

FINDINGS

The TVC 2050 Project includes the following requests for Legislative Actions: 1) annexation of the 0.63-acre portion of the Project Site located within unincorporated Los Angeles County into the City; 2) a General Plan Amendment to amend the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Community Commercial land use designation; assign a Community Commercial land use designation to the 0.63-acre portion of the Project Site to be annexed to the City; add a Footnote establishing the proposed Specific Plan as the land use regulatory document for the Project Site and to include the TVC 2050 Specific Plan Zone (TVC Zone) as a corresponding zone to the Community Commercial designation; 3) a Vesting Zone Change and Height District Change from C1.5-2D-O and C2-1-O to the TVC Zone, assignment of the TVC Zone to the 0.63-acre portion of the Project Site to be annexed to the City, and a corresponding Code Amendment to add the TVC Zone to the LAMC, specifically, by amending LAMC Section 12.04 and adding a new Section LAMC Section 12.16.11; 4) establishment of the TVC 2050 Specific Plan to regulate development within the Project Site; and 5) establishment of the TVC 2050 Signage Supplemental Use District to regulate signage within the Project Site. These actions will be referred to herein as the “Legislative Actions” and where not expressly enumerated, are intended to include all of the requested actions and the development of the Project.

General Plan/Charter Findings

The Legislative Actions and the Project are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below:

1. General Plan Land Use Designation

The Project Site is located within the Wilshire Community Plan area, which was adopted by the City Council in 2001. The 25-acre Project Site is bounded by Beverly Boulevard to the north, Fairfax Avenue to the west, a shared private alleyway to the south (Southern Share Access Alley), and The Grove Drive to the east.

The Community Plan currently designates the Project Site with multiple General Plan Land Use Designations and zones, as follows:

- Community Commercial land use designation with corresponding zones CR, C2, C4, P, PB, RAS3, and RAS4. The Project Site contains the C2-1-O Zone (Commercial, Height District No. 1, Oil Drilling Overlay), which is permitted under the Community Commercial land use designation on APN 5512-001-003. This parcel is subject to Height District 1, which restricts the FAR to 1.5:1 but does not impose a height limit. The “O” suffix indicates the City’s Oil Drilling Overlay District.
- Neighborhood Commercial land use designation with corresponding zones C1, C1.5, C2, C4, P, CR, RAS3, and RAS4. The Project Site contains the C2-1-O Zone (Commercial, Height District No. 1, Oil Drilling Overlay) which is permitted under the Neighborhood Commercial land use designation on APN 5512-002-002. This parcel is subject to Height District 1, which restricts the FAR to 1.5:1 but does not impose a height limit. The “O” suffix indicates the City’s Oil Drilling Overlay District.

- Limited Commercial land use designation with corresponding zones CR, C1, C1.5, P, RAS3, and RAS4. The Project Site contains the C2-1-O Zone and C1.5-2D-O Zone (Limited Commercial, Height District No. 2 subject to a Development Limitation, Oil Drilling Overlay) which are permitted under the Limited Commercial land use designation on APN 5512-002-009. The parcel is subject to Height District 1 and Height District 2D, which restrict the FAR to 1.5:1 and 6:1, respectively, and do not impose a height limit. The “O” suffix indicates the City’s Oil Drilling Overlay District.

The 0.63-acre unincorporated County parcel on the Project Site that is proposed for annexation to the City is located within the Los Angeles County 2035 General Plan area, and contains the following land use designation:

- Major Commercial land use designation with the corresponding CM-J Zone (Major Commercial) on APN 5512-002-001.

As proposed, the General Plan Amendment would: 1) amend the existing land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Community Commercial land use designation; 2) assign a Community Commercial land use designation to the 0.63-acre portion of the Project Site to be annexed to the City, and 3) include the TVC 2050 Specific Plan Zone (TVC Zone) as a corresponding zone to the Community Commercial designation. In conjunction with this request, the Project proposes the TVC 2050 Specific Plan (Specific Plan) to serve as the regulatory document for all development on the Project Site, in addition to a Vesting Zone Change and Height District Change to modify the existing zoning from C1.5-2D-O and C2-1-O to the TVC Zone; assignment of the TVC Zone to the 0.63-acre portion of the Project Site to be annexed to the City; and a Code Amendment to add the TVC Zone to the LAMC. Thus, in conjunction with the requests, the recommended TVC Zone would be consistent with the proposed Community Commercial land use designation and these Legislative Actions and the Project would be in substantial conformance with the purpose, intent, and provisions of the General Plan land use designation as reflected within the amended Wilshire Community Plan.

2. General Plan Text, Elements, Objectives And Policies

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, and Housing. The City’s Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the following Elements of the General Plan: Framework Element, Mobility Plan 2035, Health and Wellness Element, Air Quality Element, and the Land Use Element – Wilshire Community Plan.

A. Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City’s long-range comprehensive growth strategy and provides guidance on citywide policies, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project’s consistency with the objectives and policies of the Framework Element as described below.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial uses. The Legislative Actions and the Project support and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Wilshire Community Plan. Specifically, the Project will comply with the Community Commercial land use designation based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

Goal 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Policy 3.1.4: *Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram (Figures 3-1 to 3-4) and Table 3-1.*

Policy 3.1.5: *Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.*

Objective 3.2: *To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.*

Policy 3.2.1: *Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.*

Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

Goal 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and structures that integrate commercial, housing, and/or public services.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable “themed” sectors (e.g., movie/television/media production, set design, reproductions, etc.).

The Project Site is located within the Wilshire Community Plan area, which was adopted by the City Council in 2001, and is identified by General Plan Framework Element as located along a Mixed-Use Boulevard along Fairfax Avenue and Beverly Boulevard.

Under the Specific Plan, the Project would develop up to 1,724,000 square feet of floor area of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space. The General Plan Framework identifies the Project Site as a Mixed-Use Boulevard along Fairfax Boulevard, which is characterized as connecting the city’s neighborhood districts and community, regional and Downtown centers. Mixed Use development is encouraged along these boulevards, with the scale, density, and height of development compatible with the surrounding areas. Generally, different types of Mixed-Use Boulevards will fall within a range of floor area ratios from 1.5:1 up to 4:1 and be generally characterized by one- to two-story commercial structures, up to three- to six-story mixed use buildings between centers, with taller buildings being located within designated centers.

The Project’s proposed uses and intensity are consistent with the Framework Element goals, policies, and objectives described above, as the requested Legislative Actions provide for a redesignation of the Project Site to a Community Commercial land use designation, a Specific Plan, and a Sign District that plan for and focus development on the modernizing the existing studio use. Specifically, the Project is consistent with identified opportunities for future planned growth within the existing TVC studio site by providing opportunities for new jobs for the increased production and new studio, retail, and community uses on the Project Site, and by locating new pedestrian amenities along the Project Site boundaries.

