

DEPARTMENT OF
CITY PLANNING

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(213) 978-1300

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200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

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DEPUTY DIRECTOR

November 27, 2024

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

MODIFICATIONS AND CORRECTIONS FOR THE TVC 2050 PROJECT; CASE NOS. CPC-2021-4089-AD-GPA-ZC-HD-SP-SN AND CPC-2021-4090-DA; CF NOS. 24-1315-S1, and -S2

On September 12, 2024, the Los Angeles City Planning Commission (CPC) certified the Television City (TVC) 2050 Project (Project) EIR, recommended approval of the Project for the expansion of the TVC entertainment studio campus (including a General Plan Amendment, Zone and Height District Change, Code Amendment, Specific Plan, Sign District, Development Agreement, and Annexation of a portion of the Project Site), and denied appeals of the Deputy Advisory Agency's determination in approving a Vesting Tentative Tract Map. In response to input from Council District 5, the Project was revised with the following: a reduction of 38,000 square feet of general office floor area; reallocation of 12,000 square feet of general office floor area to production office floor area; a reduction in the height of building façades fronting Fairfax Avenue from 88 feet to 73 feet (such that any portion of the building above 73 feet is stepped back at least 20 feet from the building façade fronting Fairfax Avenue); a requirement for the prioritization of entertainment-related uses for the general office space; and a requirement to ensure that the Project's Transportation Demand Management (TDM) Program is monitored and enforced by LADOT.

As modified and approved by the CPC in the Letter of Determination (LOD) for Case No. CPC-2021-4089-AD-GPA-ZC-HD-SP-SN, dated October 3, 2024, the Project would establish the TVC 2050 Specific Plan (Specific Plan) to allow for the continuation of an existing studio use and modernization and expansion of media production facilities within the approximately 25-acre Television City studio site (Project Site). The Specific Plan would establish standards to regulate land use, massing, design, and development, and permit up to a maximum of 1,686,000 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 1,421,623 square feet of new development, the retention of a minimum of 264,377 square feet of existing uses, and the demolition of up to 479,303 square feet of existing media production facilities. The designated Historic-Cultural Monument (HCM No. 1167; CHC-2018-476-HCM) located on-site would be retained and rehabilitated as part of the Project. In addition, a Sign District would be established to permit studio-specific on-site signage.

As discussed in the supplemental CPC Project Modifications Memorandum, included as Attachment A of this report, and prepared by Eyestone Environmental, dated November 26, 2024, the additional modifications to the Project made at the CPC meeting do not result in new impacts or a substantial increase in any significant impacts identified in the EIR.

However, some of the modifications made by CPC were not updated in certain findings and in the figures and appendices for the draft Specific Plan previously transmitted to the Council File. In addition, minor typographical errors or omissions in the Specific Plan, Sign District, and findings should be updated and corrected. Lastly, an exhibit was inadvertently omitted from the Development Agreement and should be included. Therefore, modifications and corrections are requested to update the documents associated with approval of the TVC Project, as detailed below.

Deleted text is shown in ~~strikethrough~~ and added text is shown in underline.

CPC-2021-4089-AD-GPA-ZC-HD-SP-SN (CF 24-1315-S1)

Findings of Fact

The following are corrections to the Findings of Fact to incorporate updated project details as modified by the CPC, that were inadvertently omitted in the CPC LOD, dated October 3, 2024:

Project development square footage, Pages F-4, F-9, F-11, F-12, F-17, and F-27

~~1,724,000~~1,686,000

Specific Plan permitted new development square footage, Page F-17

~~1,459,623~~1,421,623

Specific Plan permitted production support square footage, Page F-17

~~700,000~~712,000

Specific Plan permitted general office square footage, Page F-17

~~550,000~~500,000

Project Site FAR, page F-5, F-17

~~1.6~~1.57:1

HCM Case No., Page F-17

Historic-Cultural Monument (HCM No. 1167 CHC 2018-~~479-476~~-HCM)

TVC 2050 Specific Plan

Map 2. Specific Plan Subarea Map

Map 2 should be replaced with an updated map (attached to this report as Exhibit A: CPC Project Modifications Memorandum, Attachment A "Updated Figures", page 24), in order to reflect changes made by CPC related to limiting building height along Fairfax Avenue.

Section 1.3 Relationship to the Code, B.5

The reference to the Vesting Tentative Tract in the text included a minor typographical error and should be updated as follows:

5. Street Dedications and Improvements. Code Section 12.37. Public Rights- of-Way widths and improvements shall comply with those dimensions set forth by Vesting Tentative Tract Map No. ~~82233~~87 and Appendix E (Streetscape Plan).

Section 7. Vehicular Parking Standards

The Section title should be modified as follows:

SECTION 7. VEHICULAR PARKING STANDARDS AND TRANSPORTATION IMPROVEMENTS

A new Subsection 7.7 should be added to incorporate transportation improvements required by LADOT, which were inadvertently omitted.

Section 7.7. Transportation Improvements

- A. All Projects shall comply with the Transportation Improvement requirements set forth in Appendix H (Transportation Improvements) of this Specific Plan to the satisfaction of the LADOT General Manager, in consultation with the Director of City Planning.**

Appendix A – Initial Development Plans

A revised version of Appendix A (Initial Development Plans) of the Specific Plan (attached to this report as Exhibit A: CPC Project Modifications Memorandum, Attachment A “Updated Figures”, pages 5-21) should replace the original Appendix A in its entirety, to reflect CPC’s changes to the scope of the Project development and the changes to building heights along the Fairfax Avenue frontage.

Appendix H – Transportation Improvements

Appendix H (attached) outlining required transportation improvements should be added to the Specific Plan.

TVC 2050 Sign District**Section 8.D. Supergraphic Signs, Subsection 2.a.**

The following minor typographical error should be corrected as follows:

- a. In addition, any location for a Digital Display on the Conceptual Sign Plan may instead be replaced with a Supergraphic Sign, notwithstanding the combined sign area limit in Section 7.G ~~8.D.1~~ for Supergraphic Signs.

Section 8.D Supergraphic Signs, Subsection 4.

The following minor typographical error should be corrected as follows:

4. **Implementation.** No Supergraphic Sign shall be made operative until ~~the~~ after the issuance of the first Certificate of Occupancy for a new building under the Specific Plan.

CPC-2021-4090-DA (CF 24-1315-S2)

Exhibit C – Depiction of the Annexation Property

Exhibit C (attached) was inadvertently omitted from the draft Development Agreement and should be added accordingly.

CONCLUSION

Staff recommends that the referenced corrections be incorporated in the final decision.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning



Paul Caporaso
City Planner

VPB:MZ:MN:PC

Enclosures:

Exhibit A: CPC Project Modifications Memorandum, prepared by Eyestone Environmental, dated November 26, 2024

Note: Exhibit A includes:

*Specific Plan – Appendix A (Initial Development Plans), revised November 26, 2024; and
Map 2. Specific Plan Subarea Map, revised November 26, 2024*

Specific Plan – Appendix H (Transportation Improvements)

Development Agreement – Exhibit C (Depiction of the Annexation Property)



MEMORANDUM

TO: Paul Caporaso
City of Los Angeles Department of City Planning

FROM: Eystone Environmental

SUBJECT: TVC 2050 Project—CPC Project Modifications

DATE: November 26, 2024

CC: Milena Zasadzien and Mindy Nguyen, Department of City Planning

In accordance with the California Environmental Quality Act (CEQA), a comprehensive Draft Environmental Impact Report (EIR) was prepared for the TVC 2050 Project (Project). The Draft EIR was circulated for public review and comment from July 14, 2022, through September 13, 2022, an extended 60-day comment period, which exceeded the 45-day comment period required by CEQA. Following public review of the Draft EIR, the City published a comprehensive Final EIR in November 2023, which included responses to each comment within the 608 written comment letters received during the Draft EIR public comment period. In addition, in response to public comments, refinements to the Project were made, including, among other things, decreasing the proposed floor area, height, and massing of the Project; a reduction in parking spaces, basecamp areas, and outdoor production activity areas; increased setbacks and stepbacks; doubling the TDM trip reduction commitment from 15 to 30 percent; refinements of building configurations and parking areas; and minor changes in Project Site access. An Erratum was subsequently prepared in April 2024 that demonstrated that the refinements to the Project made in response to community input would not result in new significant impacts or a substantial increase in an impact already identified in the Draft EIR and that none of the other conditions requiring recirculation of a Draft EIR under California Public Resources Code (PRC) Section 21092.1 and CEQA Guidelines Section 15088.5 were met.

A joint public hearing for the Project with the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission (CPC) was held on May 15, 2024. The Deputy Advisory Agency issued a Letter of Determination (LOD) on May 28, 2024, certifying the EIR and approving the Vesting Tentative Tract Map (VTTM) for the Project. Nine appeals of the Deputy Advisory Agency's approval were subsequently filed. On September 12, 2024, the CPC considered the EIR, including the Draft EIR, Final EIR, and Erratum, and the CPC recommended approval of the Project (including a General Plan Amendment, Zone and



MEMORANDUM

Paul Caporaso
November 26, 2024
Page 2

Height District Change, Code Amendment, Specific Plan, Sign District, Development Agreement, and Annexation of a portion of the Project Site), and denied the appeals of the Deputy Advisory Agency's determination in the CPC Letters of Determination dated October 3, 2024. In response to input from Council District 5, the Project, as approved by the CPC, included a reduction of 38,000 square feet of general office floor area; reallocation of 12,000 square feet of general office floor area to production office floor area; a reduction in the height of building façades fronting Fairfax Avenue from 88 feet to 73 feet (such that any portion of the building above 73 feet is stepped back at least 20 feet from the building façade fronting Fairfax Avenue); a requirement for the prioritization of entertainment-related uses for the general office space; and a requirement to ensure that the Project's TDM Program is monitored and enforced by LADOT. The figures included as Attachment A depict the minor modifications to the Project made at the CPC hearing.

The additional modifications to the Project made at the CPC hearing do not result in new impacts or a substantial increase in any significant impacts identified in the EIR. Rather, as shown in the Supplemental VMT Analysis for the TVC 2050 Project included as Attachment B to this memorandum, the reduction in general office floor area and reallocation of general office floor area to production office floor area results in a reduction in average daily vehicle trips and vehicle miles traveled, resulting in a corresponding reduction in air quality emissions and vehicle noise. As such, impacts associated with air quality, greenhouse gas emissions, energy (i.e., use of gasoline), and traffic noise would be reduced when compared with the Project as evaluated in the EIR and Erratum. As shown in Attachment B, with the reduction in general office floor area and reallocation of general office floor area to production office floor area, there would also be a decrease in the number of employees on-site. As such, potential impacts associated with police and fire protection would also be reduced when compared with the Project as evaluated in the EIR and Erratum. The reduction in general office floor area and associated reduction in building occupancy would also result in a reduction in impacts associated with water supply and infrastructure, wastewater, and energy (i.e., electricity and natural gas) when compared with the Project as evaluated in the EIR and Erratum. In addition, the reallocation of 12,000 square feet of general office floor area to production office floor area would result in the same amount of water demand, wastewater generation and energy use since the factors used to calculate these quantities are the same for both of these uses. As shown in the updated figures in Attachment A, the overall site plan would be similar to that included in the Erratum, with some reduction in massing and building



MEMORANDUM

Paul Caporaso
November 26, 2024
Page 3

heights along Fairfax Avenue. In addition, the peak construction activities required for the Project would remain unchanged and the overall duration of construction activities would be reduced. As such, impacts associated with archaeological resources, paleontological resources, tribal cultural resources, construction noise, and air quality emissions during construction would be the same as those set forth in the EIR and Erratum. In addition, with similar building placement, and no changes in construction activities or the types of uses proposed, impacts associated with historical resources, geology and soils, hazards and hazardous materials, and hydrology and water quality would also be the same as those set forth in the EIR and Erratum. Finally, with a reduction in general office floor area, the VMT per employee would be reduced as confirmed in Attachment B to this memorandum. Thus, transportation impacts associated with the reduced floor area would continue to be less than significant.

As discussed in the Erratum, CEQA requires recirculation of a Draft EIR only when "significant new information" is added to an EIR after public notice of the availability of the Draft EIR has occurred (refer to PRC Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. CEQA Guidelines Section 15088.5 specifically states:

New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*



MEMORANDUM

Paul Caporaso
November 26, 2024
Page 4

- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.*
- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

As demonstrated above, the modifications made to the Project by the CPC do not result in new significant impacts or a substantial increase in the severity of a significant environmental impact already identified in the EIR. In addition, the modifications do not include an alternative or mitigation measure that the Applicant has declined to adopt. Finally, the EIR is comprehensive, and meaningful public review and comments were not precluded. As such, the modifications to the Project made by the CPC are fully within the envelope of environmental impacts studied in the EIR, and recirculation of the EIR or preparation of further environmental documentation is not required.

Attachment:

Attachment A—Updated Figures

Attachment B—Supplemental VMT Analysis

TELEVISION CITY

7716 - 7860 WEST BEVERLY BLVD, LOS ANGELES, CA 90036

3338

PROJECT TEAM

OWNER
 TELEVISION CITY STUDIOS, LLC.
 4900 INCE BLVD
 CALABER CITY, CA 90232

PROJECT MANAGEMENT
 TRIPLETT CONSULTING
 1545 Wilshire Blvd., Suite 700
 Los Angeles, CA 90017
 (213) 315-2121
 Contact: Lisa Triflett

DESIGN ARCHITECT
 FOSTER AND PARTNERS
 701 Ocean Front Walk, Unit 2
 Venice, CA 90291
 (323) 469-8036
 Contact: Marc Guberman

ARCHITECT OF RECORD
 Aderson Associates, Inc.
 700 S Flower Street, Suite 800
 Los Angeles, CA 90017 USA
 (310) 251-0088
 Contact: Marc Salette

MASTER PLAN ARCHITECT
 R028
 3101 W. Exposition Place
 Los Angeles, CA 90018 USA
 (323) 786-1800
 Contact: Bob Hale

PROJECT DATA

PROJECT DESCRIPTION
 THE PROPOSED PROJECT ALLOWS FOR THE MODERNIZATION OF TELEVISION CITY TO MEET THE EVOLVING NEEDS OF THE ENTERTAINMENT INDUSTRY. THE PROJECT INCLUDES, AMONG OTHER THINGS, A SPECIFIC PLAN THAT WOULD PERMIT UP TO APPROXIMATELY 1,696 MILLION SQUARE FEET OF STAGES, PRODUCTION SUPPORT, PRODUCTION OFFICE, GENERAL OFFICE AND RETAIL USES WITHIN THE PROJECT SITE.

