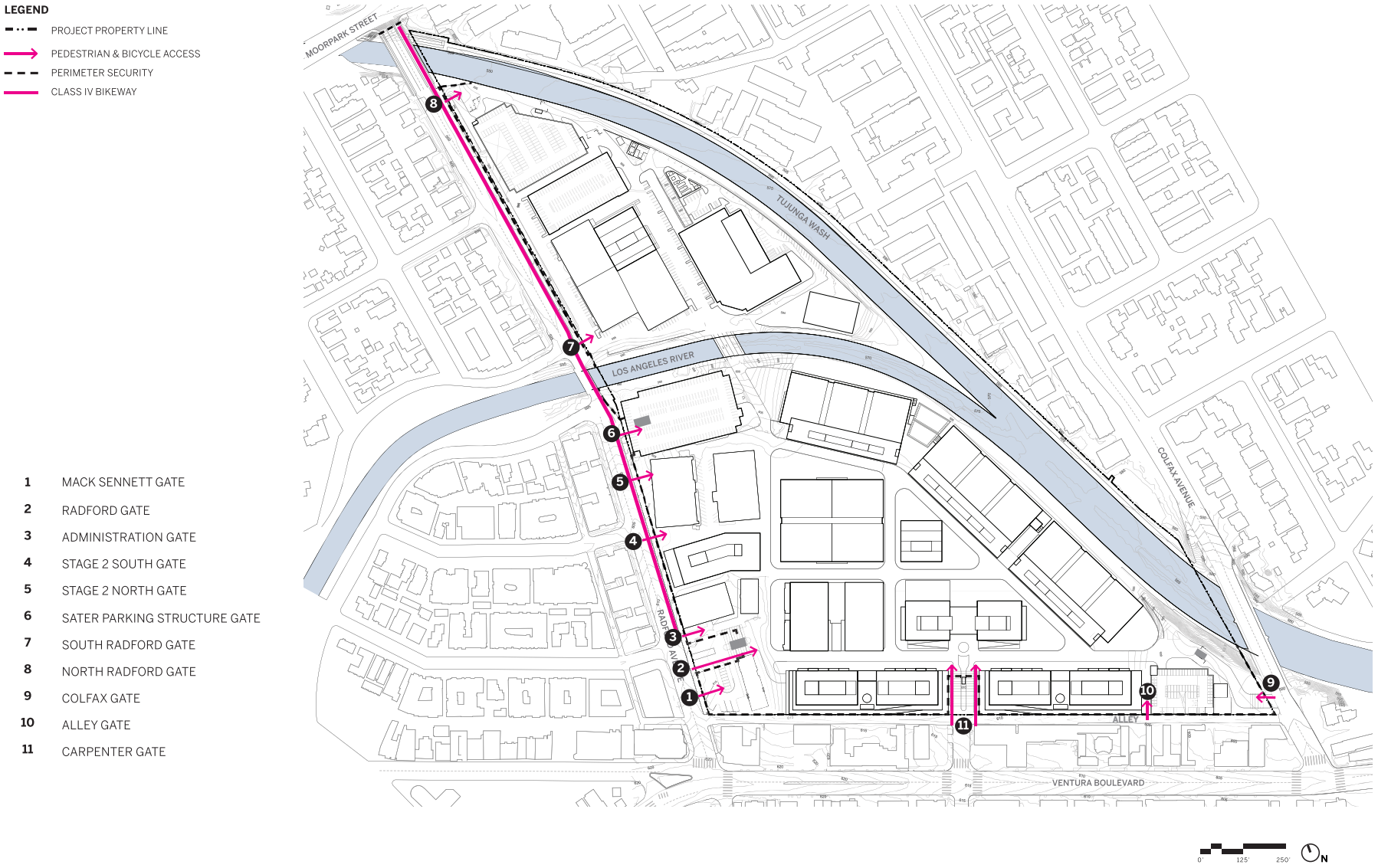


Figure II-22
Pedestrian and Bicycle Site Access

Source: Skidmore, Owings & Merrill, 2024.

Figure II-23
Mobility Hubs

Source: Skidmore, Owings & Merrill, 2024.

Lot—are proposed. The Mobility Hub within the North Lot would be constructed after completion of the Radford Bridge. The Mobility Hubs would support first-mile/last-mile connections; encourage employee use of public transit, carpooling, vanpooling, and biking/scootering to work; and support other transportation demand management (TDM) strategies. The Mobility Hubs would provide an off-street space for passenger pick-up/drop-off and the temporary parking of buses, carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. The Mobility Hubs would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities.