Additionally, the proposed uses on the Project Site would be consistent with the characteristics of the Mixed Use Boulevard Designation in Table 3-1 of the Framework Element of the General Plan by enhancing Fairfax Avenue and Beverly Boulevard to connect the Project Site to the surrounding residential and commercial uses through gradual transitions of intensity and use by providing setbacks and stepbacks along the Project Site’s frontages and by concentrating development in the center of the Project Site. The proposed density and scale of development are generally consistent with the existing development and urban character of the surrounding Beverly-Fairfax neighborhood, which is characterized by a concentration of both low-intensity to medium-density commercial and residential uses, as well as more recently developed medium- to high-density mixed-use

residential and commercial uses further south along Wilshire Boulevard and Fairfax Avenue. The Project Site would have an FAR of 1.61:1, which falls within the range identified for Mixed Use Boulevards and would consist of lower-scale commercial structures located adjacent to other commercial and residential uses. The Project's requested General Plan Amendment to change the land use designation on the site to Community Commercial reflects the existing conditions on the Project Site and the planned future development that the Project would spur.

The Project would provide a consolidated space where studios and production uses could operate and function with a single functional role, thereby reducing the likelihood of spatial distribution of such uses and potential for increased Vehicle Miles Traveled (VMT). As detailed in the EIR, the Project is estimated to generate lower work VMT per employee than the average for the Central Area Planning Council (APC) area. The Project would also commit to implement additional Transportation Demand Management (TDM) Program measures to further reduce VMT. Therefore, the Project would remain consistent with the objectives and policies related to reducing VMT through development patterns that would encourage centers that would concentrate Projects with singular uses and functional roles.

The Project Site would make improvements to the streetscape surrounding the Project by focusing on creating a pedestrian-scale, inviting, and well-designed ground floor façade along public street frontages, as outlined in the Design Standards (Appendix D of the Specific Plan). Appendix D sets requirements for well-marked pedestrian entrances at the ground floor, requirements for façade articulation and building breaks, minimum transparency standards and the addition of active ground floor commercial uses. The streetscape improvements on Fairfax Avenue, Beverly Boulevard, and The Grove Drive would include new and widened sidewalks; parkways providing planting areas for street trees, shrubs, and groundcover; fencing, walls, and landscaped buffers; and berms and other visual screening to conceal parking and basecamp areas and to provide adequate transitions between the production studio and office uses on the Project Site and the surrounding commercial and residential uses.

Additionally, the Specific Plan would allow for the continuation of the existing studio use and the retention, modernization, and expansion of media production facilities. The proposed development on the Project Site would cluster the television production uses within the approximately 25-acre Television City studio site, therefore remaining consistent with the policy related to providing flexible zoning to cluster industries and their supporting uses.

As such, the Project and associated Legislative Actions are consistent with the applicable goals, objectives, and policies in the Land Use Chapter of the Framework Element.

Chapter 5: Urban Form and Neighborhood Design

Goal 5A: *A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*

Objective 5.2: *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.*

Policy 5.2.1: *Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be, provided.*

Objective 5.5: *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

Policy 5.5.1: *Plant and/or facilitate the planting of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City.*

Policy 5.5.4: *Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.*

Policy 5.5.6: *Identify building and site design elements for commercial or mixed-use streets in centers, that may include: the height above which buildings must step back; the location of the building base horizontal articulation and other design elements.*

Objective 5.8: *Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.*

Policy 5.8.1: *Buildings in pedestrian-oriented districts and centers should have the following general characteristics: a) An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; b) A building wall more-or-less continuous along the street frontage; c) Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d) Shops with entrances directly accessible from the sidewalk and located at frequent intervals; e) Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; f) Ground floor building walls devoted to display windows or display cases; g) Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; h) Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and i) The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.*

Policy 5.8.2: *The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics: a) Sidewalks: 15-17 feet wide (see illustrative street cross-sections); b) Mid-block medians (between intersections): landscaped where feasible; c) Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance; and d) Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes and planters).*

Objective 5.9: *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.*

Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.

Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.

The Project's proposed Legislative Actions will facilitate the continuation of an existing studio use and the modernization and expansion of media production facilities within the TVC studio site through a new Specific Plan, which includes standards and requirements that will ensure the quality of development on the Project Site, while creating a cohesive and uniform pedestrian environment and public right-of-way.

The Project Site is located in High Quality Transit Area (HQTA), as designated by the 2020–2045 RTP/SCS.¹ The Project would provide new development in proximity to neighborhood services and along corridors that are already activity nodes that are well-served by existing public transportation, as evidenced by the Project Site's location within a designated HQTA. In addition, the Specific Plan would ensure pedestrian-scaled development to complement publicly accessible open spaces along the perimeter of the Project Site.

The proposed Specific Plan includes Appendix D with the goal of establishing a consistent predictable set of design outcomes, focused on creating a pedestrian-scale, inviting, and well-designed ground floor façade along public street frontages, while maintaining studio security and operations.

Appendix D sets requirements for well-marked pedestrian entrances at the ground floor, requirements for façade articulation and building breaks, minimum transparency standards for active ground floor uses, such as but not limited to retail and office uses, and window and glass placement standards to foster an active pedestrian environment. At the upper levels, the Design Standards employ façade or plane breaks, divergent rooflines, and energy efficient glass/glazing.

Appendix D also provides additional standards regarding surface and above-grade surface parking, setbacks (frontage areas) and site access, and utilities infrastructure. Parking requirements include integration into the overall Project design, screening, and incorporation of ground-floor, non-parking uses. Frontage areas are required to provide a mix of landscape, hardscape, and cultural amenity elements, including but not limited to sculptures, art works, and electronic kiosks. Requirements regarding perimeter fencing heights, transparency, security, and maintenance are also outlined along with minimum landscaping coverages and permitted native planting species.

The Streetscape Plan (Appendix E of the Specific Plan) would further the goals of the Framework Element by requiring uniform standards for public right-of-way improvements for

¹ The 2020–2045 RTP/SCS identifies HQTAs as generally walkable transit villages or corridors that are within 0.5 miles of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

all projects within the Specific Plan area, as well as sidewalk materials, street furniture requirements, planting, irrigation, and other maintenance requirements, corresponding with dedication and improvement standards as required by the Specific Plan. Additionally, there are currently 181 trees on or adjacent to the Project Site, including 150 non-protected on-site trees and 31 street trees within the existing public right-of-way. The Project would remove all on-site trees and three street trees located along Beverly Boulevard. All on-site trees would be replaced at a minimum 1:1 ratio for non-protected trees, and the street trees would be replaced at a minimum 2:1 ratio, subject to approval by the Board of Public Works and City's Urban Forestry Division.

Finally, the Project includes a Sign District that would focus architecturally integrated digital signage and supergraphics, among other types of signs, around the Specific Plan area, complementing the placemaking elements of the studio facilities and outward facing public realm to promote pedestrian activity.

The Community Commercial designation corresponds to the intensity of development and pedestrian activity, identified in the goals listed above, and would be consistent with the changing conditions in the Community Plan and provide flexibility for future development. Therefore, the Project and associated Legislative Actions would be consistent with the Urban Form and Neighborhood Design Chapter of the Framework Element.

Chapter 6: Open Space and Conservation

Goal 6A: *An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.*

Objective 6.4: *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.*

Policy 6.4.8: *Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*
- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise.*

The Project proposes setback/frontage areas within the Project Site that allow for the provision of additional sidewalk and landscaped areas, and publicly accessible plazas along the Project Site boundaries, referred to as Project Gateways that located at the along Fairfax Avenue, Beverly Boulevard, and The Grove Drive to further activate the public realm. Additional landscaped parkways containing planting areas for street trees, shrubs, and groundcover will also be provided within the frontage areas and adjacent to the Beverly Boulevard sidewalk to highlight the main studio entrance and improve the street identity.