PROJECT ADDRESSES
 7800 W BEVERLY BLVD
 7700 W BEVERLY BLVD
 7718 W BEVERLY BLVD
 7716 W BEVERLY BLVD
 7800 W BEVERLY BLVD
 7720 W BEVERLY BLVD

APPROXIMATE SITE AREA
 1,071,011 SF (24,567 ACRES)

EL PARCEL & ZONING INFO
 APN: 8612 001 003
 ZONING: CZ-1-0
 COMMUNITY COMMERCIAL

APN: 8612 002 002
 ZONING: CZ-1-0
 NEIGHBORHOOD OFFICE COMMERCIAL

APN: 8612 003 009
 ZONING: C1-15-20-OCD-1-0
 LIMITED COMMERCIAL

APN: 8612 002 001
 ZONING: CALU
 COUNTY OF LA PARCEL

PROPOSED ZONING
 TVC ZONE (PER PROPOSED SPECIFIC PLAN)

APPLICABLE CODES
 2019 CALIFORNIA BUILDING CODE
 2019 CALIFORNIA FIRE CODE
 2019 CALIFORNIA MECHANICAL CODE
 2019 CALIFORNIA ELECTRICAL CODE
 2019 CALIFORNIA PLUMBING CODE
 2019 CALIFORNIA GREEN BUILDING
 2019 CALIFORNIA CODE OF REGULATIONS (CCR) TITLE 24 BUILDING
 2019 CALIFORNIA CODE OF REGULATIONS (CCR) TITLE 22 & TITLE 17
 CALIFORNIA HEALTH LAWS RELATED TO RECYCLED WATER
 2019 CALIFORNIA ENERGY CODE
 ALL W LOS ANGELES AMENDMENTS

SHEET INDEX

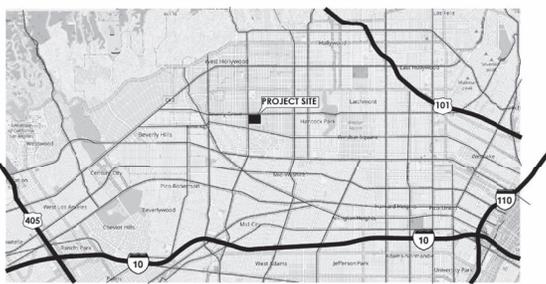
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 A0.02 - ILLUSTRATIVE RENDERING
 A0.03 - ILLUSTRATIVE RENDERING
 A0.04 - ILLUSTRATIVE RENDERING
 A0.05 - ILLUSTRATIVE RENDERING
 A0.06 - ILLUSTRATIVE RENDERING

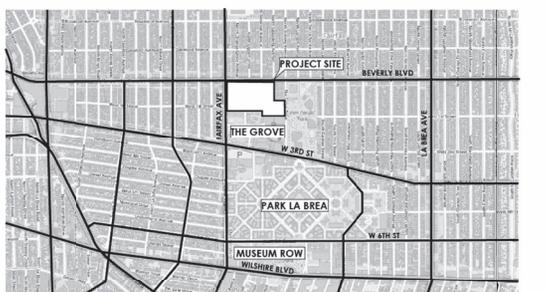
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 A1.02 - TYP FLOOR PLAN
 A1.03 - FLOOR PLAN LEVEL 4
 A1.04 - FLOOR PLAN LEVEL 4 (TYP TOWER PLAN)
 A1.05 - FLOOR PLAN TOWER ROOF TERRACE L-15
 A1.06 - SITE ROOF PLAN
 A1.07 - FLOOR PLAN LEVEL B1
 A1.08 - FLOOR PLAN LEVEL B2
 A1.09 - FLOOR PLAN LEVEL B3

A2.01 - SITE ELEVATIONS

VICINITY MAP



LOCATION MAP



CONCEPTUAL ILLUSTRATIVE SITE PLAN



CONCEPT PLAN

NOT FOR CONSTRUCTION

DATE: ENTITLEMENT SET 10/18/2024

TELEVISION CITY

TITLE SHEET

DATE: OCTOBER 2024

BY: As Indicated

T0.00

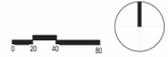
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A0.01-INITIAL DEVELOPMENT PLAN





NOT FOR
CONSTRUCTION



NOT FOR
CONSTRUCTION



NOT FOR
CONSTRUCTION



NOT FOR
CONSTRUCTION

DATE ENTITLEMENT SET 10/18/2024

TELEVISION CITY

ILLUSTRATIVE RENDERING
GENESSEE AVENUE
ENTRANCE

DATE OCTOBER 2024

A0.05

A0.05-ILLUSTRATIVE RENDERING, GENESSEE AVENUE ENTRANCE

1



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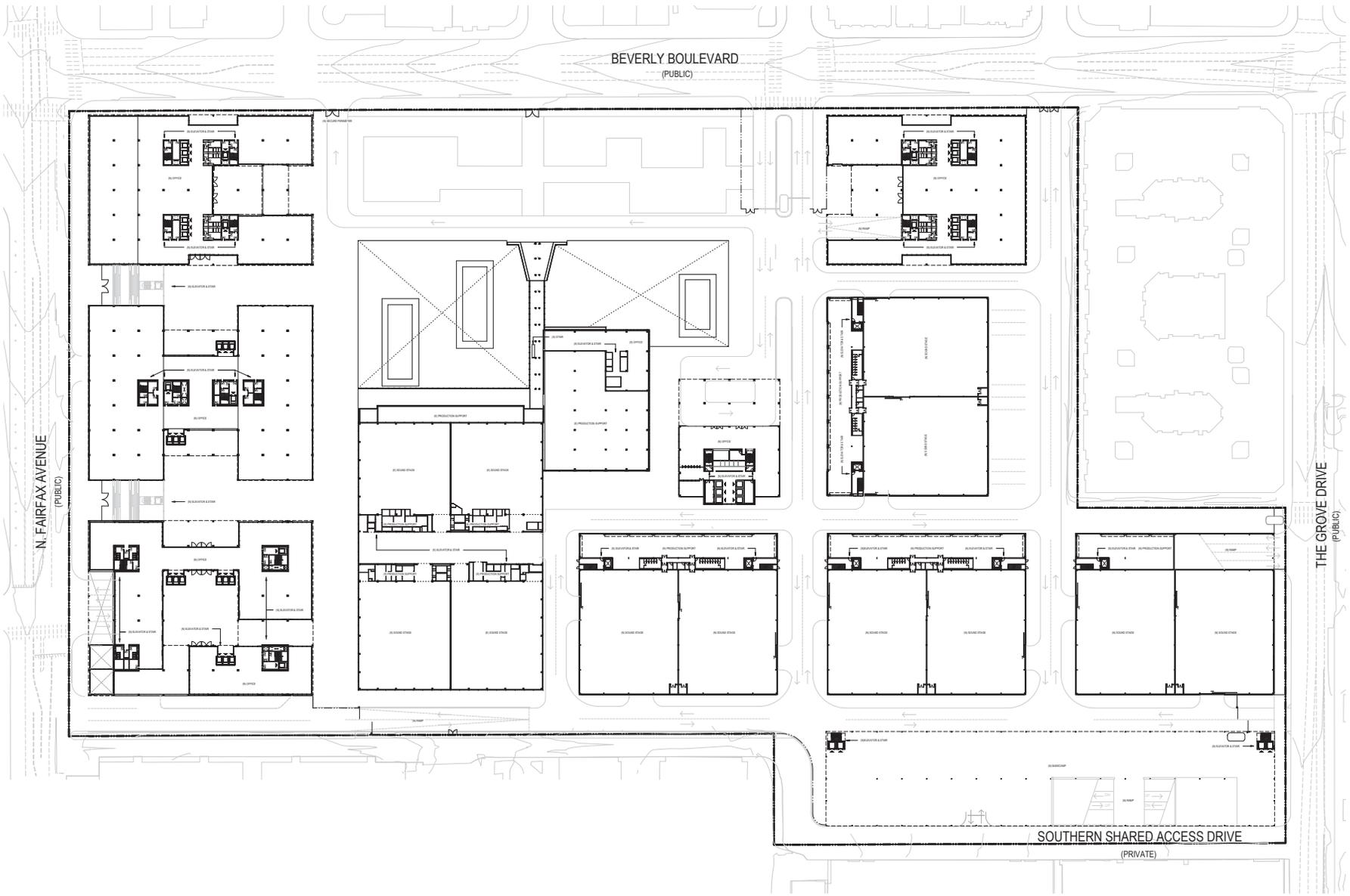
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TELEVISION CITY

ILLUSTRATIVE RENDERING
THE GROVE DRIVE

DATE OCTOBER 2024

A0.06



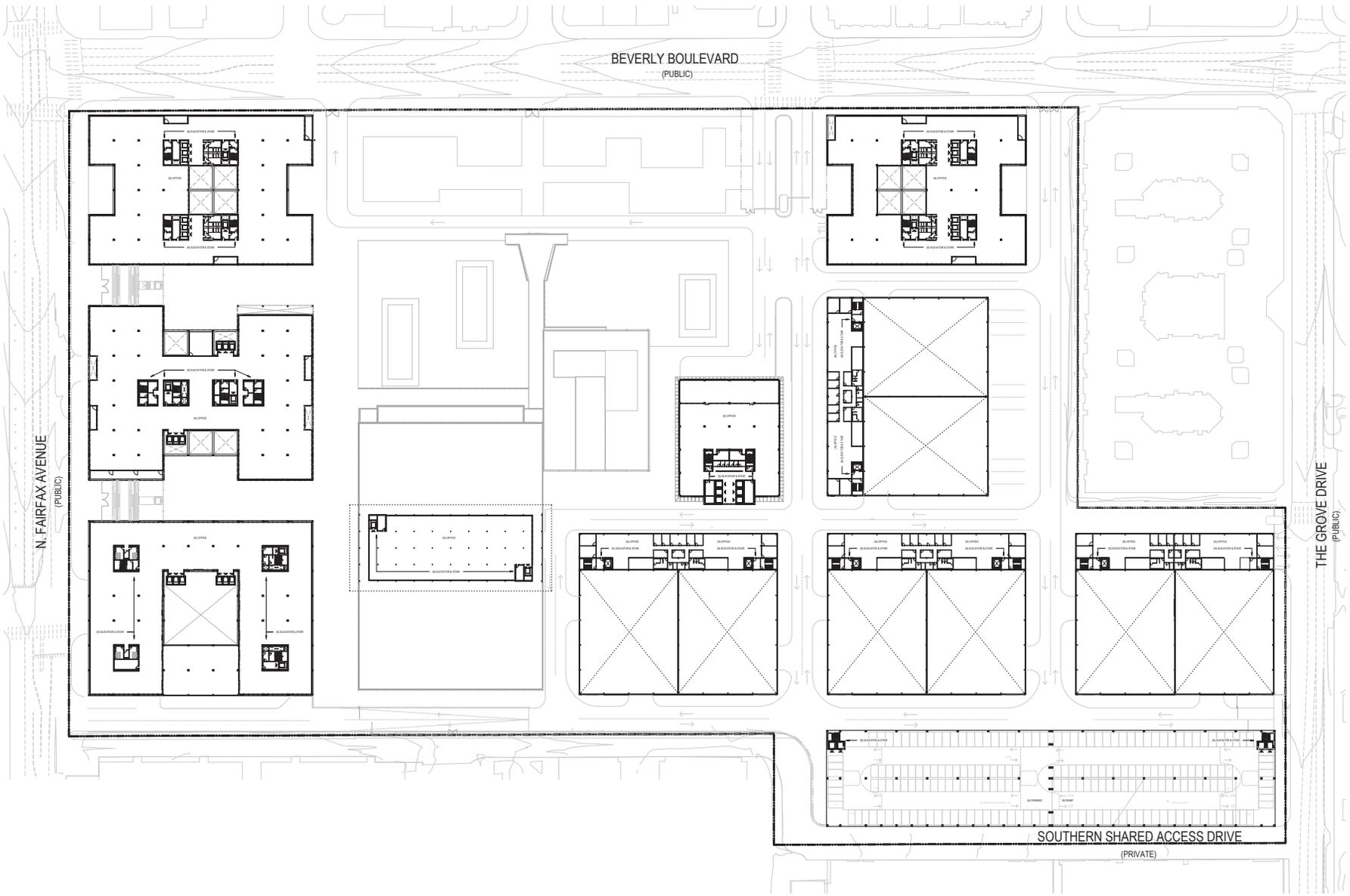
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FLOOR PLAN - PROJECT GRADE LEVEL
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- PROPERTY LINE
- - - SECURITY PERIMETER





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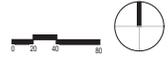
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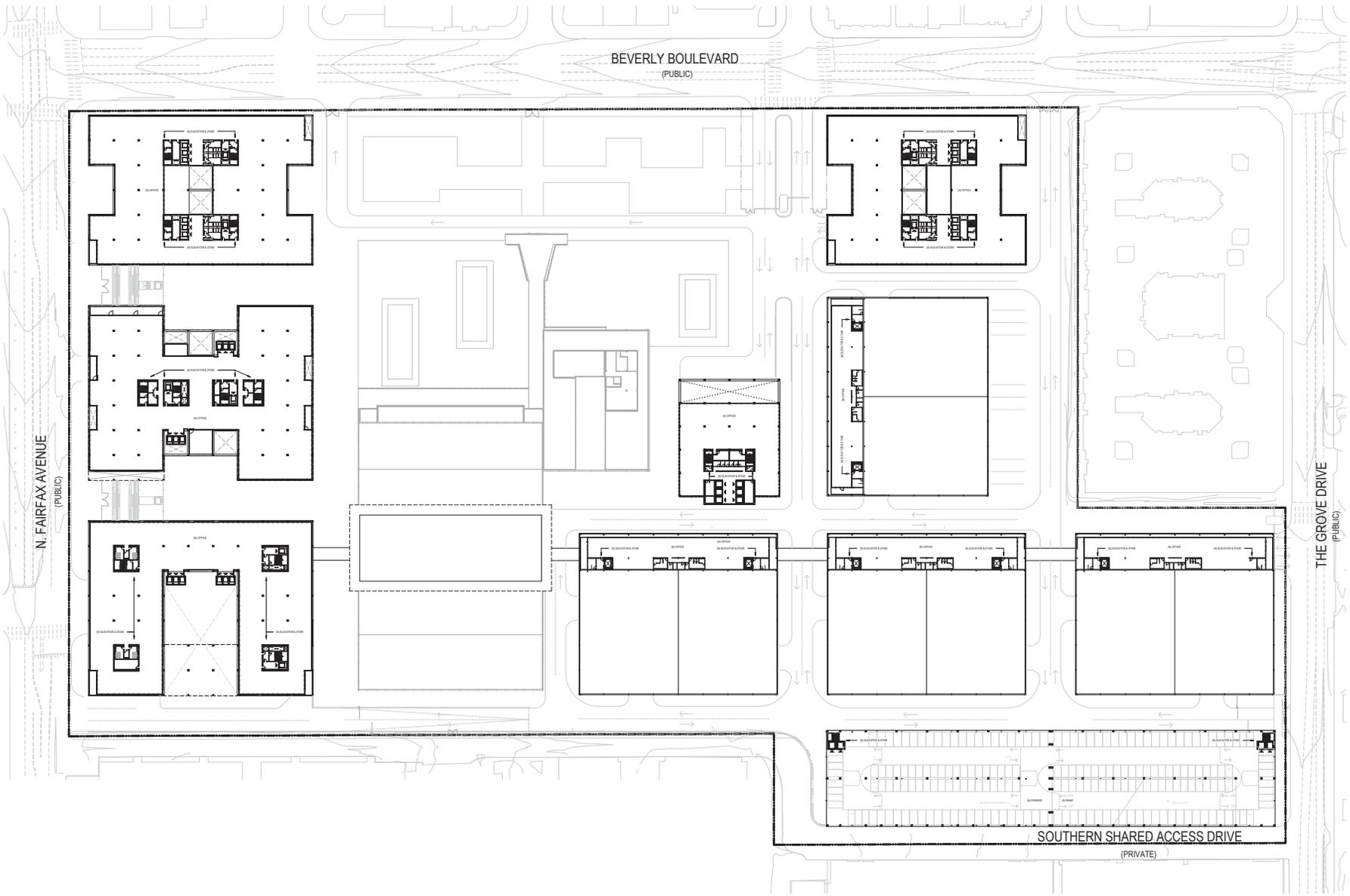
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DATE: OCTOBER 2024