The proposed Specific Plan would establish parking ratios for the permitted land uses (sound stage, production support, production office, general office, and retail uses), ranging from two to three parking spaces per 1,000 square feet of floor area, for a sitewide total of 6,050 parking spaces upon full buildout of the Project. Non-occupiable structures, such as sets/façades, kiosks, and parking/entry facilities, would not provide dedicated parking. Vehicles could be parked in tandem (double or triple) or by valet, depending on the specific parking layout. In addition, the proposed Specific Plan would set forth a process for approval and implementation of a reduced/shared parking plan (i.e., fewer than 6,050 parking spaces), so long as an adequate parking supply is maintained. The Conceptual Parking Plan included as Figure II-24 on page II-44 demonstrates the Project Site's existing and proposed above-grade, at-grade, and subterranean parking facilities. Ultimately, parking may be located in a combination of above-ground structures, subterranean structures, and/or surface spaces at any location within the Project Site provided the proposed Specific Plan's parking ratios are met.

j. Lighting and Signage

All lighting would comply with existing applicable energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward the Project Site interior to minimize light spill-over to neighboring buildings and the surrounding area while utilizing low-level exterior lights at the Project 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 Bureau of Street Lighting. The 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.

Figure II-24
Conceptual Parking Plan

Source: Skidmore, Owings & Merrill, 2024.

The proposed Sign District would regulate signage, in conjunction with applicable LAMC signage provisions, in terms of placement, scale, color, illumination, and material. Project signage would be integrated with and complement the overall aesthetic character of on-site development and would be designed to enhance the studio character of the Specific Plan area. Project signage could include general ground level and wayfinding pedestrian signage around the Project Site perimeter, architectural ledge signs, digital displays, illuminated architectural canopy signs, information signs, pillar signs, pole signs, projecting signs, supergraphics, window signs, building identification signs, marquee and monument signs, large-format screens, and other sign types such as on-site wall signs that are typical on studio campuses. The proposed Sign District would regulate the permitted number of signs, sign type, sign height, and the maximum area of signage permitted along each public street frontage. These limitations would not apply to interior signs[18] that generally are not visible from off-site, public rights-of-way, or any publicly accessible plaza adjacent to a public right-of-way. A number of sign types would be prohibited throughout the Project Site, including off-site signs (i.e., billboards) and exterior-facing digital displays. Prohibited sign types would also include those that contain obscene matters, as defined in Section 311 of the State Penal Code; those that contain or consist of posters, pennants, banners, ribbons, streamers, or spinners, except as permitted by the LAMC; and those that contain flashing, mechanical, or strobe lights in conflict with the provisions of LAMC Sections 80.08.4 and 93.0107. Project signage may include both externally and internally lit signs, and LAMC illumination regulations would apply. Externally visible signage along the Project Site perimeter and signage within the Project Site interior are described further below.

A total of up to approximately 41,704 square feet of Exterior Signage that is externally visible is proposed to be located within the Project Site as shown in Figure II-25 on page II-46. In addition to the signage along the Tujunga Wash, Los Angeles River and Colfax Avenue, the proposed Sign District would include up to 59,400 square feet of murals, graphics, art installations, or other non-sign graphics along the external facing wall of the sound stages. Signage anticipated to be located along the exterior would include Supergraphic Signs, as well as those typically allowed under the LAMC (e.g., wall signs, architectural ledge signs, illuminated architectural canopy signs, roof signs, and window signs). Digital displays would be prohibited along the Project Site exterior. Figure II-26 through Figure II-28 on pages II-47 through II-49 provide proposed signage elevations along the perimeter of the Project Site.

Interior signage is signage that is internal to the Project Site and would not be generally externally visible. These signs would not be located directly along and facing a public right-of-way and would be located in excess of 100 feet from a public rights-of-way (i.e., Radford Avenue, the alley parallel to Ventura Boulevard, and the combined perimeter

[18] *"Interior" refers to approximately 100 feet from Project Site edges.*

LEGEND

PROJECT PROPERTY LINE

SIGNAGE SUB DISTRICT	TOTAL PROPOSED SIGNAGE
NORTH LOT	**NORTH LOT**
RADFORD	4,188 SQ.FT.
TUJUNGA WASH	7,900 SQ.FT.
LA RIVER	4,960 SQ.FT.
SOUTH LOT	**SOUTH LOT**
RADFORD	4,050 SQ.FT.
ALLEY	6,624 SQ.FT.
COLFAX	932 SQ.FT.
LA RIVER [1]	13,050 SQ.FT.