Therefore, the Project and associated Legislative Actions are consistent with the General Plan Framework Element Open Space chapter.

Chapter 7: Economic Development

Goal 7A: *A vibrant economically revitalized City.*

Goal 7B: *A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.*

Objective 7.2: *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

Policy 7.2.2: *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

Policy 7.2.3: *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

Policy 7.2.6: *Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.*

Policy 7.2.11: *Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.*

Goal 7C: *A City with thriving and expanding businesses.*

Objective 7.3: *Maintain and enhance the existing businesses in the City.*

Policy 7.3.7: *Prioritize the retention and renewal of existing industrial businesses.*

Objective 7.5: *Capture a significant share of regional growth in the "targeted" or emerging industries in the City of Los Angeles.*

Policy 7.5.2: *Maintain an ongoing dialogue with representatives of major firms in the target industries to determine facility/siting, infrastructure, and labor force requirements.*

The Project would develop up to 1,724,000 square feet of floor area of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space. The Project would also provide open space along the perimeter of the Project Site and a Mobility Hub to support first-mile/last-mile connections and encourage employee and visitor use of the public transit, vanpooling, carpooling, and biking/scooter to work. The expansion of current media and production uses and concentration of related development on one site would support the City's goals to prioritize the retention and renewal of existing industrial businesses while remaining in close proximity to the planned

Metro D (Purple) Line Wilshire/Fairfax Station, located approximately 0.8 miles south of the Project Site, and designate land to sufficiently retain its robust entertainment industry.

The Project will support the economic development goals of the City's General Plan Framework Element to establish a balance of land uses that provide for commercial development with an expandable production ecosystem that can respond to evolving market demands, support content creation, and maximize studio production capabilities, and which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality through the development of a mix of integrated and supporting land uses within a single site. Specifically, the Project represents the continuation and modernization of an existing studio use that will help maintain and grow existing production and entertainment jobs as well as new construction jobs for the local community and will sustain economic viability and growth by modernizing and expanding TVC to meet the contemporary needs and changing demands of the entertainment industry while generating tax and property revenues to the City.

Therefore, the Project and associated Legislative Actions are consistent with the Economic Development Chapter of the Framework Element.

B. Mobility Plan 2035

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project would be in conformance with following policies of the Mobility Element as described below.

Chapter 2: Safety First

Policy 1.1: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

Chapter 2: World Class Infrastructure

Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Chapter 3: Access for All Angelenos

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.5: Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.8: *Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.*

Chapter 4: Collaboration, Communication & Informed Choices

Policy 4.8: *Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.*

Chapter 5: Clean Environments & Healthy Communities

Policy 5.2: *Support ways to reduce vehicle miles traveled (VMT) per capita.*

The Project would develop a maximum of 1,724,000 square feet of floor area of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space. The Project would also provide open space along the perimeter of the Project Site and a Mobility Hub to support first-mile/last-mile connections and encourage employee and visitor use of the public transit, vanpooling, carpooling, and biking or scootering to work.

The Project would prioritize the safety of all road users by creating a pedestrian-oriented public realm along Beverly Boulevard, Fairfax Avenue, and The Grove Drive with maintained street lighting along all street frontages, including newly landscaped areas. Bus stops would be upgraded along Fairfax Avenue and Beverly Boulevard to include adequate benches, shelters, lighting, LED displays, and signage to the extent feasible. Project lighting would be introduced at building entrances and walkways to facilitate pedestrian orientation and clearly identify and secure pedestrian routes between parking areas and building points of entry. 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 Project Site perimeter, as needed, for aesthetic, security, and wayfinding purposes.

The Project would ensure a safe and accessible pedestrian environment by focusing on public-facing street frontages, with active ground floor uses that maintain a high level of transparency, façade articulation, shade and design elements, and ground floor entries accessible from the street level. These elements are reinforced by Appendix D, which would require the same pedestrian-oriented design should a Project under the Specific Plan deviate from the Initial Development Plans (Appendix A of the Specific Plan).

The Project would support the promotion of equitable land use decisions that result in fewer vehicle trips, reduce traffic effects, and support first-mile/last-mile connections through the implementation of various improvements to encourage the use of public transit and alternative methods of mobility, including short-term and long-term bicycle parking, the implementation of a Mobility Hub that would also support shuttle service between the Project Site and the planned Metro D (Purple) Line Wilshire/Fairfax Station, located approximately 0.8 miles south of the Project Site, a TDM Program, monetary contributions toward Transportation Systems Management (TSM) improvements within the Project Site area, Vision Zero safety improvements, among other improvements.

Therefore, the Project and associated Legislative Actions are consistent with the goals and policies of the Mobility Plan 2035.

C. Health and Wellness Element

Adopted in March 2015 with a technical update in 2021, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project would be consistent with the following policies of the Health and Wellness Element:

Chapter 2: A City Built for Health

Policy 2.2.: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Chapter 5: An Environment Where Life Thrives

Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

D. Air Quality Element

Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective 4.2: Reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Policy 4.2.5: Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.

The Project would develop a maximum of 1,724,000 square feet of floor area of sound stage, production support, production office, general office, and retail uses within the Project Site, as well as associated circulation improvements, parking, landscaping, and open space. As an infill development, the Project will modernize and improve site by providing additional studio facilities and job-producing uses.

The Project would provide new jobs in a consolidated space where studios and production uses could operate and function within a City-designated Transit Priority Area (TPA), in proximity to the planned Metro D (Purple) Line Wilshire/Fairfax Station and existing Metro Bus lines, located approximately 0.8 miles south of the Project Site, and existing housing, thereby contributing to jobs-housing balance. These characteristics are consistent with good planning practice, and would reduce VMT, fuel consumption, and associated greenhouse gas emissions, contributing to trip reduction and congestion management in the Project Site vicinity.

The proposed Specific Plan includes both Appendix D and Appendix E that focus on creating a pedestrian-scale, inviting, and well-designed ground floor façade along public street frontages, while maintaining studio security and operations. The Specific Plan would ensure that adequate bicycle mobility infrastructure is provided and that the use of pedestrian-oriented ground floor elements such as benches, high transparency ground floors, active uses, and landscaping are utilized to promote walking throughout and around the Project Site, in addition to reducing vehicle usage by providing access to transit through the Mobility Hub.

In addition, the Project's commitment to LEED Gold certification or equivalent green building standards would help reduce its energy and emission footprint, and the per capita greenhouse gas emissions. The Project provides service amenities and building features to improve the health and air quality for current and future users of the Site, such as Electric Vehicle (EV) parking, LEED Gold certification, weather-based irrigation systems and water-efficient plants with drought-tolerant species, shade trees in public areas, green walls in some outdoor areas, and vegetated roofs or cool roof systems to help reduce energy.

Therefore, the Project and associated Legislative Actions are consistent with the goals and policies of the Health and Wellness Element and Air Quality Element.