BY: As Indicated

Sheet No: A1.02





BEVERLY BOULEVARD
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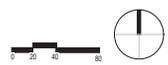
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(PUBLIC)

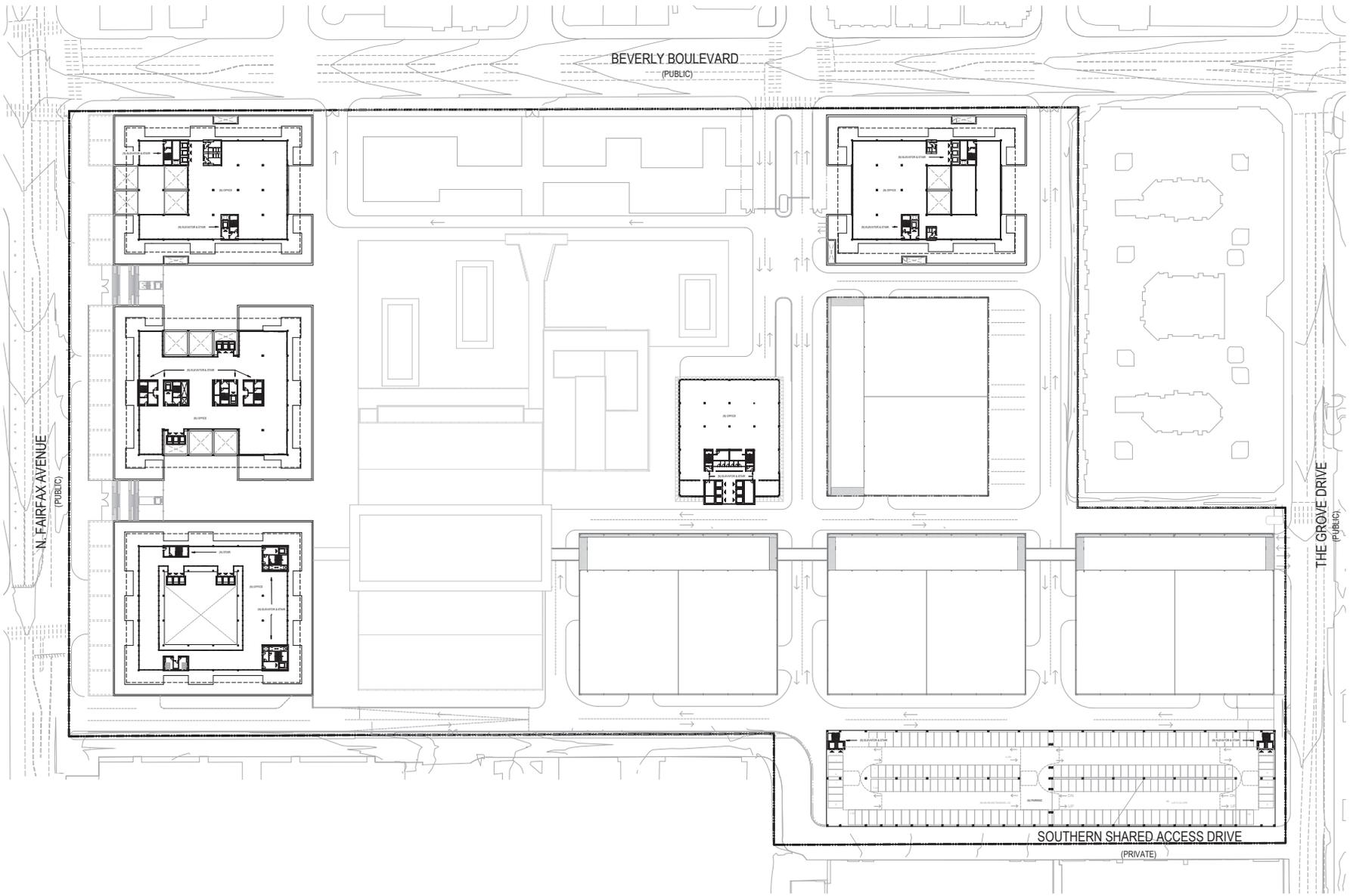
THE GROVE DRIVE
(PUBLIC)

SOUTHERN SHARED ACCESS DRIVE
(PRIVATE)

FLOOR PLAN LEVEL 4
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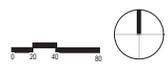
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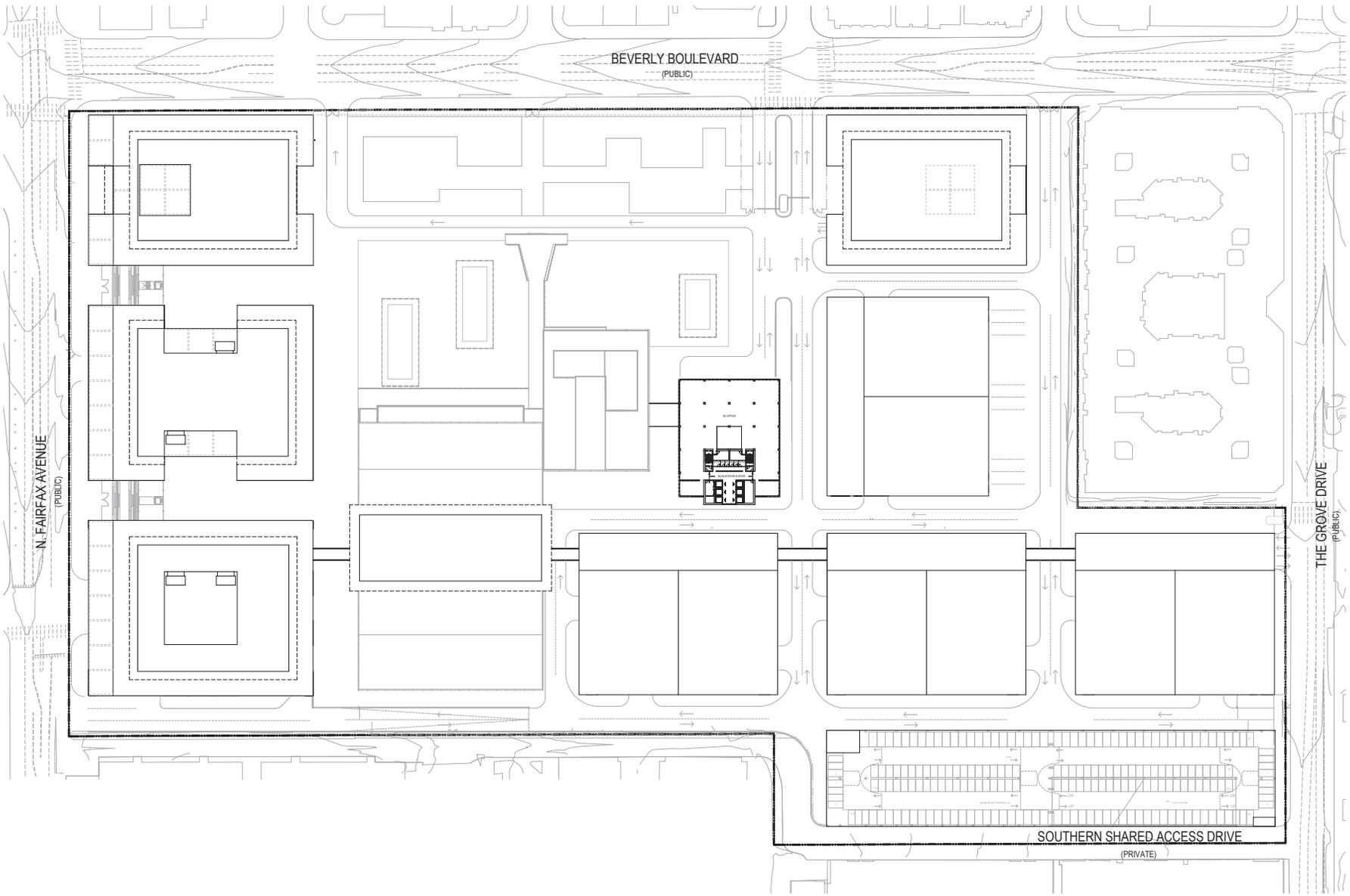




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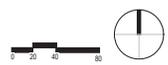