NOTE: SIGNAGE PLAN FOR ILLUSTRATIVE PURPOSES ONLY

[1] 59,400 SF OF MURAL, GRAPHICS, ART INSTALLATION, OR OTHER NON-SIGN GRAPHICS MAY BE APPLIED TO THE EXTERNAL FACING WALL OF THE STAGES. INDIVIDUAL GRAPHICS/INSTALLATIONS MAY NOT EXCEED 6,600 SF PER STAGE ELEVATION.

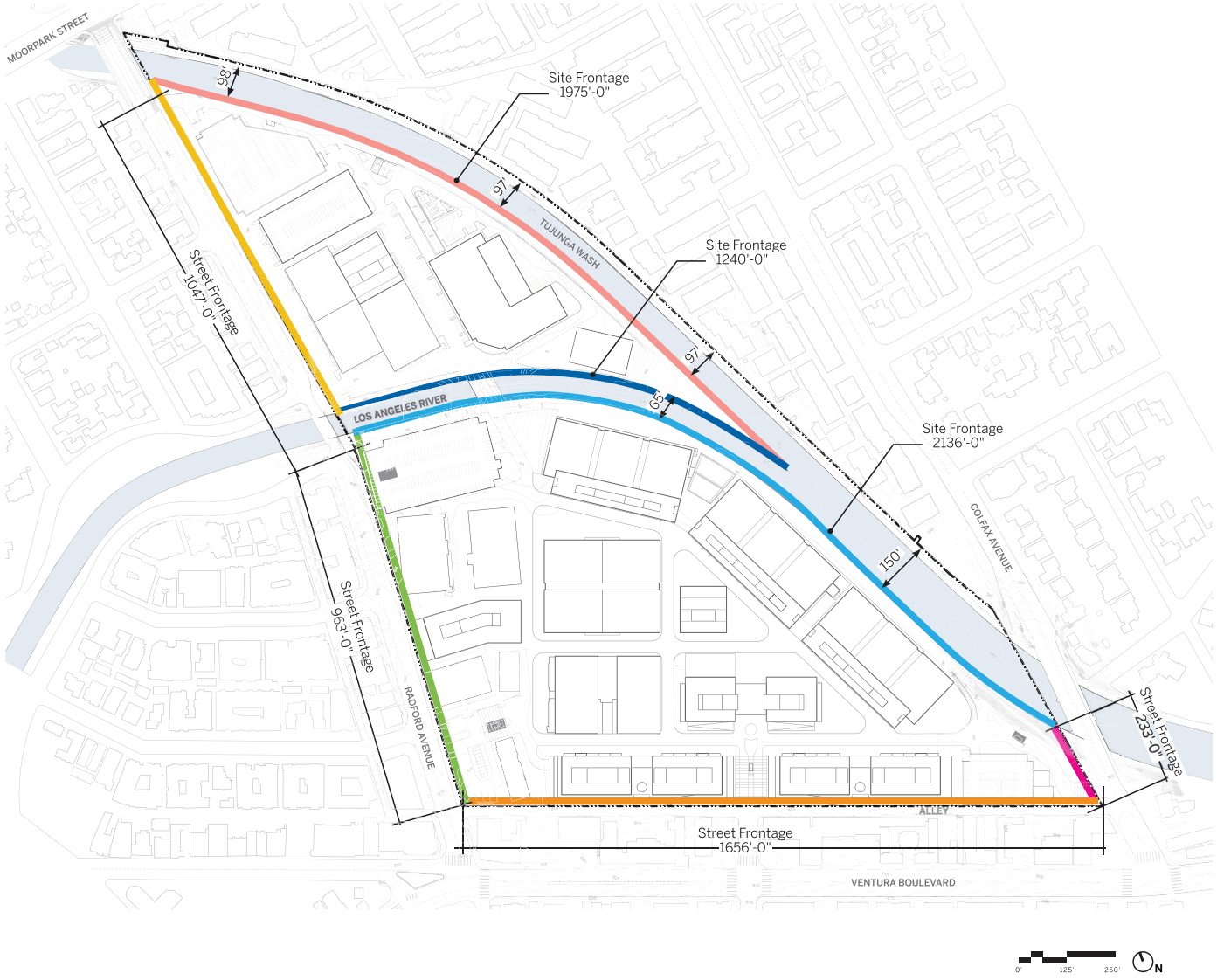


Figure II-25
Exterior Signage

Source: Skidmore, Owings & Merrill, 2024.