E. Land Use Element – Wilshire Community Plan

The Project Site is located within the Wilshire Community Plan area, which was adopted by the City Council in 2001. The Community Plan designates the Property with the following land use designations: Community Commercial, Neighborhood Commercial, and Limited Commercial; and the Los Angeles County 2035 General Plan designates the 0.63-acre unincorporated County parcel proposed for annexation to the City within the Project Site as Major Commercial. The Project would be in conformance with the following applicable purposes, objectives, and policies of the Wilshire Community Plan:

Goal 2: *Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well-designed, safe and accessible areas, while preserving historic and cultural character.*

Objective 2-1: *Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.*

Objective 2-2: *Promote distinctive commercial districts and pedestrian-oriented areas.*

Objective 2-3: *Enhance the visual appearance and appeal of commercial districts.*

Policy 2-3.1: *Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.*

Goal 3: *Provide sufficient land for light industrial uses with employment opportunities that are safe for the environment and workers, and which have minimal adverse impact on adjacent uses.*

Objective 3-1: Retain existing industrial uses and promote future development, especially in entertainment and high technology applications, which contribute to job opportunities and minimize environmental impacts.

Policy 3-1.1: Designate and preserve lands for the continuation of existing industry and for the development of new industrial parks, research and development uses, light manufacturing and similar uses.

Goal 10: Develop additional public transit services which improve mobility with efficient, reliable, safe, convenient alternatives to automobile travel.

Objective 10-2: Increase work trips and non-work trips made on public transit.

Policy 10-2.1: Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Goal 11: Encourage a system of safe, efficient and attractive bicycle and pedestrian facilities.

Objective 11-2: Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policy 11-2.3: Protect and improve existing pedestrian-oriented street segments.

Goal 12: Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.

Objective 12-1: Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policy 12-1.4: Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.

Goal 17: Preserve and restore cultural resources, neighborhoods and landmarks which have historical and/or cultural significance.

Objective 17-1: Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.

The Project would include establishment of a Specific Plan which would establish regulatory land use and zoning controls for the comprehensive redevelopment of the Project Site to maintain TVC as a studio use and to modernize and enhance production facilities to meet both the existing unmet and anticipated future demands of the entertainment industry, preserve historic resources, upgrade utility and technology infrastructure, enhance the street frontage areas, and create a cohesive studio lot.

The Streetscape Plan (Appendix E) establishes standards for tree planting, sidewalk spatial arrangement, sidewalk materials, street furniture, and streetlighting; governs planting, sidewalk spatial arrangement, public right-of-way streetscape improvements, and materials by street segment; and provides guidelines for design elements related to pedestrian

amenities, bicycle racks, trash receptacles, street banners, and public benches, as well as consistent paving, soil volumes and quality, and irrigation. The improvements to the public right-of-way frontages adjacent to the Specific Plan area are intended to respond to the unique character of each street while ensuring a consistently high level of materiality and design throughout the Specific Plan area. The improvements to the streetscape outlined in the Streetscape Plan would ensure that the Specific Plan area and its improvements provide a high-quality public realm that ensures vibrancy and safety of all street users.

The Project would provide a consolidated space where studio and production uses could operate and function with a single functional role, thereby reducing the likelihood of spatial distribution of such uses and potential for increased VMT. Therefore, the Project would remain consistent with the existing uses on the Project Site and encourages development patterns that would concentrate Projects with singular uses and functional roles.

The continuation and modernization of an existing studio use that will help maintain and grow existing production and entertainment jobs as well as new construction jobs for the local community and will sustain economic viability and growth by modernizing and expanding TVC to meet the contemporary needs and changing demands of the entertainment industry.

The Project would also support the promotion of public transit use and develop linkages to future public transit uses and support first-mile/last-mile connections through the implementation of a Mobility Hub that would also support shuttle service between the Project Site and the planned Metro D (Purple) Line Wilshire/Fairfax Station, located approximately 0.8 miles south of the Project Site.

Additionally, the designated Historic-Cultural Monument (HCM No. 1167; CHC-2018-476-HCM), the Primary Studio Complex, located on-site would be retained and rehabilitated as part of the Project. The proposed Specific Plan would codify the HCM designation and HCM Findings by establishing Viewshed Restoration Area objective standards. Those standards would require, among other things, certain visibility standards and limit the height of new buildings. Any proposed development in the Viewshed Restoration Area would be reviewed by the City for compliance with the requirements and objectives codified in the Specific Plan.

Therefore, the Project and associated Legislative Actions would be in conformance with the Wilshire Community Plan.

3. Charter Findings. The Project and Legislative Actions complies with the Charter Section 555 finding. The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

a. Amendment in Whole or in Part. The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Wilshire Community Plan, reflecting a change in the social, physical and economic identity of the Project Site since adoption of the Community Plan. The Project is currently designated as Community Commercial, Neighborhood Commercial, and Limited Commercial per the Wilshire Community Plan, and zoned C2-1-O and C1.5-2D-O. The Project proposes a General Plan Amendment to amend the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a

unified Community Commercial land use designation, assign a Community Commercial land use designation to the 0.63-acre portion of the Project Site to be annexed to the City, and include the TVC 2050 Specific Plan Zone (TVC Zone) as a corresponding zone to the Community Commercial designation. Parcels within the TVC Zone shall comply with the TVC 2050 Specific Plan as the land use regulatory document governing those parcels.

The Project Site is 25 acres in size and is significant in social, economic, and physical identity as the Television City studio site that currently supports a variety of production activities focused on the creation, development, recording, broadcasting, and editing of recorded and live television programming and other audio, visual, and digital media. Currently, the area surrounding the Project Site is comprised of dense, mixed-use development comprised of commercial, institutional, and multi-family residential uses.

The amendment of the land use designation of the Project Site to Community Commercial reflects the designation intended by the Framework Element goals, policies, and objectives described above, as the requested Legislative Actions provide for a redesignation of the Project Site to a Community Commercial land use designation, a Specific Plan, and a Sign District that plan for and focus development on the modernizing the existing studio use. as the Project Site is included in the Beverly-Fairfax Community Commercial Center and is consistent with the intent of the Community Plan objectives to retain existing uses and promote future compatible development and promote distinctive commercial districts. The General Plan Amendment is a necessary update to reflect current development and to fill the gap in development with an appropriately scaled Project that includes expansion and modernization of current studio operations along with improvements to the public right-of-way (ROW).

Therefore, the General Plan Amendment for the Project will contribute to and strengthen an area which has significant social, economic, or physical identity.

- b. Initiation of Amendments.** In compliance with this subsection, the Director of Planning signed a General Plan Initiation form for the Project on March 15, 2021, and signed a revised General Plan Initiation form for the project on April 15, 2021.

- 4. Charter Finding – City Charter Finding 556,** The Project is in Substantial Conformance with the Purposes, Intent and Provisions of the General Plan. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission’s findings and recommendations, the Council shall make its own findings.

The Project Site is located within the Wilshire Community Plan, which is one of 35 Community Plans comprising the Land Use Element of the General Plan. The General Plan Amendment would amend the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Community Commercial land use designation, assign a Community Commercial land use designation to the 0.63-acre portion of the Project Site to be annexed to the City, and include the TVC Zone as a corresponding zone to the Community Commercial designation. The Project also includes a Zone Change and Height District Change to change the zoning of the Project Site from C2-1-O and C1.5-2D-O to the TVC Zone; and a Code Amendment to add the TVC Zone to LAMC Section 12.04 and add the TVC 2050 Specific Plan to LAMC Section

12.16.11. The requests would result in a coherent and consistent land use designation for the Project Site, consistent with the character the community surrounding the Project Site which has developed in a manner similar to the character of a Mixed Use Boulevard as well as the necessary zoning actions to establish the TVC 2050 Specific Plan and incorporate it into the LAMC.