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TELEVISION CITY

FLOOR PLAN LEVEL 15

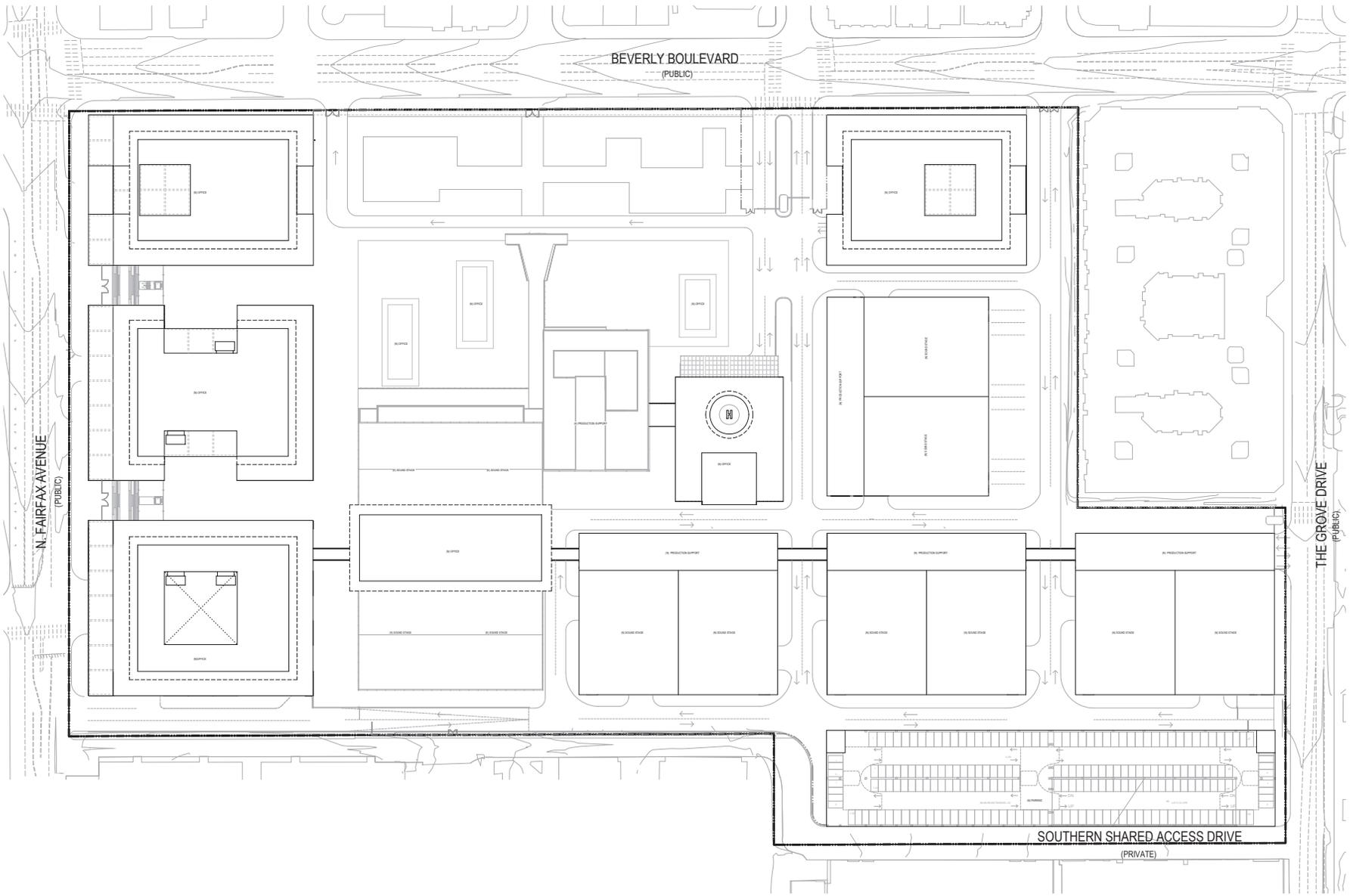
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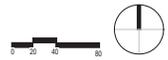
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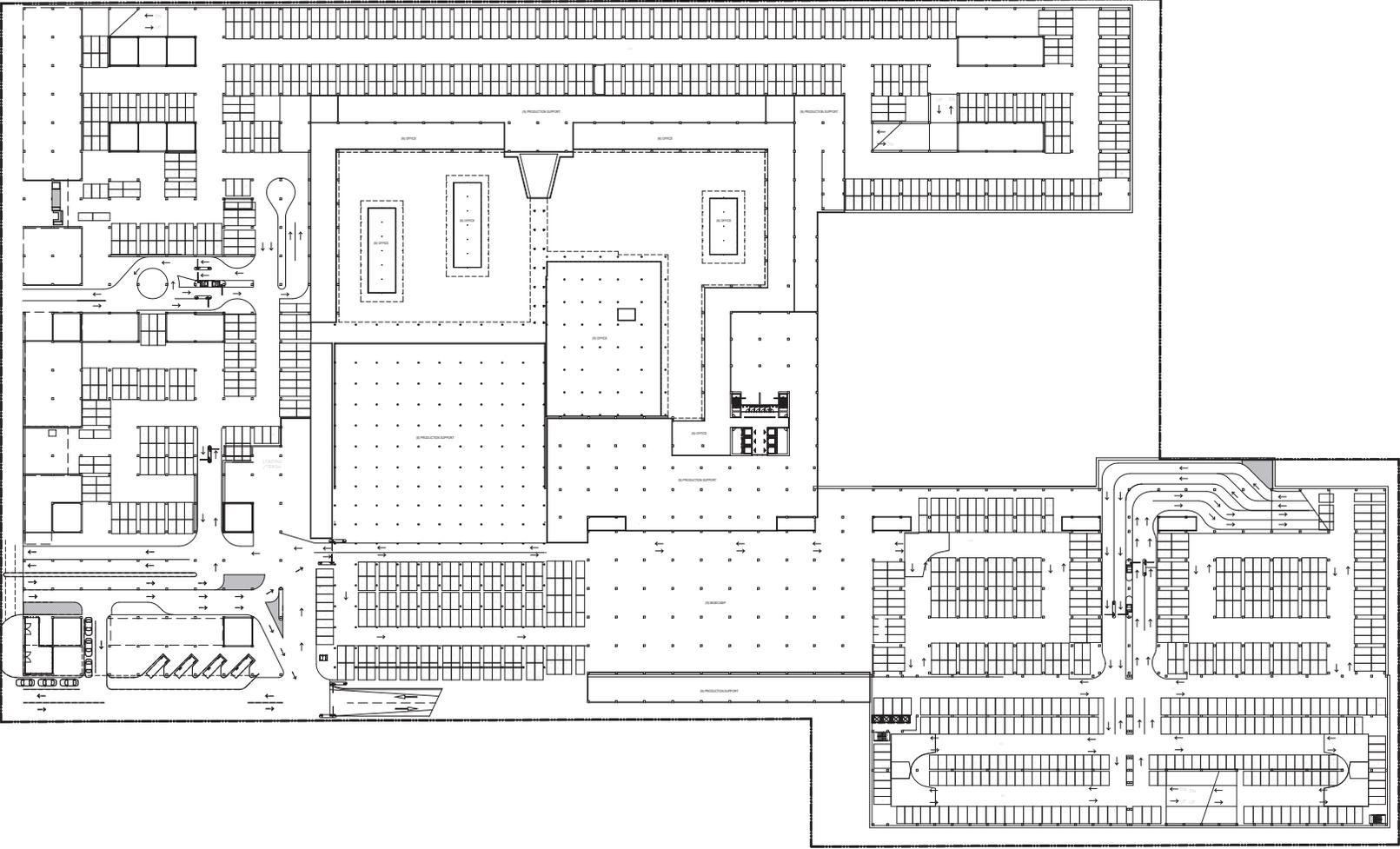
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ROOF PLAN
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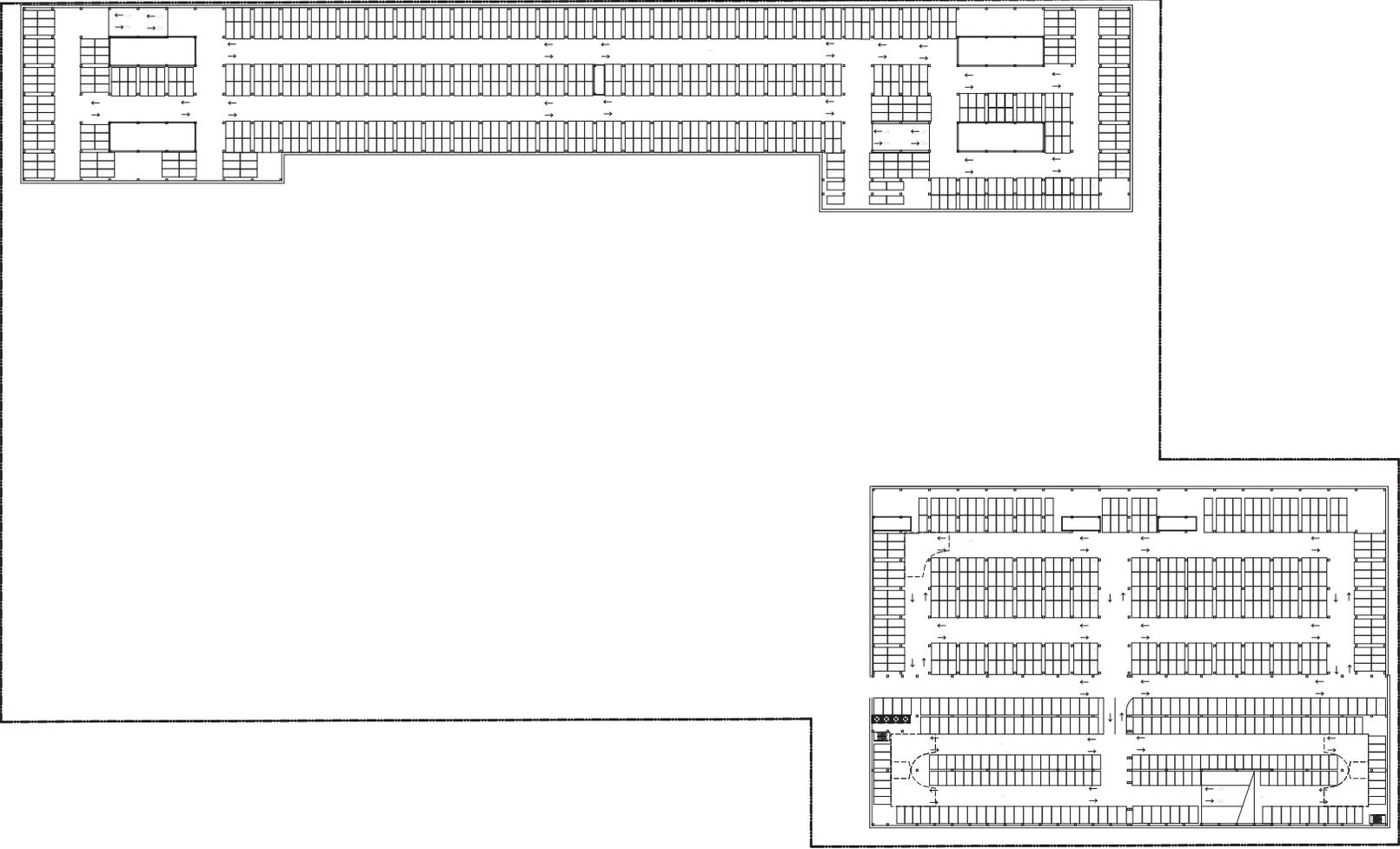




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DATE

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REVISION

DATE ENTITLEMENT SET 10/18/2024

TELEVISION CITY

FLOOR PLAN LEVEL 02

DATE OCTOBER 2024

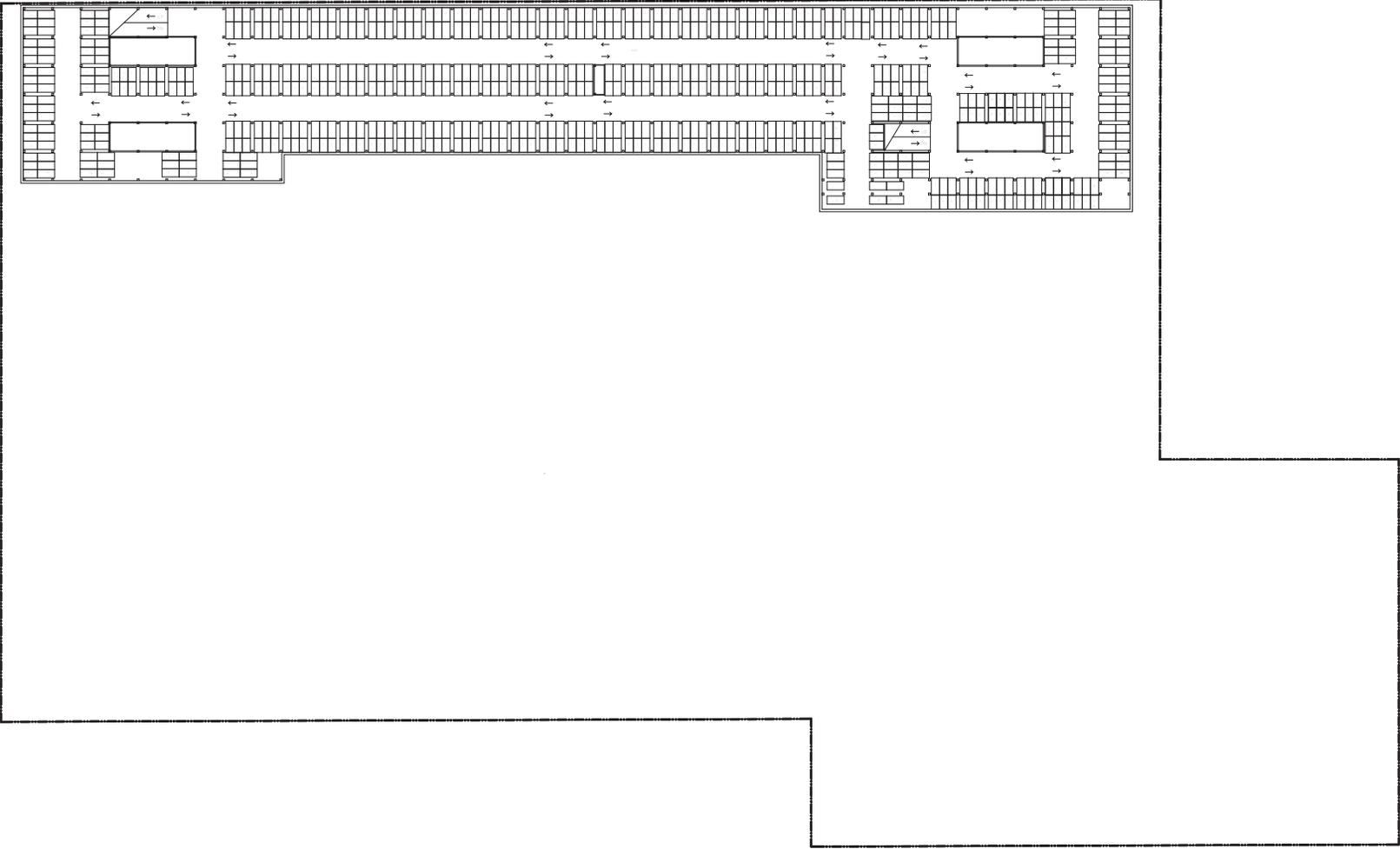
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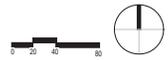
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TELEVISION CITY

FLOOR PLAN LEVEL B3

DATE OCTOBER 2024

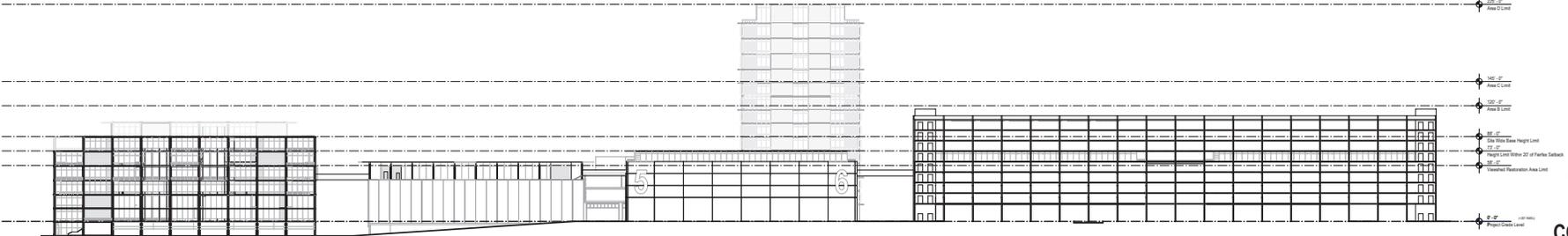
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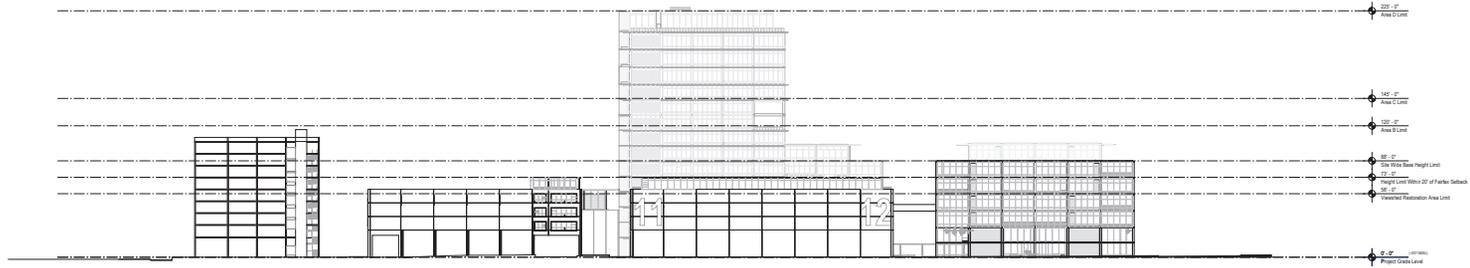
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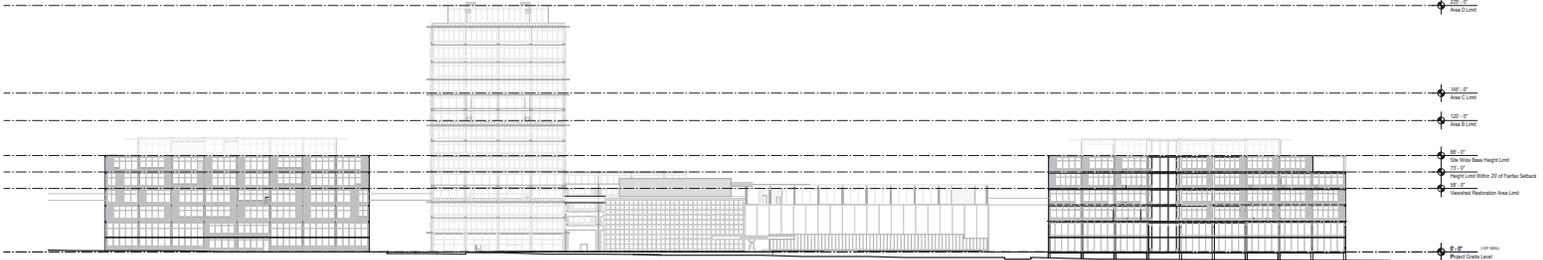
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SITE ELEVATION - SOUTH (SOUTHERN ALLEY) 3
Scale: 1" = 40'-0"



SITE ELEVATION - EAST (THE GROVE DRIVE) 2
Scale: 1" = 40'-0"



SITE ELEVATION - NORTH (BEVERLY BOULEVARD) 1
Scale: 1" = 40'-0"

NOT FOR CONSTRUCTION

DATE: ENTITLEMENT SET 10/18/2024

TELEVISION CITY

SITE ELEVATIONS

DATE: OCTOBER 2024

SCALE: 1" = 40'-0"