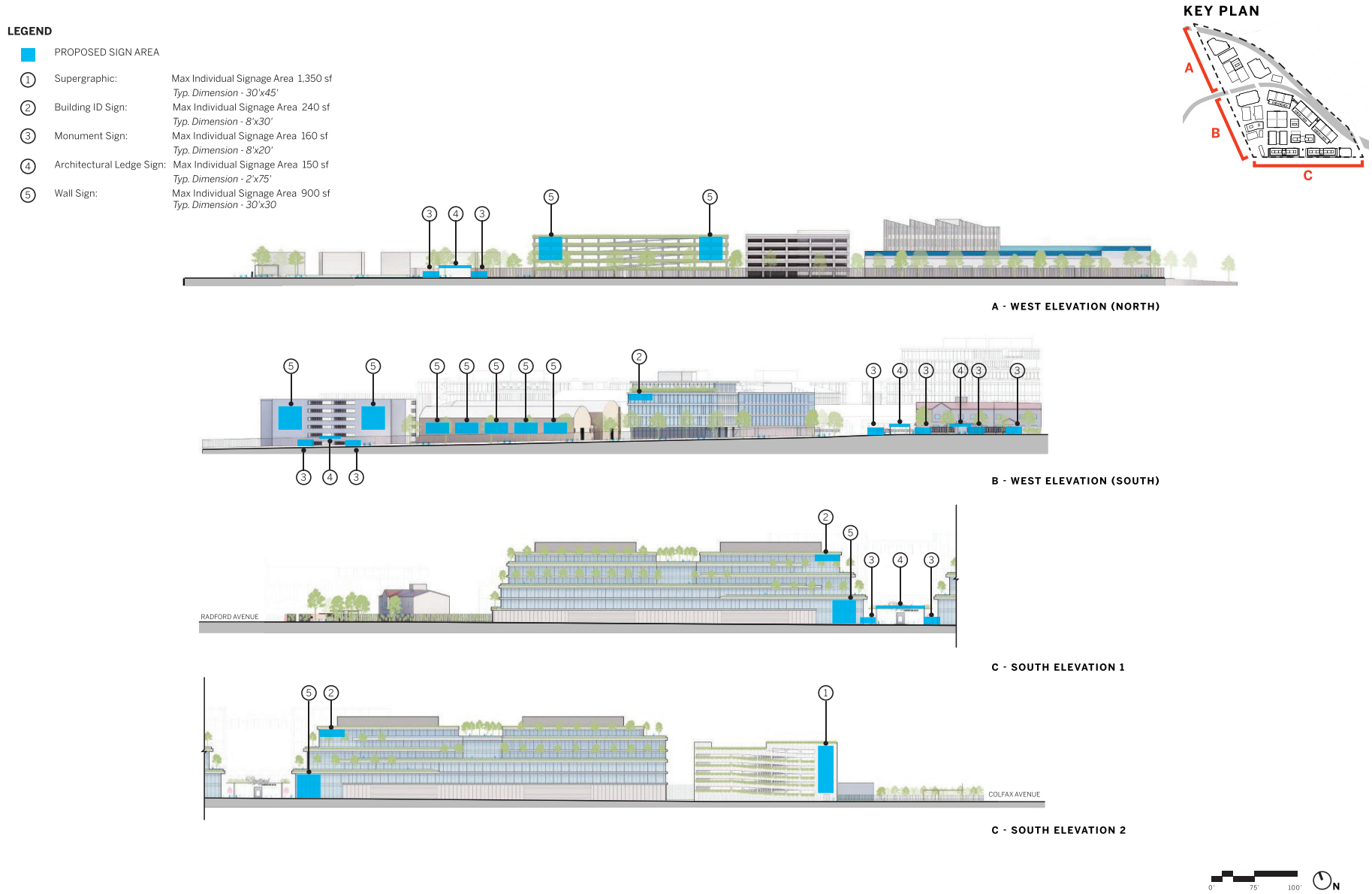


Figure II-26

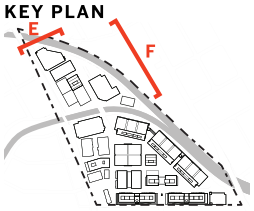
Conceptual Signage Plan—Southern and Western Project Site

Source: Skidmore, Owings & Merrill, 2024.