The Director-initiated General Plan Amendment and requested Zone and Height District Change, Specific Plan, Sign District, and Code Amendment are in substantial conformance with the purposes, intent, and provisions of the General Plan, as explained below.

The Project includes the demolition of up to 479,303 square feet of existing media production facilities to allow for the modernization and expansion of media production facilities within the approximately 25-acre Television City studio site. The proposed Specific Plan would establish standards to regulate land use, massing, design, and development, and permit up to a maximum of 1,724,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space. More specifically, the Specific Plan would permit up to 1,459,623 square feet of new development and the retention of a minimum of 264,377 square feet of existing uses. The Specific Plan would provide 29,531 square feet of open space, and the designated Historic-Cultural Monument (HCM No. 1167 CHC 2018-479-HCM) located on-site would be retained and rehabilitated as part of the Project.

The scale of Project development, as shown in the Initial Development Plans (Appendix A of the Specific Plan), includes a maximum of 238,560 square feet of sound stage floor area, 215,440 square feet of production support floor area, 700,000 square feet of production office floor area, 550,000 square feet of general office floor area, and 20,000 square feet of retail/restaurant floor area. The maximum development scenario analyzed by the EIR would result in a 1.61:1 FAR. For the purposes of this finding, the Project discussed below would reflect the maximum development under the Specific Plan.

The Project would include adoption of the Specific Plan which would establish regulatory land use and zoning controls for the comprehensive redevelopment of the Project Site to maintain TVC as a studio use and to modernize and enhance production facilities to meet both the existing unmet and anticipated future demands of the entertainment industry, preserve historic resources, upgrade utility and technology infrastructure, enhance the street frontage areas, and create a cohesive studio lot. The establishment of the Specific Plan would serve as the regulatory document for development on the Project Site including but not limited to use, height, density, massing, open space, and public improvements. The Specific Plan includes additional elements that have been tailored to the Project Site and surrounding area, such as Design Standards, Street Standards, a Streetscape Plan, an alcohol license program, and historic sign guidelines.

The Project also proposes the TVC 2050 Sign District to enhance the media and entertainment character of TVC and complement the land use and urban design objectives in the Specific Plan and Wilshire Community Plan. The proposed Sign District is intended to establish signage quantity and size limits for the Project Site, and to standardize illumination, design, and refresh rates of on-site signs.

The legal standard that governs whether a project will be consistent with applicable land use policies is whether it will be in harmony with the applicable land use plan. State law does not

require an exact match between a proposed project and the applicable general plan. To be consistent with a general plan, a project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning, the project must be in agreement or harmony with the applicable plan. Moreover, an action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

As detailed in Findings No. 1-3 above, and incorporated here by reference, the initiated General Plan Amendment and Code Amendment complies with Los Angeles City Charter Section 555 and it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Mobility Element, Health and Wellness Element, Air Quality Element, and the Land Use Element – Wilshire Community Plan, as the Project would utilize the flexibility intended in the Charter and General Plan to amend the zoning and General Plan land use designation for a Site in the center of a community which has fulfilled its previously planned intent and continues to develop along the trajectory of the Community Plan. The Project seeks to build on this evolution, while fulfilling the intent of the General Plan Framework Element which identifies the Site as a Mixed Use Boulevard, a designation intended to enhance the connecting spaces that lie between neighborhood districts, community centers, and some regional centers by intensifying commercial areas with existing or planned major bus or rail transit facilities for new commercial development. The Community Plan identifies the Project Site as a significant opportunity that should see its potential maximized owing to the existing concentration of studio uses on-site. The proposed Legislative Actions would fulfill the intent of the associated plans by allowing for a greater scale of complementary development, fulfilling many of the goals, objectives, and policies of various elements of the General Plan, which generally seek to promote pedestrian-oriented development within established centers.

As detailed in Findings No. 1 and 2 above, and incorporated here by reference, the Project would further support the purposes, intent, and provisions of the General Plan as the Project would provide a continuation of studio and production uses, office uses, open space, public ROW improvements, and a pedestrian-oriented design on a Site in proximity to the planned Metro D (Purple) Line Wilshire/Fairfax Station, located approximately 0.8 miles south of the Project Site. The Project would further be built to environmentally responsible standards with a number of measures related to sustainability and best management practices regarding water, energy, and resource conservation, by including requirements for attaining U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold certification or equivalent green building standards, and by implementing a TDM program and Mobility Hub to reduce VMT, improving air quality, reducing greenhouse gas emissions, and implementing the City's first all-electric studio in compliance with the City's all-electric ordinance (Ordinance No. 187714).

The Project would provide the existing community with new renewed studio and production facilities, as well as provide improvements to the streetscape and public realm. The Specific Plan and Sign District would set standards to regulate future development to enhance the vibrancy and attractiveness of the Specific Plan area. The Project would maximize opportunities from alternate forms of travel including transit, as it would provide a Mobility Hub that would support first-mile/last-mile connections and encourage employee and visitor use of the public transit, vanpooling, carpooling, and biking/scootering to work. The Project, as discussed above, supports the General Plan further by clustering production, media, and

studio-related development within a confined area, and helping retain the production industry within the City.

The Legislative Actions allow for amendments which can adapt to changing conditions and utilize that flexibility to allow for the development of the Project on the Project Site.

- 5. Charter Finding – City Charter Finding 558.** The proposed Legislative Actions will be in conformance with public necessity, convenience, general welfare and good zoning practice, as described below. The Project is also in substantial conformance with the purposes, intent and provisions of the General Plan as discussed in Finding Nos. 1 through 3 discussed above and incorporated here by reference.

The General Plan Amendment would amend the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Community Commercial land use designation, assign a Community Commercial land use designation to the 0.63-acre portion of the Project Site to be annexed to the City, and include the TVC 2050 Specific Plan Zone (TVC Zone) as a corresponding zone to the Community Commercial designation. The Project also includes a Zone Change and Height District Change to change the zoning of the Project Site from C2-1-O and C1.5-2D-O to the TVC 2050 Specific Plan (TVC) Zone, applying land use regulations and planning tools for the proposed Project as outlined in the proposed Specific Plan; and a Code Amendment to add the TVC Zone to LAMC Section 12.04 and add the TVC 2050 Specific Plan to LAMC Section 12.16.11.

The establishment of the Specific Plan would serve as the regulatory document for development on the Project Site including but not limited to use, height, floor area, frontage area, design standards, open space, parking, and streetscape improvements, among other provisions. The Specific Plan also includes additional regulations within appendices, such as the Alcohol Approval Conditions (Appendix C), Design Standards (Appendix D), and Streetscape Plan (Appendix E).