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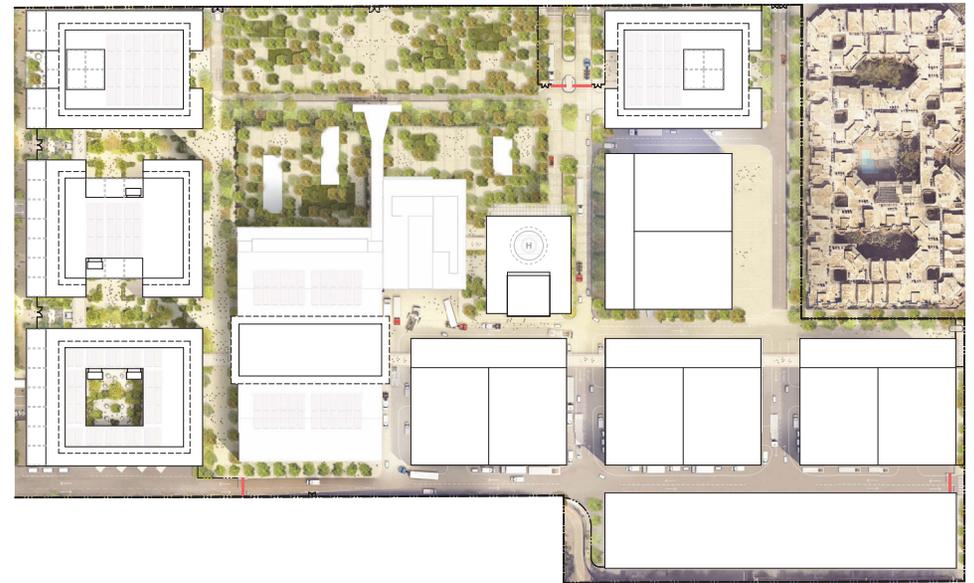


Existing Project Site





Original Project - July 2022



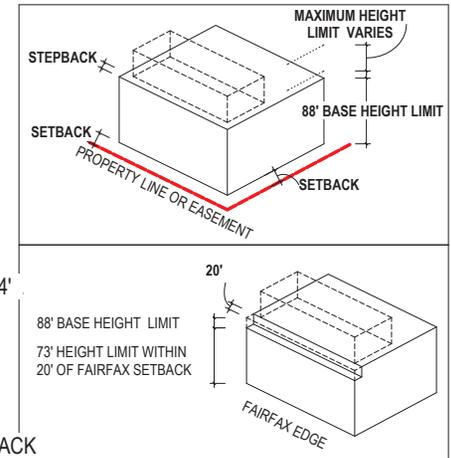
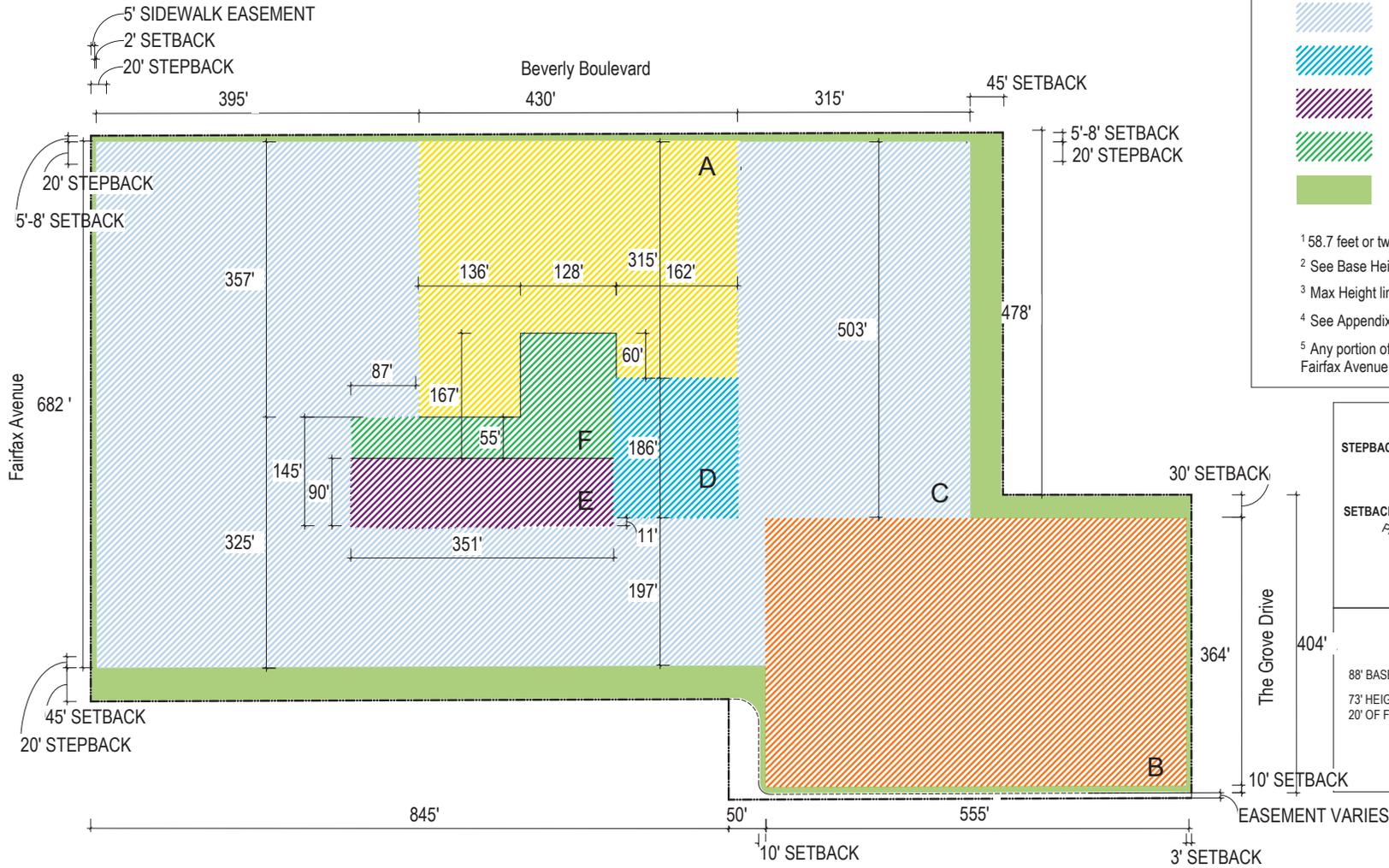
Modified Project - 2024

LEGEND

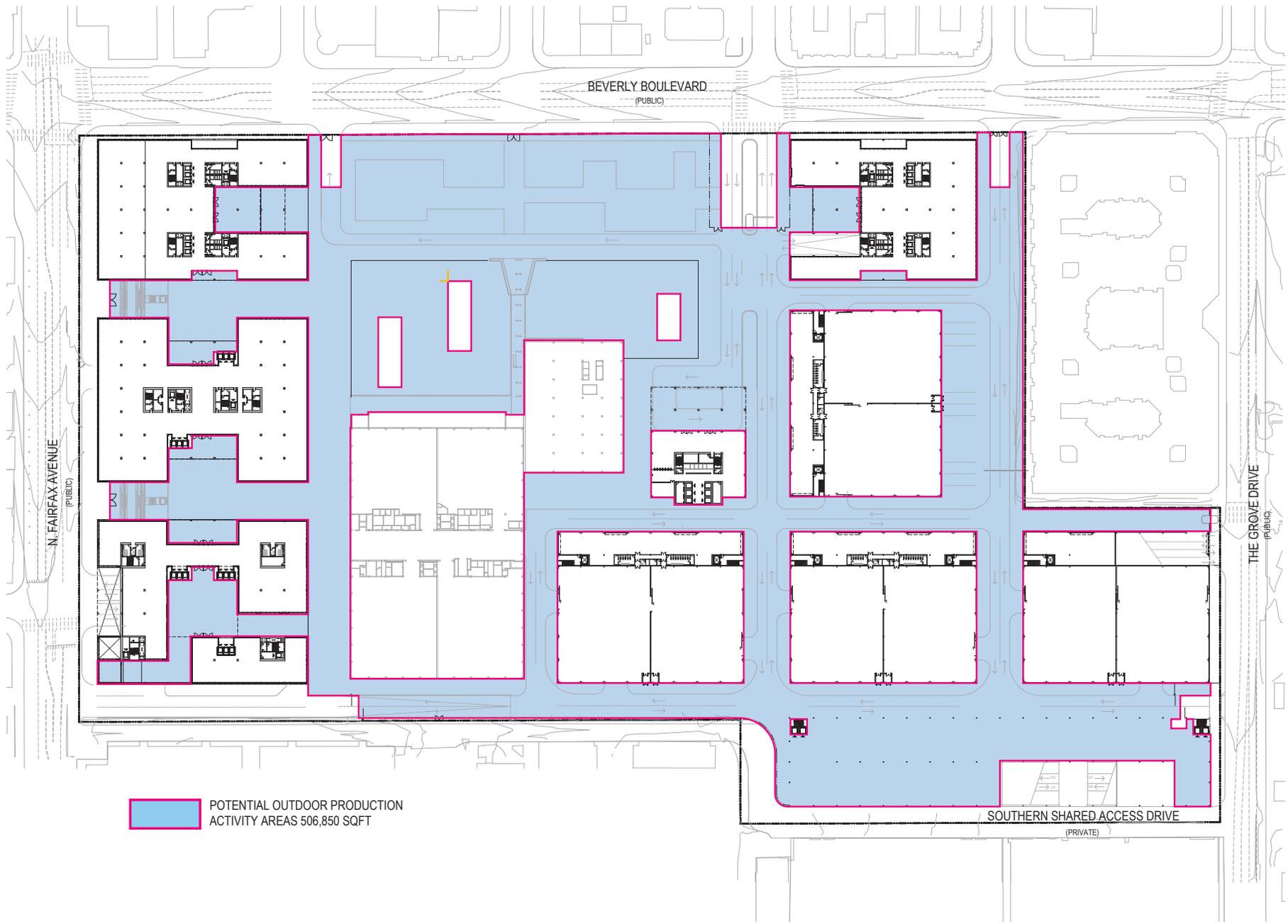
GENERAL NOTE: Height map for illustrative purposes only. All heights are measured from Project Grade.

-  Subarea A - VIEWSHED RESTORATION AREA
APPROX. 58' HEIGHT LIMIT ¹
-  Subarea B - 120' HEIGHT LIMIT
-  Subarea C - 88' BASE HEIGHT LIMIT and 145' MAXIMUM HEIGHT LIMIT ^{2,3,5}
-  Subarea D - 225' HEIGHT LIMIT
-  Subarea E - 84' HEIGHT LIMIT
-  Subarea F - HCM PROTECTION ZONE
-  SETBACK AREA⁴

- ¹ 58.7 feet or two-thirds of the height of the existing HCM
- ² See Base Height and Max Height diagram below
- ³ Max Height limited to 40% of subarea
- ⁴ See Appendix E: Streetscape Plan
- ⁵ Any portion of a building within 20 feet of the setback along Fairfax Avenue shall be limited to 73 feet