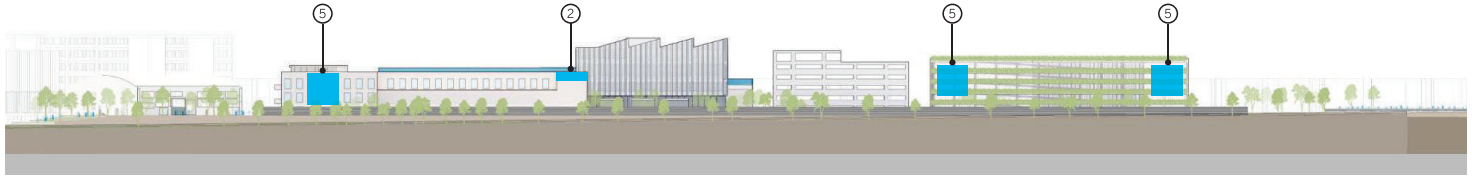
LEGEND

PROPOSED SIGN AREA

1	Supergraphic:	Max Individual Signage Area 1,350 sf *Typ. Dimension - 30'x45'*
2	Building ID Sign:	Max Individual Signage Area 240 sf *Typ. Dimension - 8'x30'*
3	Monument Sign:	Max Individual Signage Area 160 sf *Typ. Dimension - 8'x20'*
4	Architectural Ledge Sign:	Max Individual Signage Area 150 sf *Typ. Dimension - 2'x75'*
5	Wall Sign:	Max Individual Signage Area 900 sf *Typ. Dimension - 30'x30*



E - NORTH ELEVATION



F - EAST ELEVATION (NORTH)

Figure II-27

Conceptual Signage Plan—Northern and Northeastern Project Site

Source: Skidmore, Owings & Merrill, 2024.

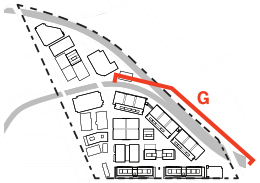
LEGEND

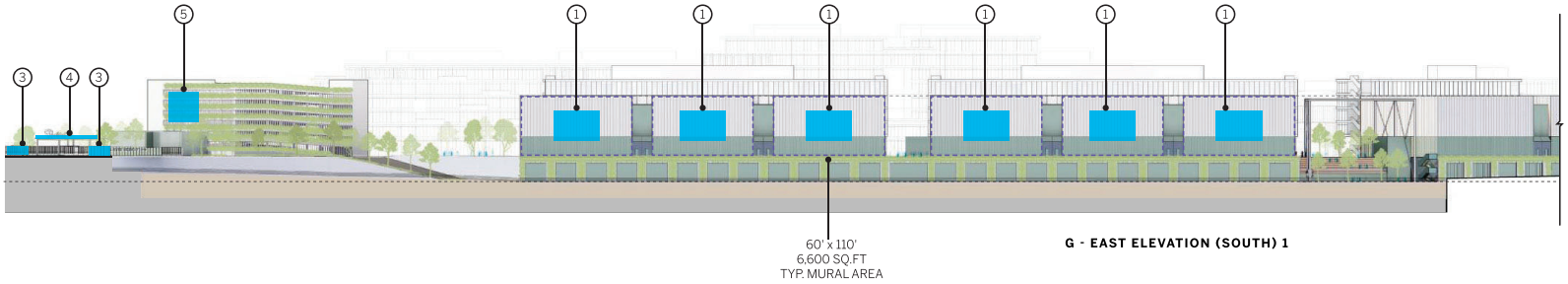
PROPOSED SIGN AREA

PROPOSED MURAL/ART AREA

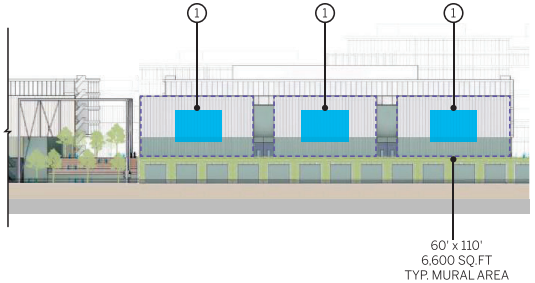
1	Supergraphic:	Max Individual Signage Area 1,350 sf *Typ. Dimension - 30'x45'*
2	Building ID Sign:	Max Individual Signage Area 240 sf *Typ. Dimension - 8'x30'*
3	Monument Sign:	Max Individual Signage Area 160 sf *Typ. Dimension - 8'x20'*
4	Architectural Ledge Sign:	Max Individual Signage Area 150 sf *Typ. Dimension - 2'x75'*
5	Wall Sign:	Max Individual Signage Area 900 sf *Typ. Dimension - 30'x30*

KEY PLAN





G - EAST ELEVATION (SOUTH) 1



G - EAST ELEVATION (SOUTH) 2

Figure II-28

Conceptual Signage Plan—Southeastern Project Site

Source: Skidmore, Owings & Merrill, 2024.