Public Necessity. The Project's expansion of the current studio and production uses is a public necessity as it is essential to respond to the evolving market demands and to support the rapidly growing industry that calls for a need to maximize studio production capabilities. The Project would meet the existing unmet and anticipated future demands of the entertainment industry by providing new technologically advanced sound stages combined with an adequate and complementary mix of production support facilities and production office, while optimizing the currently underutilized Project Site. Specifically, the Project will help maintain and grow existing production and entertainment jobs as well as new construction jobs for the local community, and will sustain economic viability and growth by modernizing and expanding Television City to meet the contemporary needs and changing demands of the entertainment industry while generating tax and property revenues to the City, thus becoming a public necessity to meet the goals related to economic development in the City.

Convenience. Approval of the initiated General Plan Amendment from Community Commercial, Neighborhood Commercial, and Limited Commercial to Community Commercial would facilitate the larger scale of development proposed on the Project Site. Additionally, as a part of the TD) Program for the Project, a Mobility Hub would be located preliminarily on the southwest corner of the Project Site along Fairfax Avenue to conveniently support first-mile/last-mile connections and encourage employee and visitor

use of the public transit, vanpooling, carpooling, and biking/scootering to work. The Mobility Hub would support shuttle service between the Project Site and the planned Metro D (Purple) Line Wilshire/Fairfax Station, located approximately 0.8 miles south of the Project Site.

The Specific Plan would allow for new streetscape improvements and design standards to that enable ground floor activation and form the design of each building facade, requiring active ground floor uses, well-marked and prominent entries, shade and weather protection structures, transparency, and consistent design. Streetscape improvements would also include open spaces and pedestrian plazas, and an improved pedestrian environment, thus remaining consistent with goals of the General Plan with respect to providing pedestrian-oriented corridors.

General Welfare. The Project would provide a consolidated space where studios and production uses could operate and function with a single functional role, thereby reducing the likelihood of spatial distribution of such uses. As detailed in the EIR, the Project is estimated to generate lower work VMT per employee than the average for the Central APC area. The general welfare of the public is furthered by reducing VMT and improving air quality in transit adjacent, infill areas, which implement TDM programs, and include public ROW improvements. Further, as indicated above, the Project would provide a multi-modal Mobility Hub that would connect TVC employees and guests with surrounding public transit lines, employee shuttles, and a rideshare program. The Project also includes open space, pedestrian plazas, and streetscape improvements, improving the Project Site in a wholesale manner from the public ROW to the development site.

Good Zoning Practices. As discussed above, the Project proposes the continuation of an existing studio use and the modernization and expansion of media production facilities within the TVC studio site. The Project's request to amend the Community Plan and create consistent land use designations and zoning across the Project Site reflects good zoning practice, as it amends the Plan to reflect the current conditions around the Project Site that are exclusively utilized as production and studio facility uses. The Project has been designed to accommodate for the scale and intensity that may be anticipated in the future on the Project Site, allowing for a pedestrian-oriented, cohesive, large-scale development to be established at the current TVC studio site.

As proposed, the Project meets all of the current best practices of transit-oriented development, with the proposed Specific Plan establishing a clear framework for development into the future with regulations including but not limited to use, height, floor area, frontage area, design standards, open space, parking, and streetscape improvements. The Specific Plan also includes additional regulations within appendices, such as objective Design Standards, the Streetscape Plan, and standard conditions for alcohol licensing and sales. The development of the Specific Plan could be phased occurring over multiple years, with projected completion extended up to 20 years, facilitating orderly development of the Project Site. The Code Amendment and General Plan Amendment will facilitate development that would further the current studio uses on-site with the incorporation of additional public amenities, leading to consistent zoning across the Project Site.

Based on the above, the Project and Legislative Actions will be in conformance with public necessity, convenience, general welfare and good zoning practice by focusing growth within the established TVC studio site.

Entitlement Findings

6. Vesting Zone Change, and Height District Change, and Specific Plan Findings.

- a. Pursuant to LAMC Section 12.32, the recommended Zone Change, Height District Change and creation of a new Specific Plan are deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

Public Necessity, Convenience, General Welfare and Good Zoning Practice

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to General Plan/Charter Finding 5, is hereby incorporated by reference.

As discussed above General Plan/Charter Finding Nos. 1 through 5, the requested Legislative Actions would allow the continuation of an existing studio use and modernization and expansion of media production facilities within the approximately 25-acre Television City studio site. By including expanded production and studio uses as well as additional improvements to the Project Site such as an added Mobility Hub, streetscape improvements, open space, and various infrastructure improvements on a site that is currently already operating as a studio use, the Project supports various City goals related to transportation infrastructure, VMT reduction, economic development, creating vibrant neighborhoods, and transit-oriented development that utilizes pedestrian-oriented design and placemaking tools to create a destination that supports existing businesses and commercial uses alike. The Project elements would create a mutually beneficial relationship with existing business and residents, creating a web of support strengthening the TVC studio site and the surrounding Beverly-Fairfax neighborhood. The Wilshire Community Plan specifically calls for development that preserves and strengthens viable commercial development and provides additional opportunities for new commercial development and services within existing commercial areas, which are achieved by the elements of the Project.

The Specific Plan would create a new set of zoning rules that are tailored to the Project Site and surrounding area, which includes regulations for processes, use, height, floor area, frontage area, design standards, open space, parking, streetscape improvements, and alcohol sales, among other provisions. In addition, there is a Streetscape Plan and objective Design Standards that establish clear and consistent development regulations that create a unified, consistent, and connected pedestrian environment from the curb to the façade of buildings in the Specific Plan area. The Specific Plan furthers the goals discussed above in General Plan/Charter Finding 5, while establishing clear and consistent land use regulations and planning tools. The Specific Plan affords the developer certainty in regulations and requirements for the Project Site, while providing assurances that development will be in compliance with the goals and purposes of the Specific Plan.

Specific Plan Dedications and Improvements

The Mobility Plan 2035 provides street designations and required ROW, roadway, and sidewalk widths for streets throughout the City. The Project Site borders three public roadways including:

- Beverly Boulevard, a Modified Avenue I
- Fairfax Avenue, an Avenue II
- The Grove Drive, a Collector

While the Specific Plan requires dedications and improvements to various streets and sidewalks, in addition to street standards, transportation improvements, and streetscape improvements within the boundaries of the Specific Plan, they differ from what is required by the Mobility Plan. As part of the associated Vesting Tentative Tract Map (VTTM) No. 83387, the dedication for the ROW along The Grove Drive was required by the Deputy Advisory Agency (DAA); and the proposed dedications and improvements per the Specific Plan were supported by the Bureau of Engineering (BOE).

The Specific Plan includes provisions to establish ROW widths, sidewalk widths, and street widths for streets surrounding the Project Site. The Project proposes to make the following dedications and improvements to the following streets to meet their Mobility Plan ROW or sidewalk width:

- Provide a 15-foot-wide sidewalk in accordance with Avenue II Standards of the Mobility Plan on Fairfax Avenue with 10 feet being provided within the public right-of-way, and 5 feet being provided within the proposed sidewalk easement along Fairfax Avenue;
- Provide a 12- to 15-foot-wide sidewalk in accordance with Modified Avenue I Standards of the Mobility Plan on Beverly Boulevard;
- Dedicate a 20-foot radius property line return at the intersection of Beverly Boulevard and Fairfax Avenue;
- Dedicate a three-foot-wide strip of land to complete a 33-foot half ROW in accordance with Collector Street Standards of the Mobility Plan on The Grove Drive; and
- Narrow the sidewalk on the west side of The Grove Drive (south of the proposed Project driveway) by two feet to provide an 11-foot-wide sidewalk which accommodates for the widening of The Grove Drive per the dedication noted above.