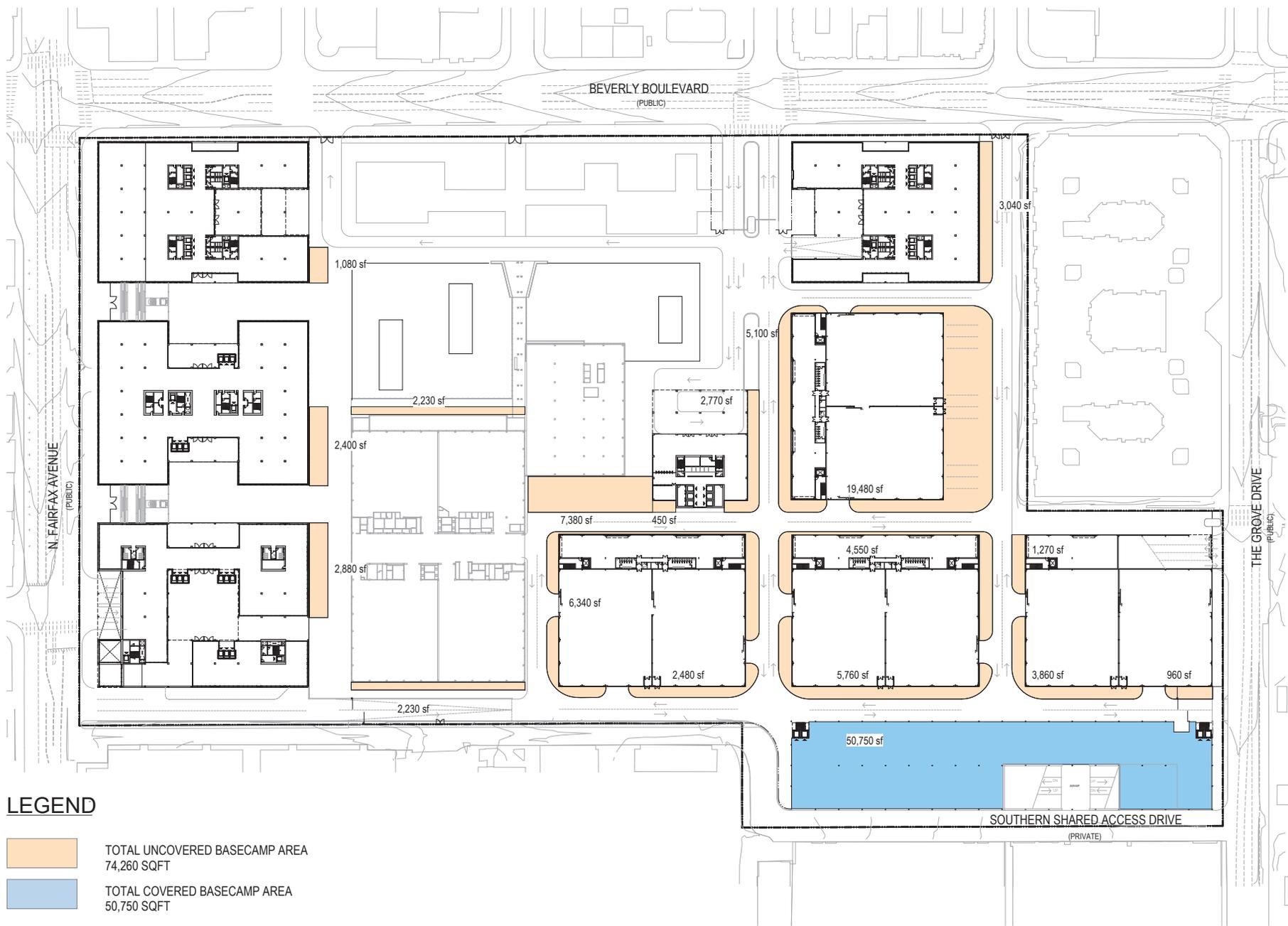


Height Subareas, Setbacks and Stepbacks - Modified Project

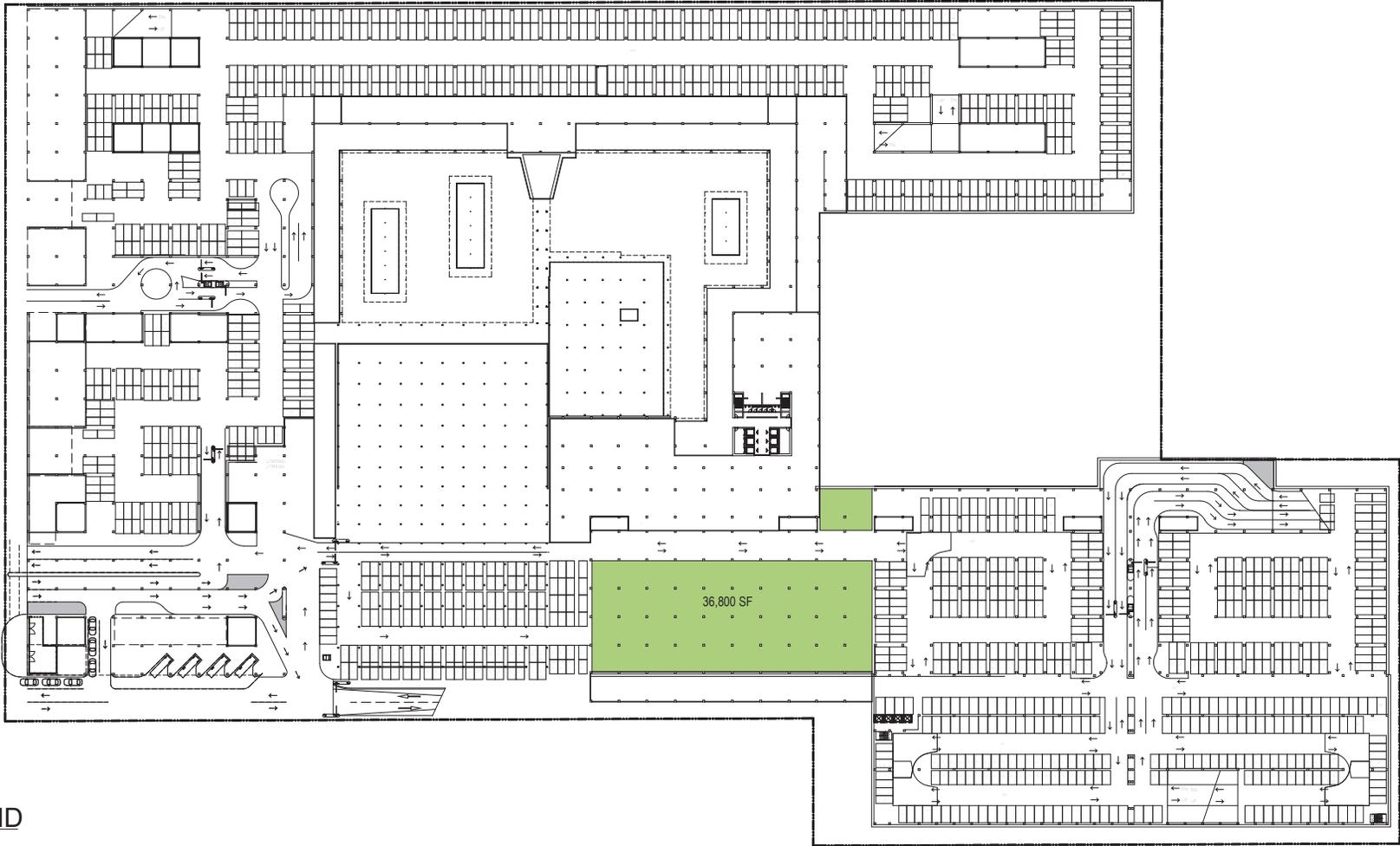


POTENTIAL OUTDOOR PRODUCTION
 ACTIVITY AREAS 506,850 SQFT

Outdoor Production Areas
Modified Project



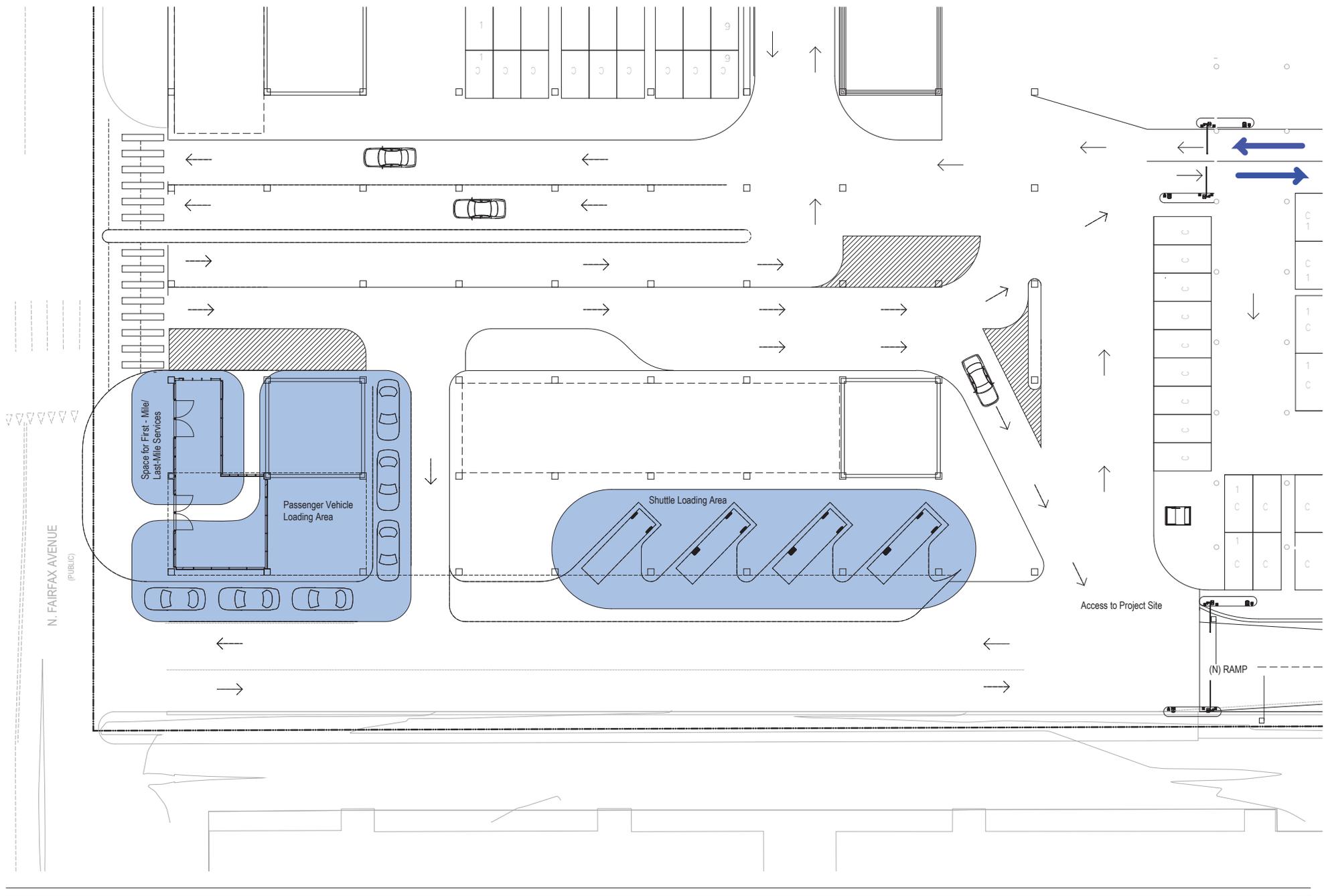
Basecamp Areas at Project Grade-Modified Project



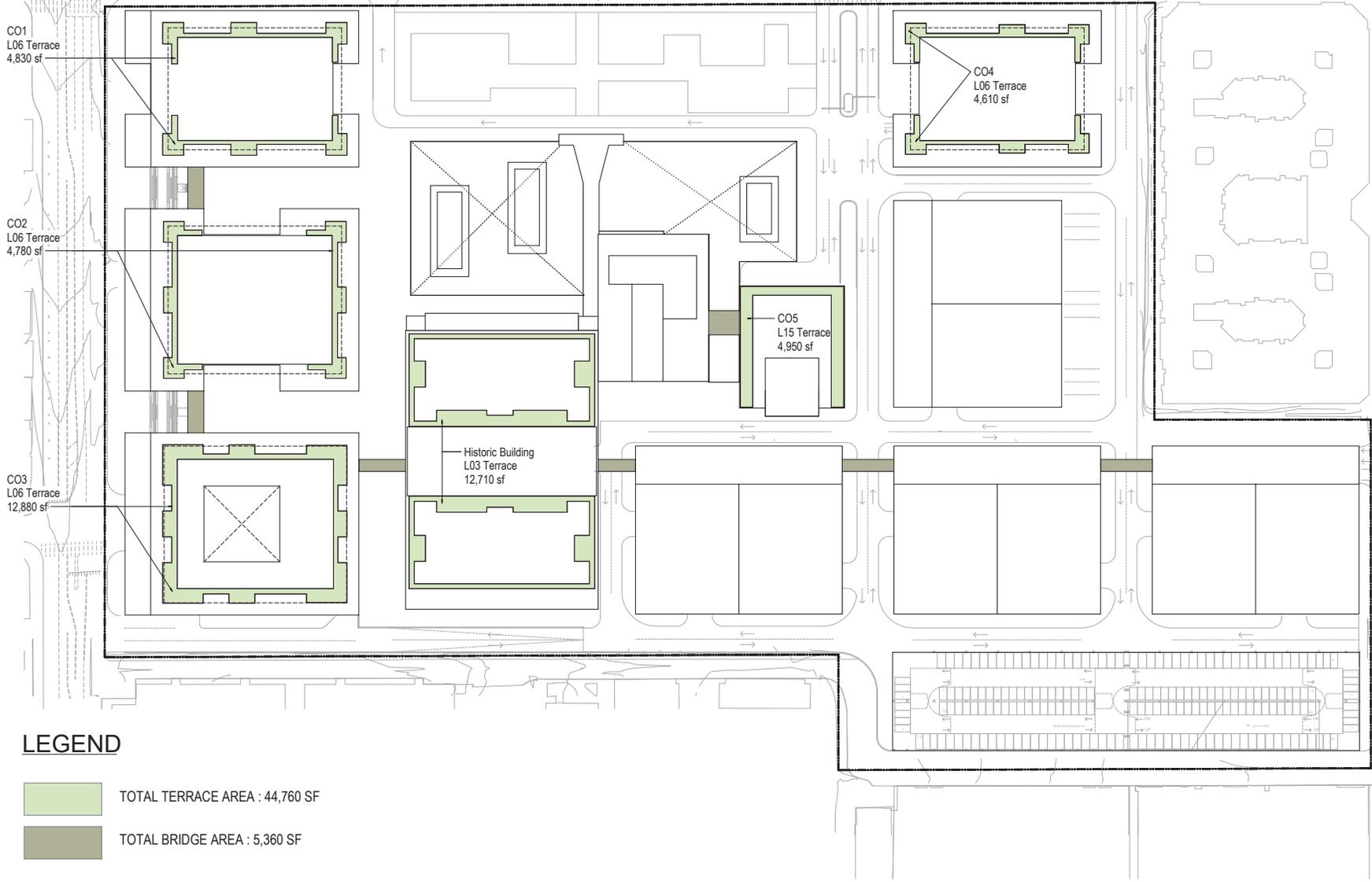
LEGEND

 TOTAL BASECAMP AREA : 36,800 SF

Basecamp Area Below Project
Grade - Modified Project



Mobility Hub
Modified Project



CO1
L06 Terrace
4,830 sf

CO2
L06 Terrace
4,780 sf

CO3
L06 Terrace
12,880 sf

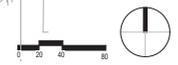
CO4
L06 Terrace
4,610 sf

CO5
L15 Terrace
4,950 sf

Historic Building
L03 Terrace
12,710 sf

LEGEND

- TOTAL TERRACE AREA : 44,760 SF
- TOTAL BRIDGE AREA : 5,360 SF

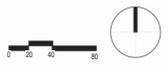


BEVERLY BOULEVARD
(PUBLIC)

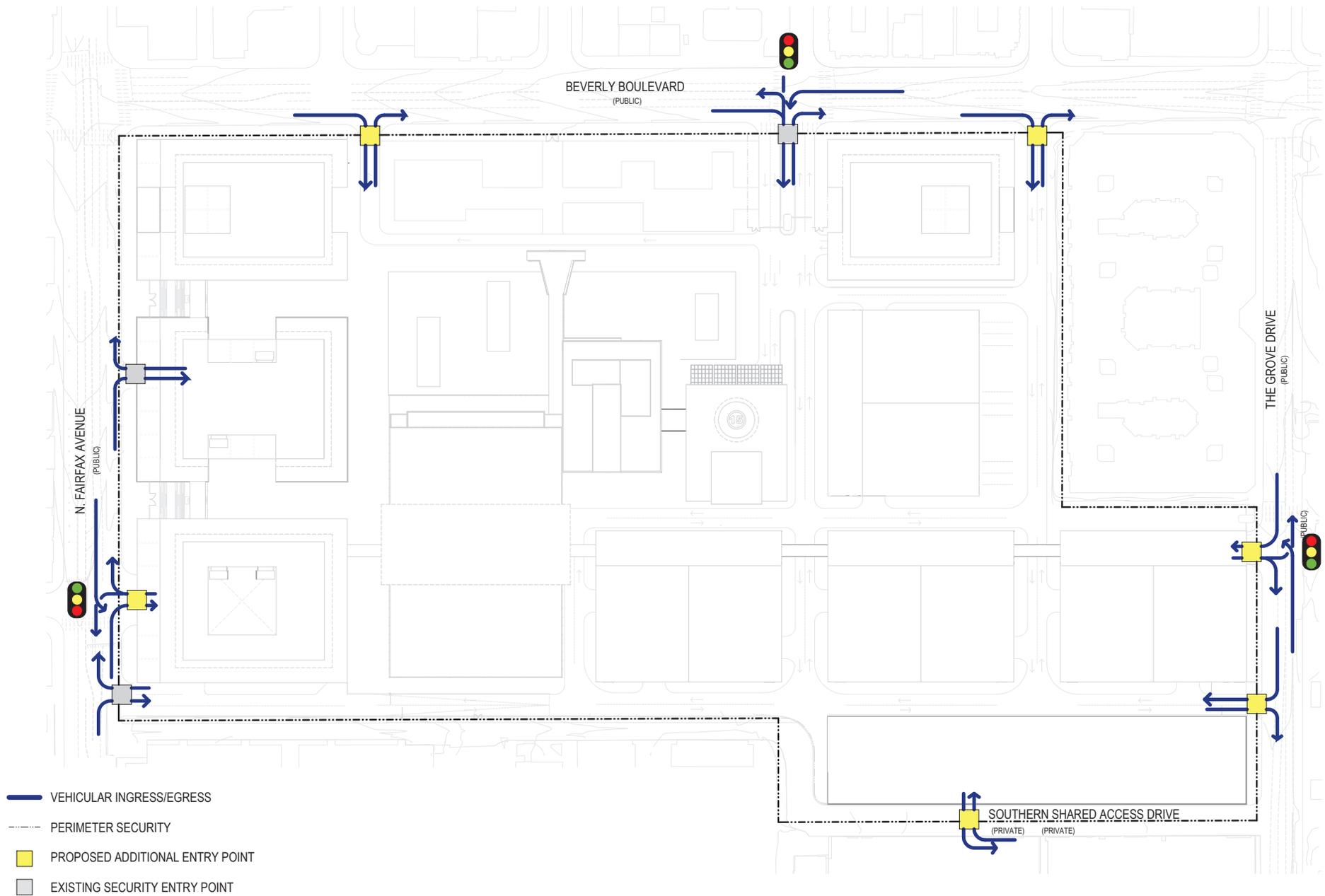


G1 : 4,867 SF	G6 : 1,490 SF
G2 : 3,950 SF	G7 : 4,598 SF
G3 : 1,146 SF	G8 : 998 SF
G4 : 1,711 SF	G9 : 7,121 SF
G5 : 2,384 SF	G10 : 1,266 SF
TOTAL : 29,531 SF	