along Colfax Avenue, the Los Angeles River, and the Tujunga Wash). Interior signage, such as wall signs, architectural ledge signs, illuminated architectural canopy signs, roof signs, and window signs, shall be regulated in keeping with the LAMC with the clarification that the proposed Sign District modifies the term "streets" (as referenced in the LAMC) such that it shall also include public rights-of-way, as well as internal streets, pedestrian passageways/ paseos and courtyards, driveways, and/or private drives (including, but not limited to, the alley at the southern boundary of the Project Site). This cumulative permitted sign area for the aforementioned signs may be utilized anywhere within the interior boundaries of the Sign District. Digital displays would be prohibited along the Project Site exterior but would be allowed within the Project Site interior, as shown in Figure II-29 on page II-51. No deviation has been requested for the typical signage illumination criteria identified in LAMC Section 14.4.4. within the Project Site interior.

k. Site Security

Controlled access would continue to be provided at all vehicular and pedestrian entrances to the Project Site. 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 production activities and ensure the safety of all studio users. 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 badges, and visual surveillance, would further enhance the security and safety of the studio.

l. Sustainability Features

The Project would be designed and constructed to incorporate environmentally sustainable building features and construction protocols equivalent to certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Rating System for new construction and required by the Los Angeles Green Building Code and the California Green Building Standards (CALGreen) Code.

Specifically, the Project would be designed to meet LEED Gold or equivalent requirements and would meet the requirements of the City's all-electric buildings ordinance (Ordinance No. 187,714), as applicable. The Project represents an infill development located in close proximity to existing transit lines and walkable streets and would utilize existing infrastructure to service the proposed uses. The Project also involves the re-use of certain existing buildings and facilities.