In addition to the dedications and improvements listed above, public ROW streetscape improvements would be designed to incorporate pedestrian amenities, such as, but not limited to, street furniture, trash receptacles, and street and/or pedestrian lighting in accordance with the Streetscape Plan.

The Specific Plan includes ROW widths, as well as physical ROW improvement requirements and a streetscape plan, such that the dedications provided will meet the City's mobility needs for the next 20 years. In addition, the Project would include TDM strategies and a Mobility Hub to reduce vehicle miles traveled and encourage more active travel modes. The above dedications meet or exceed the required roadway and sidewalk widths set forth in the Mobility Plan 2035. The Project fulfills numerous City and regional mobility objectives as discussed in Finding 2 under the Mobility Plan heading and would result in reduced VMT and GHG emissions.

On-Site and Off-Site Alcohol Sales within the Specific Plan

Section 9 of the Specific Plan includes a program for the sales and service of up to eight on-site and one off-site alcohol license within the boundaries of the Specific Plan area. Appendix C of the Specific Plan establishes standard Alcohol Approval Conditions for both on- and off-site sales and service of a full-line of alcoholic beverages. Approval of alcohol licenses would be pursuant to Section 4 (Section Procedures), and revocations pursuant to Section 9 (Alcohol Consumption Regulations) of the Specific Plan. Pursuant to Section 4 of the Specific Plan, tracking is required of alcohol licenses, which would monitor the total number of licenses issued for the Project.

Any alcohol sales would be incidental to other commercial establishments and would allow for a greater range of entertainment, restaurant, and retail uses to be economically viable, activate publicly accessible open space and surrounding commercial uses, specifically by supporting possible public programming such as movies or musical performances within the boundaries of the Specific Plan. The inclusion of the sales and/or service of alcohol would be consistent with uses permitted in the surrounding neighborhood, and further support the TVC studio site, and the City's economic health at large.

To determine whether allowing the sales and service of up to eight on-site and one off-site alcohol license within the boundaries of the Plan area would not result in an undue concentration of premises for the sale or dispensing for consideration of a full line of alcoholic beverages, including beer and wine, in the area of the City involved, applicable State laws and to the California Department of Alcoholic Beverage Control's (ABC) guidelines for undue concentration, the number and proximity of these establishments within a 1,000-foot radius of the site, the crime rate in the area (such as public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area, shall be considered.

The Project Site is located within Census Tract No. 2145.01. According to the ABC licensing criteria, 26 on-sale and five off-sale licenses are allocated to Census Tract No. 2145.01. With regard to surrounding alcohol establishments, the following are located within a 1,000-foot radius of the site:

- Marmalade Cafe, 6301 West 3rd Street, Type 47 and 58
- Whole Foods Market, 6350 West 3rd Street, Type 86, and 21
- La Piazza, 189 The Grove Drive, Suite G90, Type 47
- Cheesecake Factory, 189 The Grove Drive, Suite K90, Type 47
- Chipotle Mexican Grill, 110 South Fairfax, Suite A12, Type 47 and 58
- Farmers Market Grocery Store Cheese Shop, 6333 West 3rd Street, Suite 150, Type 21
- Farmers Market Bars, 6333 West 3rd Street, Suite 326, Type 41 and 77
- CVS Pharmacy 9661, 6360 West 3rd Street, Type 21
- The Veggie Grill, 110 South Fairfax Avenue, Suite A-16, Type 41
- Nordstrom Bar Verde, 189 The Grove Drive, Suite P80, Type 47 and 58
- Andres Italian Restaurant & Pizzeria, 6332 West 3rd Street, Type 41
- Blue Ribbon, 189 The Grove Drive, Suite O-10, Type 47
- Umami Burger, 189 The Grove Drive, Suite C-100, Type 47
- Market Tavern, 6333 West 3rd Street, Suite 750, Type 47

- El Granjero Cantina, 6333 West 3rd Street, Ste. 750, Type 47, 58, and 77
- Erewhon Natural Foods Market, 7660 Beverly Boulevard, Type 20 and 86
- Demolinari Palisades, Inc. 189 The Grove Drive, Suite F90B, Type 41
- AMC The Grove 14, 189 The Grove Drive, Unit L-80, Type 47 and 68
- Alma, 189 The Grove Drive, Suite H10, Type 47
- World Market, 6333 West 3rd Street, Suite E10, Type 20
- Sogno Toscano Café, 189 The Grove Drive, Suite #H2, Type 47 and 58

As reported by the Los Angeles Police Department (LAPD), within Crime Reporting District No. 0724, which has jurisdiction over the subject property, a total of 547 crimes were reported in 2023, compared to the 139,009 crimes reported citywide, Per LAPD crime statistics, District No. 0724 would be considered a High Crime Reporting district as it had more than 194 crimes reported, which is 120% of the Citywide Average Crimes of 162. In 2023, within District 0724, there were zero homicides, one rape, 20 robberies, 13 aggravated assaults, 11 burglaries, seven motor vehicle thefts, 495 larcenies, in addition to one alcohol related crime, and 22 other related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such license benefits the public welfare and convenience.

The Specific Plan Section 9 and the Alcohol Approval Conditions outlined in Appendix C of the Specific Plan incorporates numerous standard conditions and on-site and off-site conditions that address noise, safety, and security to ensure the proposed uses are conducted with due regard for surrounding properties and to reduce any potential crime issues or nuisance activity. As a result, the Specific Plan alcohol program is not anticipated to result in an undue concentration of licenses, after giving consideration to the State's guidelines and to the crime rates in the area. It is not anticipated that the authorization for the alcohol sales will have any adverse impact on the community.

In addition, the surrounding properties near the Project Site are predominantly and similarly developed with restaurant and entertainment uses that are also permitted with on- and off-site sales of alcoholic beverages, such as at The Grove and The Farmer's Market which contain a multitude of restaurants, commercial establishments, and bars, both located directly south of the Project Site.

The proposed TVC Zone and Community Commercial land use would allow for the on-site sale and consumption of a full line of alcoholic beverages and the off-site sale of a full line of alcoholic beverages. With regard to surrounding sensitive uses, there are the following within a 1,000-foot radius of the site:

- Ohel Chana High School, approximately 300 feet northeast of the Project Site, 7659 Beverly Blvd, Los Angeles, CA 90036
- Morasha Hebrew Academy, approximately 800 feet northeast of the Project Site, 7561 Beverly Blvd, Los Angeles, CA 90036
- Pan Pacific Park, approximately 75 feet east of the Project Site, 7600 Beverly Blvd, Los Angeles, CA 90036

The approval of alcohol-serving uses will not detrimentally affect nearby residential zones or other sensitive uses. The new alcohol-serving uses within the Specific Plan area may include restaurants, cafes, food halls, and a grocery store, and would be located anywhere within the Project Site boundaries, but the boundaries of the Project Site would be buffered from adjacent uses by additional setback frontage area which include landscape, hardscape, and fencing per the Specific Plan.