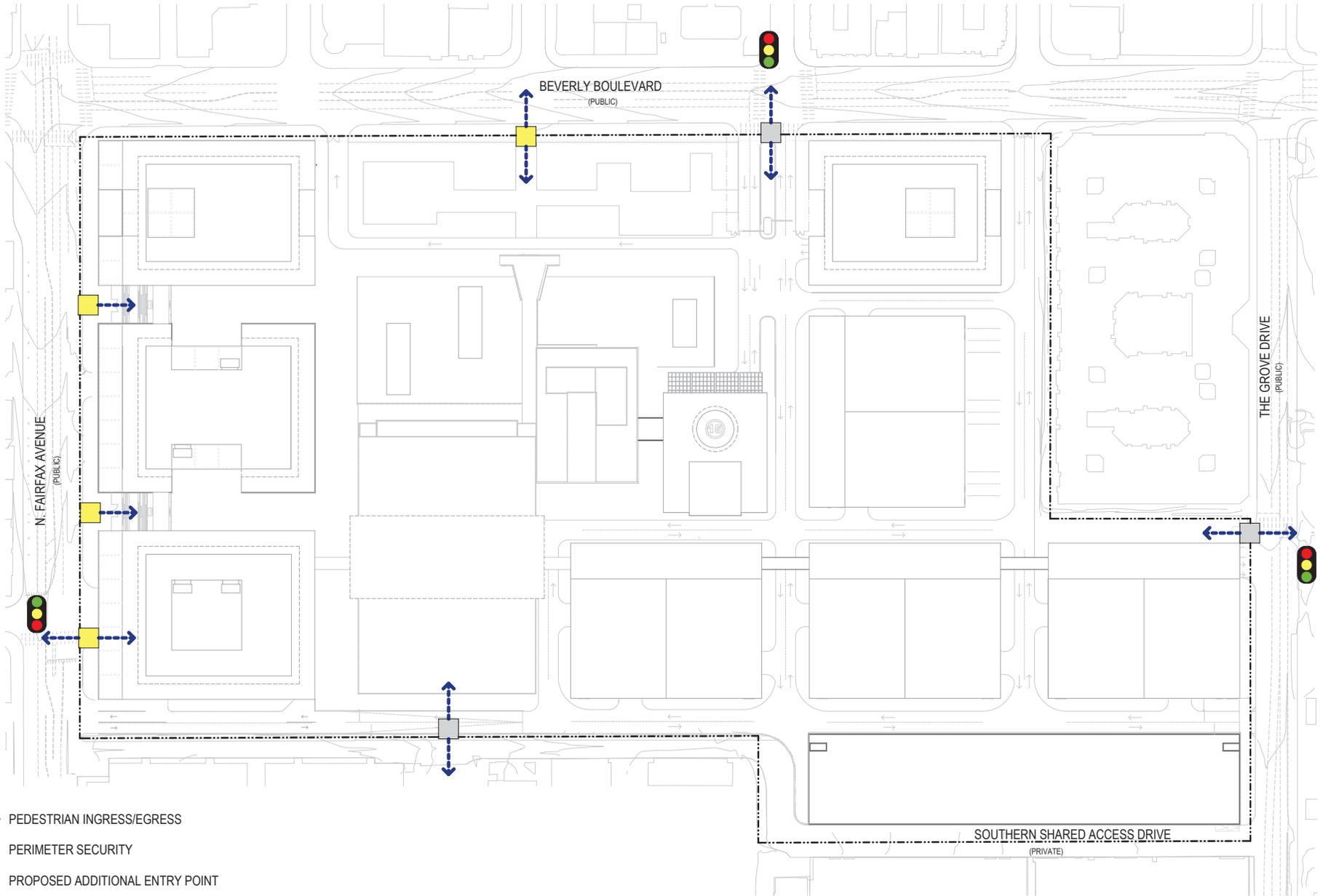
GROUND LEVEL OPEN SPACE



**Open Space
Along Project
Perimeter**

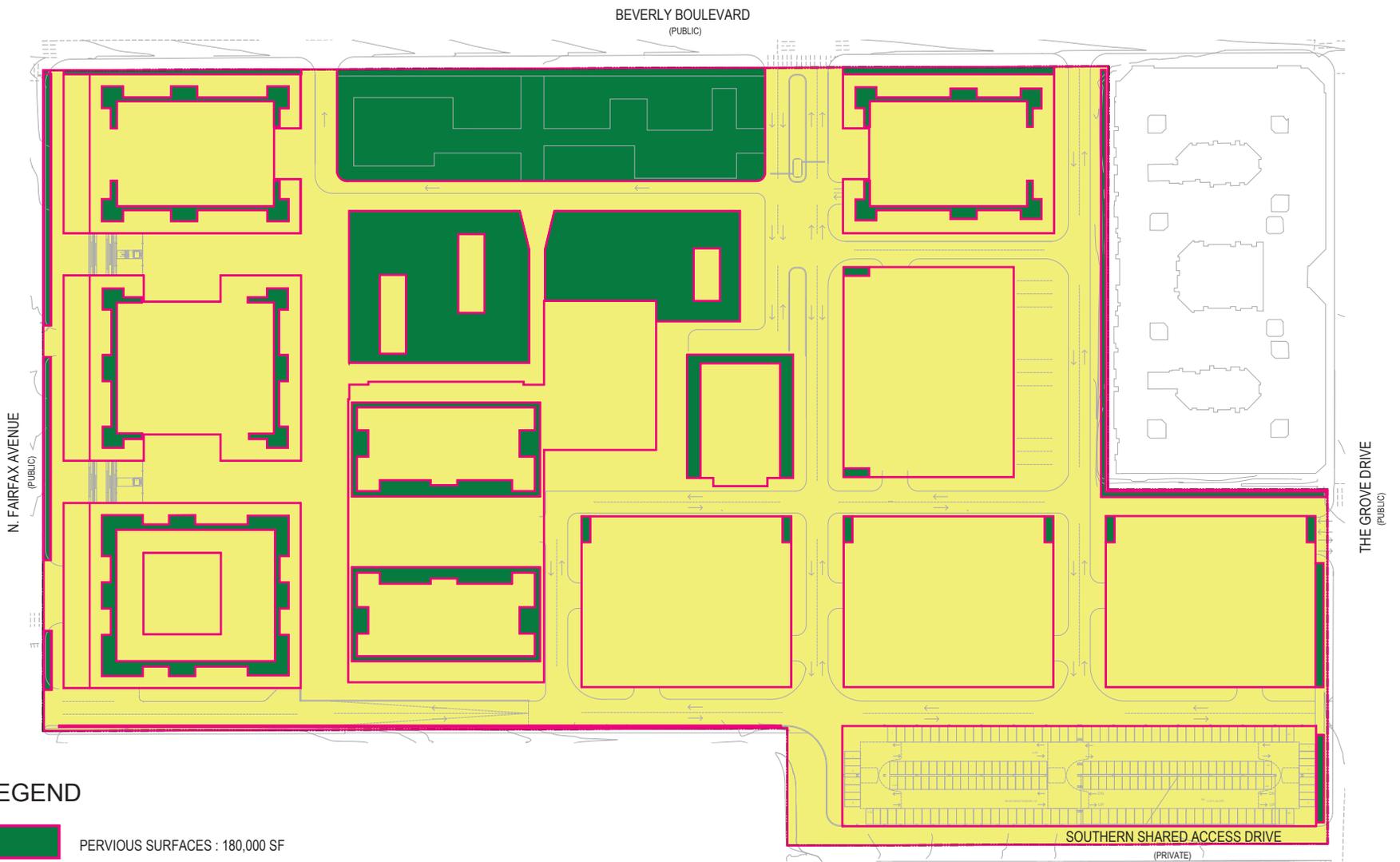


Illustrative Vehicular Site Access

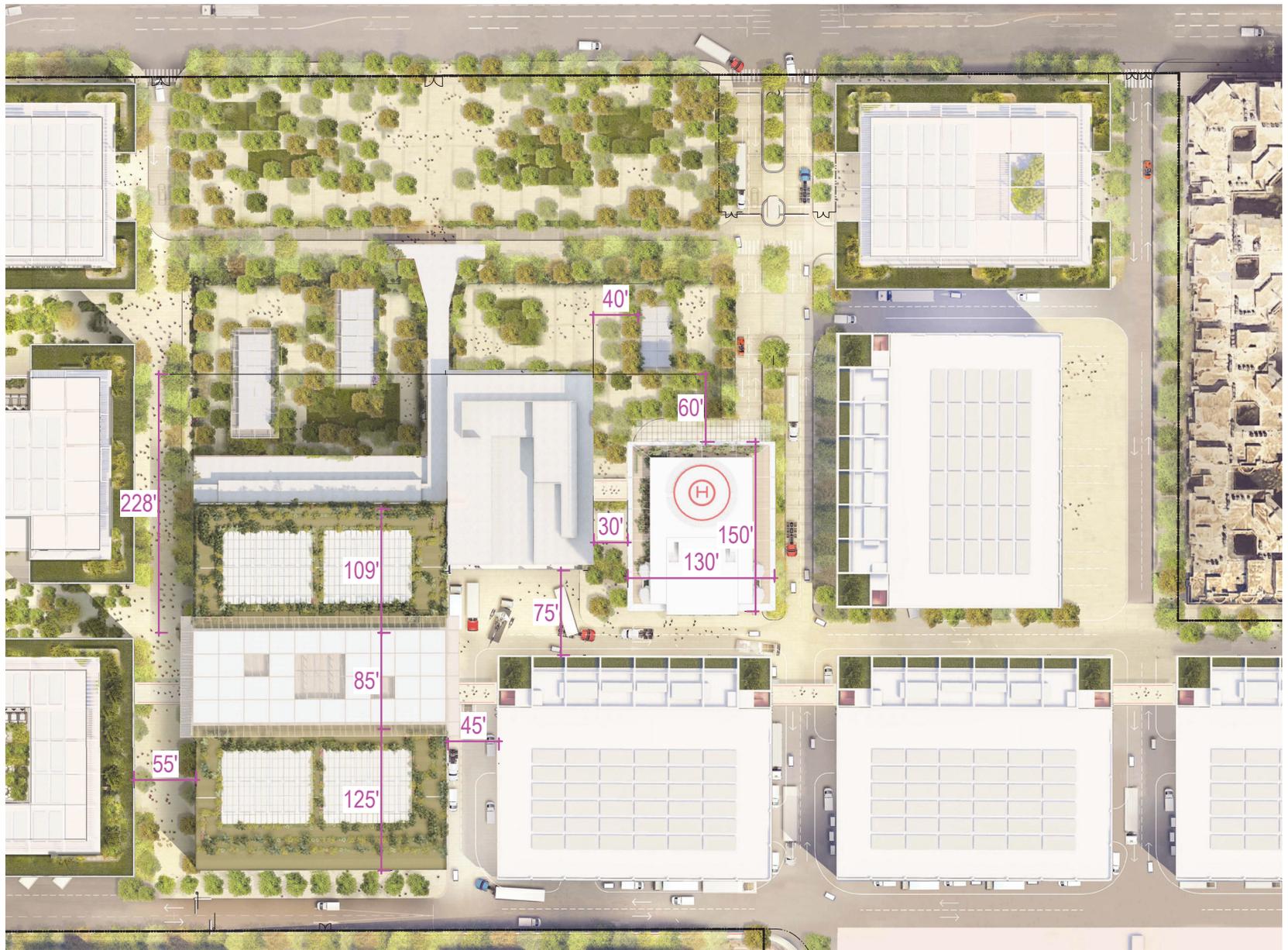


- — — — — PEDESTRIAN INGRESS/EGRESS
- PERIMETER SECURITY
- PROPOSED ADDITIONAL ENTRY POINT
- EXISTING SECURITY ENTRY POINT

Illustrative Pedestrian Site Access



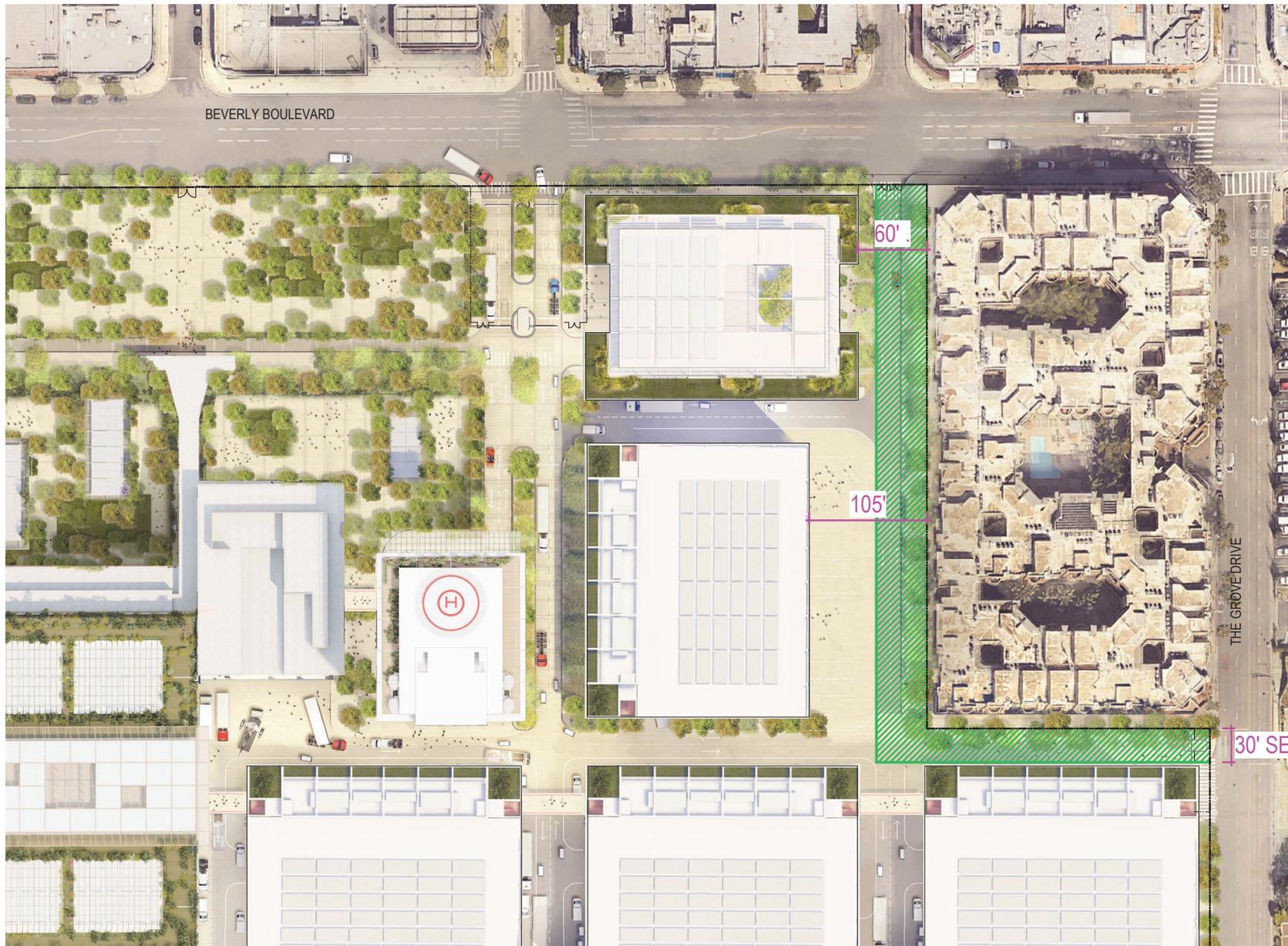
Pervious & Impervious surfaces



HCM Adjacent Development Dimensions



Setbacks and Building Frontages
- Fairfax



Setbacks and Building Frontages
- Beverly







MEMORANDUM

TO: Stephanie Eyestone, Eyestone Environmental

FROM: Patrick A. Gibson, P.E., PTOE, and Jonathan Chambers, P.E.