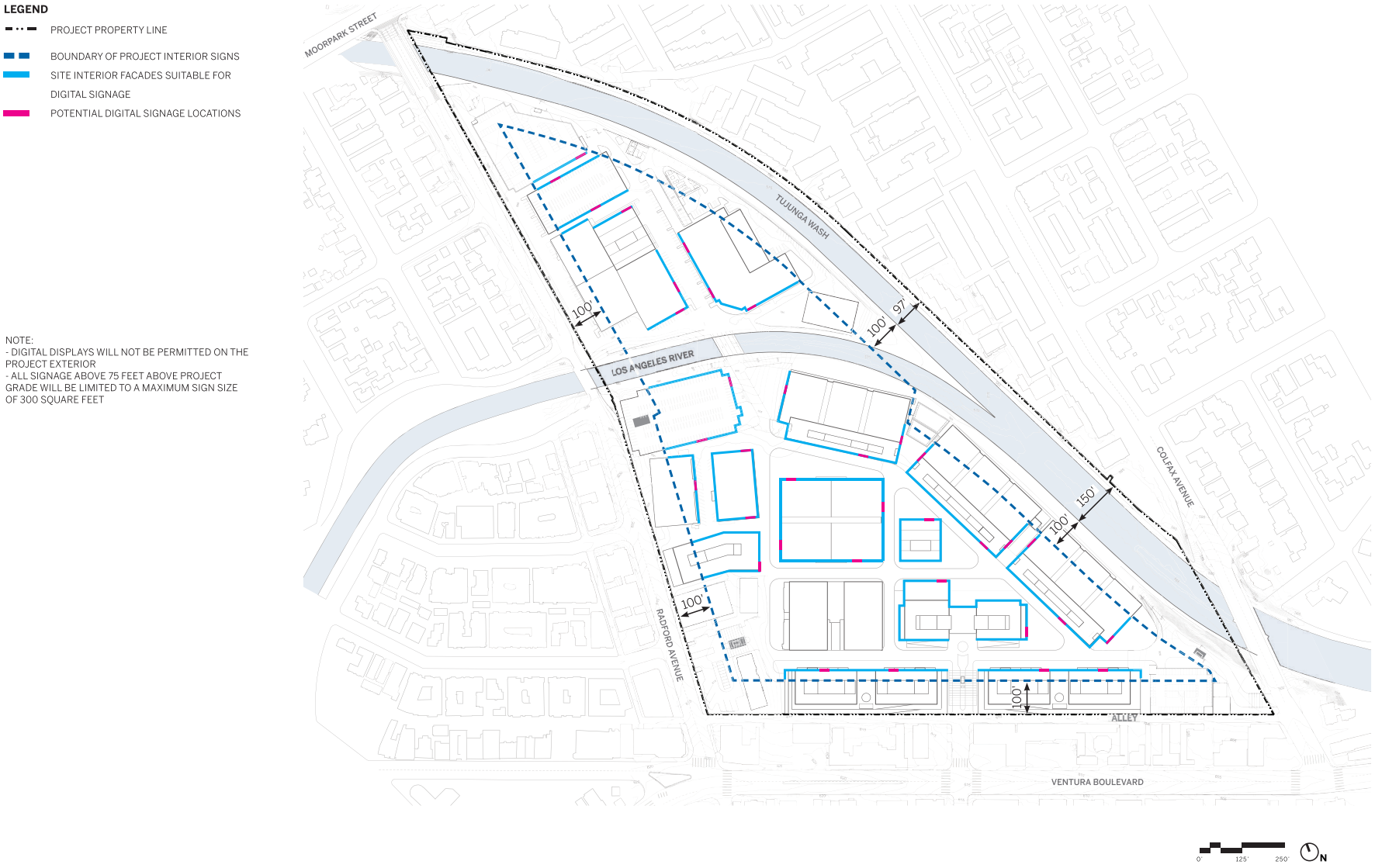


Figure II-29
Potential Interior Digital Signage Locations

Source: Skidmore, Owings & Merrill, 2024.

Both in compliance with and in exceedance of LAMC requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to, Energy Star appliances; solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in some outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; a TDM program; the proposed Mobility Hubs; use of daylighting, where feasible; energy-efficient lighting; and permeable paving, where appropriate. Such measures would address energy conservation, water conservation, and waste reduction.

The Project also proposes off-site improvements to the existing public alley (parallel to Ventura Boulevard) that is currently improved to an approximately 30-foot width and constructed of asphalt paving with a concrete longitudinal gutter at the centerline. Specifically, the Project may incorporate stormwater best management practices within the alley that would filter, clean, and/or retain stormwater runoff from nearby impervious surfaces.

m. Project Design Features

Project Design Features (PDFs) are elements and/or components of a project that contribute to the physical design of a project, such as the installation of solar panels, and/or can include non-tangible parameters, such as the maximum number of people permitted to attend an event. Regardless of the type of PDF, PDFs can be shown on a project's plan set and/or establish a restriction that a project must comply with, but they cannot be implemented solely to reduce a project's potentially significant impact. In contrast, mitigation measures are tailored to address specific impacts and provide measurable reductions of a specific impact, whereas PDFs are project elements that provide environmental benefits intrinsically but are not designed specifically to address/reduce a project impact. PDFs incorporated into the Project include, but are not limited to, aesthetics-related PDFs related to construction fencing, landscaping, and lighting; biological resources-related PDFs related to landscaping and outlining the measures taken to comply with the Migratory Bird Treaty Act; historic-related PDFs related to the rehabilitation of on-site buildings; a geology and soils PDF related to the design-level geotechnical report; a greenhouse gas emissions-related PDF prohibiting the use of natural gas during operation outside of food operations; hazards-related PDFs requiring updates to emergency planning documents; noise-related PDFs requiring screening and limiting the location of outdoor noise sources; safety-related PDFs, which would include crime prevention features and consultation with LAPD regarding the incorporation of crime prevention features; transportation PDFs, which would require a Construction Traffic Management Plan and TDM Program; and a PDF related to water supply

further documenting the Project's commitment to the Los Angeles Department of Water and Power as part of its Water Supply Assessment.

n. Anticipated Construction Schedule

Buildout of the proposed Specific Plan could occur in one phase, with a total construction period of approximately 39 months, which could begin in 2025 and be completed as early as 2028.[19] However, as listed below, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2045. Nevertheless, the scope of the Project is the same regardless of the buildout timeline. Further, while the Specific Plan may be implemented over the course of 20 years, construction would not be constantly occurring on the Project Site for 20 years, and no single construction project would be ongoing for that duration.

Construction activities could occur Monday through Friday from 7:00 A.M. to 9:00 P.M. and between 8:00 A.M. and 6:00 P.M. on Saturday or national holidays, in accordance with LAMC requirements. Earthwork activities necessary for construction would require an estimated 935,000 cubic yards of cut, with 55,000 cubic yards of fill used on-site and 880,000 cubic yards of net export. Project excavation would extend to a maximum depth of approximately 50 feet.[20]

In accordance with the LADOT correspondence included as Appendix Q.3 of this Draft EIR, hauling activities would occur between the hours of 9:00 A.M. and 4:00 P.M. on weekdays, as well as between 8:00 A.M. and 4:00 P.M. on Saturdays. In addition, haul routes using the intersection of Colfax Avenue and Moorpark Street during the weekday would be limited to the hours of 9:00 A.M. and 1:30 P.M. Hauling activities between 7:00 A.M. and 9:00 A.M. would require approval from the Bureau of Engineering District Engineer per LAMC Section 62.61. Exported soil materials likely would be disposed of at Sunshine Canyon Landfill in Sylmar via US-101, west to I-405, and north to I-5, or at Chiquita Canyon Landfill via US-101, west to I-405, north to I-5, and to SR-126. Construction delivery/haul trucks would travel on approved truck routes between the Project Site and US-101 via the following optional routes:

- **Incoming Truck Route 1:** Empty trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Ventura Boulevard heading east, and turn left on Colfax Avenue, where trucks would enter the Project Site at the Colfax Gate.