Under the Specific Plan, each individual establishment would be required to process an Administrative Review to confirm compliance with the conditions for sale and service of alcohol incorporated into the Specific Plan to ensure the safe and responsible sale and consumption of alcohol. Such conditions include, but are not limited to, requiring employees to complete a certified LAPD STAR, ABC LEAD or RBS training program. In addition, each establishment must have at least one one-duty manager with authority over activities on the premises. For these reasons, the approval of alcohol-serving uses will not detrimentally affect nearby residential zones or sensitive uses in the area.

These regulations of the Specific Plan, or conditions, are deemed necessary to protect the best interest of and assure a development more compatible with the surrounding property or neighborhood; to secure an appropriate development in harmony with the objectives of the General Plan; to prevent or mitigate potential adverse environmental effects of the zone change; and that public necessity, convenience or general welfare require that these provisions be made for the orderly arrangement of the property concerned into lots and/or that provisions be made for adequate streets, drainage facilities, grading, sewers, utilities and other public dedications and improvements.

Therefore, based on the above, the recommended Legislative Actions are deemed consistent with the General Plan and are in conformity with the public necessity, convenience, general welfare and good zoning practice.

7. Supplemental Use District Findings – Sign District

a. The proposed Sign District is in conformance with the purposes, intent and provisions of the City of Los Angeles General Plan.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan/Charter Finding Nos. 1 through 5 and is hereby incorporated by reference.

The proposed Sign District would support the Project efforts to expand upon and modernize the uses on the TVC studio site and would establish standards for signage size limits and regulations such as illumination, height and design standards, allowable locations, and refresh rates for signs located in the Specific Plan area.

In conjunction with the development of the TVC 2050 Project, the TVC 2050 Sign District would enhance the media and entertainment character of TVC and complement the land use and urban design objectives in the Specific Plan and Wilshire Community Plan. The Sign District would create a unique identity on the approximately 25-acre Television City studio site and supports the land uses and urban design objectives of the Wilshire Community Plan, as discussed above in Finding No. 2.

The proposed standards of the Sign District set general sign type, area, height, hours of operation, refresh rates, and location requirements; allow for supergraphic and digital display signage; and set tailored illumination standards. The Sign District contains provisions that establish regulations that are different from, more restrictive than, or more permissive than those in the LAMC; in these instances, the Sign District shall be prioritized over the LAMC. However, all provisions related to historic signs that are outlined in the Specific Plan shall be prioritized over the Sign District. Certain standard signage types would not be regulated by the Sign District and would be subject to the LAMC.

In general, the proposed types and quantity of signage would be appropriate for the scale of the development and other Project elements which utilize signage as a placemaking tool, creating a distinct identity for the Project Site area. The signage would integrate into the overall design and theme of the development, and the regulations would be uniform across the site.

The Sign District would permit consistent and complementary signage to be implemented as a placemaking tool, enlivening the proposed publicly accessible open spaces around the Project Site perimeter and ground floor commercial uses, while allowing for additional economic development. In addition, the Sign District has been drafted to incorporate current City best practices in digital display regulations, including illumination standards, design standards, and refresh rate.

Therefore, the proposed Sign District is in conformance with the purposes, intent and provisions of the following General Plan Elements.

b. The proposed Sign District is in conformity with public necessity, convenience, general welfare, and good zoning practice.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan/Charter Finding No. 5 and is hereby incorporated by reference.

The Sign District would permit a maximum total combined sign area of 20,250 square feet for Digital Displays (with a maximum of 1,350 square feet for each individual display), a maximum total combined sign area of 49,500 square feet for Supergraphic Signs (with a maximum of 1,350 square feet for each individual sign), and a number of uniquely designed signs including, architectural ledge signs and pillar signs. All signs would be architecturally integrated into the design of buildings developed within the Specific Plan, functioning to enhance the unique media and entertainment character of the Project Site and to complement the land use and urban design objectives articulated in the Specific Plan and in the Wilshire Community Plan. The signage would be subject to regulations such as area, height, and illumination standards, with digital displays subject to hours of operation, refresh rates, and design regulations. The regulations and provisions of the Sign District would allow for orderly signage that enhances the Project, facilitates placemaking, and contributes to the vibrancy of the existing TVC studio site.

Accordingly, the Sign District is in conformity with public necessity, convenience, and general welfare as it furthers the above goals of the General Plan, supports the modernization and expansion of studio uses on the Project Site, and supports the General Plan goals of creating a pedestrian-oriented commercial corridor. The Sign District is also in conformity with good zoning practice as the elements of the regulations would only permit orderly signage that is designed to enhance and integrate with the Project architecture and placemaking, and includes standards regulating illumination, and hours of operation. The elements of the Sign District and overall use of signage as a placemaking tool within a production studio development envisioned with active pedestrian-oriented amenities are in conformity with good zoning practice.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

INTRODUCTION

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the TVC 2050 Project by preparing an environmental impact report (EIR) ENV-2021-4091-EIR (SCH No. 2021070014). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The TVC 2050 Project EIR, consisting of the Draft EIR, the Final EIR, and the Erratum is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the Project, which is located at 7716–7860 West Beverly Boulevard in Los Angeles, California (Site or Project Site). The Project would establish the TVC 2050 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 25-acre Television City studio site. The proposed Specific Plan would permit a maximum of 1,724,000 square feet of floor area of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space.

While CEQA required a 45-day public comment period, the Draft EIR was circulated for a 60-day public comment period beginning on July 14, 2022, and ending on September 13, 2022. A Notice of Completion and Availability (NOC/A) was distributed on July 14, 2022, to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and could be accessed and reviewed by members of the public by appointment with the Planning Department. The Draft EIR was also made available at three libraries: Los Angeles Central Library, Fairfax Branch Library, and Hollywood Regional Library. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on July 14, 2022.

The Final EIR was then distributed on November 21, 2023. Notices regarding availability of the Final EIR were distributed to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b).

An Erratum was completed on April 5, 2024, to evaluate the impacts of the modifications made by the Applicant and reductions to the Project in response to community input. The Erratum

states that this information does not represent significant new information that would affect the analysis or conclusions presented in the Final EIR. The Erratum was made available on the City's website.

The Deputy Advisory Agency certified the EIR on May 28, 2024 ("Certified EIR") in conjunction with the approval of the Project's Tract Map (VTT-83387). In connection with the certification of the EIR, the Deputy Advisory Agency adopted the environmental findings prepared for the Project as well as a statement of overriding considerations and a mitigation monitoring program (MMP); and approved the Project's Vesting Tentative Tract Map (VTTM). Nine appeals for the Project were received, which are addressed in an Appeal Report dated September 3, 2024.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA (Pub. Res. Code Section 21166) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified, or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new

information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Initial Study, Draft EIR, Final EIR, and Erratum are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir>. The Draft and Final EIR are also available at the following three Library Branches:

- Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Frances Howard Goldwyn–Hollywood Regional Library, 1623 Ivar Avenue, Los Angeles, CA 90028
- Fairfax Branch Library, 161 South Gardner Street, Los Angeles, CA 90036

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program, attached as Appendix B of the Specific Plan, are imposed on the project through Environmental Conditions of Approval to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation. Appendix B is incorporated into the TVC 2050 Specific Plan and is required of all development processed under the Specific Plan.