DATE: November 1, 2024

RE: Supplemental VMT Analysis for the
TVC 2050 Project
Los Angeles, California

Ref: J1750a

Gibson Transportation Consulting, Inc. (GTC) conducted a supplemental vehicle miles traveled (VMT) analysis for a modification to the TVC 2050 Project (Project) requested by Los Angeles City Council District 5, which was incorporated into the City Planning Commission letter of determination dated October 3, 2024.

The modification to the Project's land use program included a reduction of 38,000 square feet (sf) of general office floor area and reallocation of 12,000 sf of general office floor area to production office floor area. With these changes, the Project would include 500,000 sf of general office floor area and 712,000 sf of production office floor area. The overall Project floor area, including sound stage, production support, production office, general office, and retail uses, would be 1,686,000 sf. Other changes requested by Council District 5, such as the additional height limitation along Fairfax Avenue, do not factor into the VMT analysis.

The VMT analysis was conducted using the same methodology as analyzed for the Project in the Draft Environmental Impact Report (EIR), Final EIR, and Erratum using the VMT Calculator tool developed by the Los Angeles Department of Transportation. The results of the analysis are summarized in Table 1, and the VMT Calculator output is provided in the Attachment. As shown in Table 1, the Project would generate 6.8 VMT per employee after the modifications requested by Council District 5, compared with 6.9 VMT per employee prior to the modifications. Thus, the Project as modified by Council District 5 is below the threshold of 7.6 VMT per employee and, therefore, would result in a less than significant impact.

These calculations exclude the effects of the full transportation demand management program, which would further reduce the VMT per employee.

**TABLE 1
VMT ANALYSIS SUMMARY**

VMT Analysis	VMT Results, Before Modifications [a]	VMT Results, After Modifications
Employee Population	6,836	6,684
Gross Total Daily Vehicle Trips [b]	12,194	11,907
Gross Total Daily VMT	86,786	84,717
Total Work VMT	46,867	45,659
Work VMT per Employee	6.9	6.8
Impact Threshold	7.6	7.6
Significant Impact	NO	NO

Notes:

[a] Based on Table 5 from *Supplemental Transportation Assessment for the TVC 2050 Project* (Gibson Transportation Consulting, Inc., February 2024), included as Appendix C to *Erratum No. 1 to the Environmental Impact Report* (Eyestone Environmental, LLC, April 2024).

Attachment

VMT Calculator Output

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project:

Scenario:

Address:



TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

- A** Parking
- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
 - Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
 - Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
11,907 Daily Vehicle Trips	11,907 Daily Vehicle Trips
84,717 Daily VMT	84,717 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT
6.8 Work VMT per Employee	6.8 Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

Proposed Project Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	20	ksf
Office General Office	0.001	ksf
(custom) Studio, Production, and Office Retail/N	Non-Retail	LU type
(custom) Studio, Production, and Office Resider	0	Person
(custom) Studio, Production, and Office Employ	6604	Person
(custom) Studio, Production, and Office Daily	14007	Trips
(custom) Studio, Production, and Office HBW-A	52	Percent
(custom) Studio, Production, and Office HBO-At	24	Percent
(custom) Studio, Production, and Office NHB-At	12	Percent
(custom) Studio, Production, and Office HBW-P	0	Percent
(custom) Studio, Production, and Office HBO-Pr	0	Percent
(custom) Studio, Production, and Office NHB-Pr	12	Percent



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	20.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.001	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other	Studio, Production, and Office	14007	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

Analysis Results			
Total Employees: 6,684			
Total Population: 0			
Proposed Project		With Mitigation	
11,907	Daily Vehicle Trips	11,907	Daily Vehicle Trips
84,717	Daily VMT	84,717	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
6.8	Work VMT per Employee	6.8	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	<i>Reduce parking supply</i>	<i>City code parking provision (spaces)</i>	0	
		<i>Actual parking provision (spaces)</i>	0	
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	\$0	\$0
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	0%	0%
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	\$0.00	\$0.00
		<i>Employees subject to priced parking (%)</i>	0%	0%
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
Amount of transit subsidy per passenger (daily equivalent) (\$)		\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commuter Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
	<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Unbundle parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Parking cash-out	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Price workplace parking	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Residential area parking permits	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

NOTE: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: October 23, 2024

Project Name: TVC 2050 - CPC Modification

Project Scenario:

Project Address: 7800 W BEVERLY BLVD, 90036



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.5	0	0
Home Based Other Production	0	0.0%	0	4.7	0	0
Non-Home Based Other Production	2,051	-9.2%	1,863	6.3	12,921	11,737
Home-Based Work Attraction	7,400	-22.9%	5,708	8.1	59,940	46,235
Home-Based Other Attraction	4,212	-37.6%	2,628	6.2	26,114	16,294
Non-Home Based Other Attraction	2,051	-9.4%	1,858	6.2	12,716	11,520

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	1,840	11,591	-1.2%	1,840	11,591
Home-Based Work Attraction	-1.2%	5,637	45,659	-1.2%	5,637	45,659
Home-Based Other Attraction	-1.2%	2,595	16,091	-1.2%	2,595	16,091
Non-Home Based Other Attraction	-1.2%	1,835	11,376	-1.2%	1,835	11,376

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 6,684

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	45,659	45,659
<i>Total Home Based VMT Per Capita</i>	0.0	0.0
<i>Total Work Based VMT Per Employee</i>	6.8	6.8

TVC 2050 Specific Plan

APPENDIX H: Transportation Improvements

APPENDIX H: TRANSPORTATION IMPROVEMENTS

The transportation improvements listed below shall be in addition to project design features, frontage area improvements, and streetscape improvements, as provided in Appendix B (Environmental Standards), Appendix D (Design Standards) and Appendix E (Streetscape Plan), respectively.

A. Neighborhood Traffic Management Program (NTMP). The NTMP is focused on two neighborhoods, directly north (North Neighborhood) and west (West Neighborhood) of the project site which could be used as a cut-through route to avoid arterial congestion.

1. Streets. The following neighborhood streets were identified as potentially experiencing an increase in vehicle traffic due to project-related trips:

- Genesee Avenue – North of Beverly Boulevard
- Stanley Avenue – North of Beverly Boulevard
- Rosewood Avenue – North of Beverly Boulevard
- Oakwood Avenue – North of Beverly Boulevard
- Edinburgh Avenue – West of Fairfax Avenue
- West 1st Street – West of Fairfax Avenue

2. Funding. In order to address these potential impacts, the project would fund implementation of an NTMP, specifically \$250,000 in initial funding to be provided upon adoption of the Specific Plan, with an additional \$1.8 million to be provided under the Development Agreement.

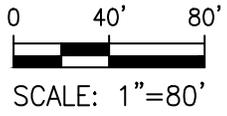
3. Program Development. The NTMP should be developed in cooperation with the Los Angeles Department of Transportation (LADOT), appropriate Council staff and affected neighborhood residents. The NTMP should include an implementation plan that sets key milestones and identifies a proposed process in developing a NTMP for the location.

4. Physical Measures. Typical NTMP physical measures may include, but are not limited to, traffic circles, speed humps, installation of barriers, speed tables, chicanes, chokers, roadway narrowing effects (raised medians, etc.), landscaping features, roadway striping changes, and or operational measures such as turn restrictions, speed limits, and installation of stop signs.

5. Agreement. The NTMP should be formalized through an agreement between the Applicant and LADOT prior to the issuance of any certificates of occupancy. The agreement should include a funding guarantee and outreach process, selection and approval criteria for any evaluated NTMP measures and an implementation phasing plan.

B. Other Transportation Improvements. Prior to the first issuance of any certificates of occupancy, the Project shall implement the following bicycle improvements to the satisfaction of LADOT:

1. Striped bicycle lanes and shared bicycle lanes (sharrows) on Rosewood Avenue, a Mid-City Low-Stress Bicycle Enhanced Corridor.
2. A roundabout at Martel Avenue and Rosewood Avenue.

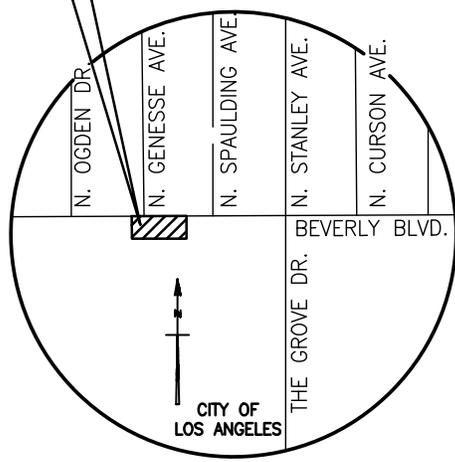


 DENOTES ANNEXATION AREA
0.631 ACRES, MORE OR LESS

ABBREVIATION LEGEND

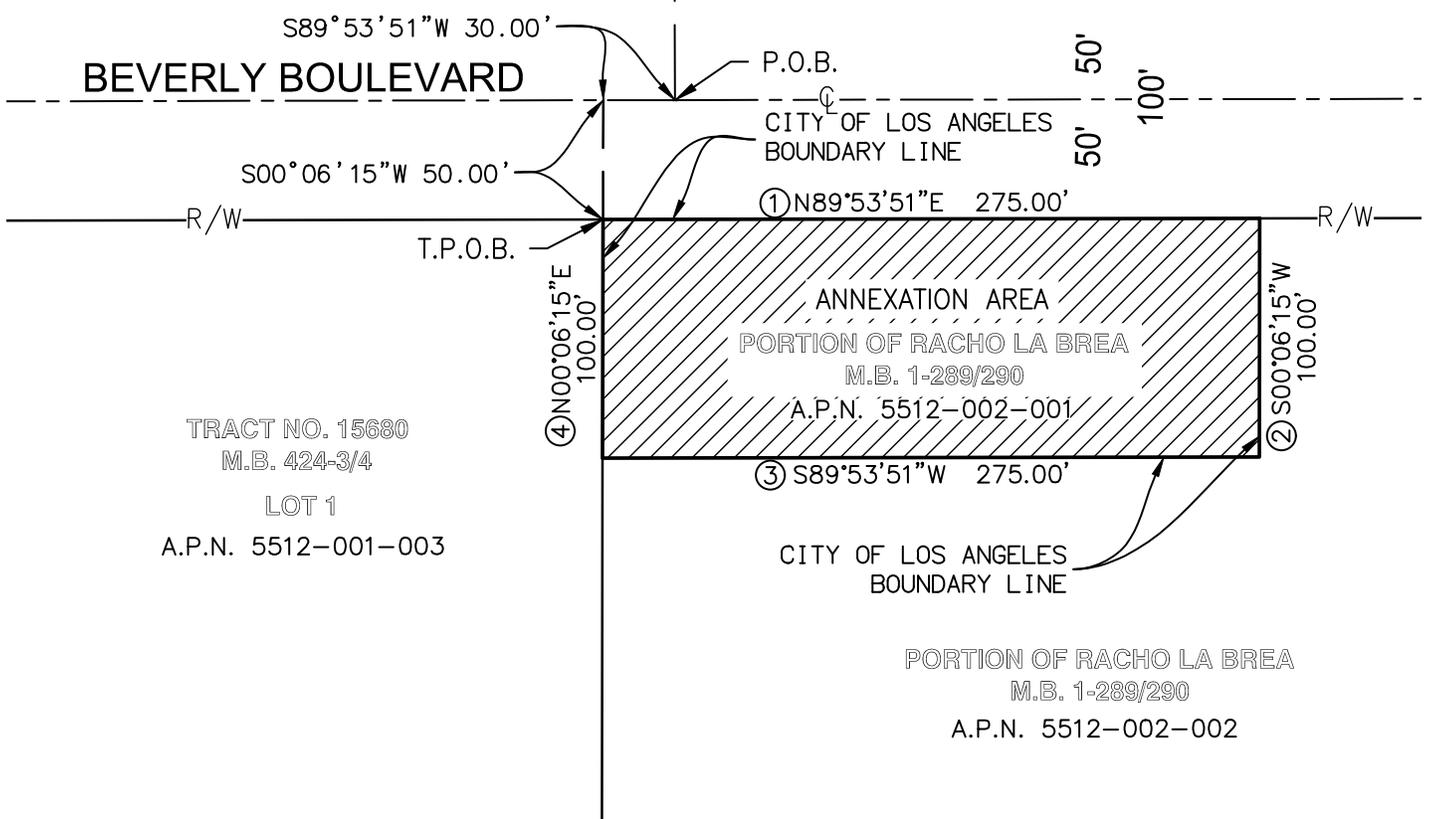
- A.P.N. ASSESSOR'S PARCEL NUMBER
- M.B. MAP BOOK
- P.O.B. POINT OF BEGINNING
- ☉ CENTER LINE
- R/W RIGHT-OF-WAY
- T.P.O.B. TRUE POINT OF BEGINNING

PROJECT SITE



VICINITY MAP
(NOT TO SCALE)

GENESEE AVENUE



TRACT NO. 15680
M.B. 424-3/4
LOT 1
A.P.N. 5512-001-003