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[19] *Construction of the proposed Radford Bridge may be completed after 2028.*

[20] *All earthwork volumes include estimates for both rough grading and over-excavation.*

- **Incoming Truck Route 2:** Empty trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Moorpark Street heading east, turn right on Colfax Avenue heading south, and enter the Project Site at the Colfax Gate.

- **Incoming Truck Route 3:** Empty trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Ventura Boulevard heading east, and turn left on Carpenter Avenue into the Carpenter Gate.[21]

- **Incoming Truck Route 4:** Empty trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Moorpark Street heading east, turn right on Colfax Avenue heading south, turn right on Ventura Boulevard heading west, and turn right on Carpenter Avenue into the Carpenter Gate.

- **Incoming Truck Route 5:** Empty trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Ventura Boulevard heading east, turn left onto Radford Avenue, and enter the Project Site at the Radford Gate.

- **Incoming Truck Route 6:** Once the Radford Bridge is complete, incoming trucks could exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Moorpark Street heading east, and turn right on Radford Avenue to enter the Project Site entrance within the northern portion of the Project Site.

- **Outgoing Truck Route 1:** Loaded trucks would exit the Project Site at the Colfax Gate, turn right on Colfax Avenue heading south, turn right on Ventura Boulevard heading west, turn right on Laurel Canyon Boulevard heading north, and then enter US-101.

- **Outgoing Truck Route 2:** Loaded trucks would exit the Project Site at the Colfax Gate, turn left on Colfax Avenue heading north, turn left on Moorpark Street heading west, turn right on Laurel Canyon Boulevard heading north, and then enter US-101.

- **Outgoing Truck Route 3:** Loaded trucks would exit the Project Site at Carpenter Avenue, turn right on Ventura Boulevard heading west, turn right on Laurel Canyon Boulevard heading north, and then enter US-101.

- **Outgoing Truck Route 4:** Loaded trucks would exit the Project Site at the Carpenter Gate, turn left on Ventura Boulevard heading east (or alternatively turn left on the public alley heading east), turn left on Colfax Avenue heading north,

[21] *Capenter Gate would be added after the demolition of the buildings along the alley.*

turn left on Moorpark Street heading west, turn right on Laurel Canyon Boulevard heading north, and then enter US-101.

- **Outgoing Truck Route 5:** Loaded trucks would exit the Project Site at the Radford Gate heading south on Radford Avenue, turn right on Ventura Place heading west, turn right on Laurel Canyon Boulevard heading north, and then enter US-101.

- **Outgoing Truck Route 6:** Once the Radford Bridge is complete, loaded trucks could exit the northern portion of the Project Site at Radford Avenue, turn left on Moorpark Street, turn right on Laurel Canyon Boulevard heading north. and then enter US-101.

5. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. This Environmental Impact Report analyzes impacts associated with the Project and provides 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:

- A General Plan Amendment to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan to: (a) change the land use designations for the portions of the Project Site from Light Industrial to Regional Commercial; (b) add a new footnote to the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan establishing the Radford Studio Center (RSC) Specific Plan as the land use regulatory document for the Project Site and to include the RSC Zone as a corresponding zone to the Regional Commercial land use designation; a General Plan Amendment to the Transportation Element (Mobility Plan 2035) to (a) modify the street designation of Radford Avenue from “Avenue II” to “Modified Avenue II” and (b) modify the street designation of Colfax Avenue from “Avenue II” to “Modified Avenue II”;

- A Vesting Zone Change and Height District Change from [Q]MR2-1L-RIO and [Q]M2-1-RIO to the RSC-RIO Zone, and a corresponding Code Amendment to add the RSC Zone to the LAMC;

- The establishment of a Specific Plan to regulate development within the Project Site;

- The establishment of a Sign District (-SN Supplemental Use District) to regulate signage within the Project Site;

- A Development Agreement between the Applicant and the City of Los Angeles for a term of 20 years; and

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, sign permits, and off-site permits and approvals related to the proposed Radford Bridge.

6. Responsible Public Agencies

Under CEQA Guidelines Section 15381, a "responsible agency" means a public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the lead agency which have discretionary approval power over the project. As previously described, a portion of the Project Site is comprised of the Los Angeles River/Tujunga Wash. Accordingly, responsible agencies for the Project could include the U.S. Army Corps of Engineers, the California Department of Fish and Wildlife, and the Los Angeles Regional Water Quality Control Board.