

APPLICATIONS

APPEAL APPLICATION Instructions and Checklist



PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC. For California Environmental Quality Act Appeals use form [CP13-7840](#). For Building and Safety Appeals and Housing Department Appeals use form CP13-7854.

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- ☐ Area Planning Commission (APC) ☐ City Planning Commission (CPC) ☐ City Council
☐ Zoning Administrator (ZA)

CASE INFORMATION

Case Number: _____

APN: _____

Project Address: _____

Final Date to Appeal: _____

APPELLANT

Check all that apply.

- ☐ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

APPELLANT INFORMATION

Appellant Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ **State:** _____ **Zip Code:** _____

Telephone: _____ **E-mail:** _____

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

☐ Self ☐ Other: _____

Is the appeal being filed to support the original applicant's position? ☐ YES ☐ NO

REPRESENTATIVE / AGENT INFORMATION

Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ **State:** _____ **Zip Code:** _____

Telephone: _____ **E-mail:** _____

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part? ☐ Entire ☐ Part

Are specific Conditions of Approval being appealed? ☐ YES ☐ NO

If Yes, list the Condition Number(s) here: _____

On a separate sheet provide the following:

☐ Reason(s) for the appeal

☐ Specific points at issue

☐ How you are aggrieved by the decision

APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

Appellant Signature: _____

Date: 10/14/2024

GENERAL NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: _____

Reviewed & Accepted by (DSC Planner): _____

Receipt No.: _____ Date: _____

☐ Determination authority notified

☐ Original receipt and BTC receipt (if original applicant)

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our [Online Application System \(OAS\)](#).

APPEAL DOCUMENTS

1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

☐ Appeal Application

☐ Justification/Reason for Appeal

- ☐ Copy of Letter of Determination (LOD) for the decision being appealed

2. Electronic Copy

- ☐ Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., “Appeal Form”, “Justification/Reason Statement”, or “Original Determination Letter”). No file should exceed 70 MB in size.

3. Appeal Fee

- ☐ *Original Applicant.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(a), or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- ☐ *Aggrieved Party.* The fee charged shall be in accordance with LAMC Section 19.01 B.1(b)

4. Noticing Requirements (Applicant Appeals Only)

- ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals.
- ☐ *BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning’s mailing contractor (BTC).

See the Mailing Procedures Instructions ([CP13-2074](#)) for applicable requirements.

SPECIFIC CASE TYPES

ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITIES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 13B.2.5. (Director Determination) of Chapter 1A or LAMC Section 13B.3.3. (Class 3 Conditional Use) of Chapter 1A as applicable.

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.

- ☐ Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I of Chapter 1.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 13B.7.3.G. of Chapter 1A.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 13B.6.2.G. of Chapter 1A. Nuisance Abatement/Revocations cases are only appealable to the City Council.

Appeal Fee

- ☐ *Applicant (Owner/Operator)*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a) of Chapter 1.

For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) of Chapter 1 shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

- ☐ *Aggrieved Party*. The fee charged shall be in accordance with the LAMC Section 19.01 B.1(b) of Chapter 1.

THE APPROVAL OF THE VESTING TENTATIVE TRACT MAP, AND THE APPROVAL OF THE TVC 2050 PROJECT ENVIRONMENTAL IMPACT REPORT, STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING ARE LEGALLY DEFICIENT AND THEREFORE INVALID.

Reference is hereby made to the A.F. Gilmore Company's (the "Appellant") other submissions to the administrative record for the Television City 2050 Redevelopment Project (the "Project"), and the submissions by other appellants and the voluminous public comment supporting those claims, which are hereby incorporated herein by this reference.

In addition to and as supplement to the evidence already contained in the administrative record, the Appellant submits the following supporting reasons that the Los Angeles (the "City") Planning Commission's approval of vesting tentative tract map VTT-83387-1A (the "Tentative Map") is deficient and invalid, and that the approval of such matters violates the California Environmental Quality Act ("CEQA"):

1. THE TENTATIVE MAP APPROVAL IS DEFICIENT BECAUSE THE REQUISITE FINDINGS CANNOT LAWFULLY BE MADE.

The requirements of the Subdivision Map Act (Government Code Sections 66410 through 66499.41)¹ dictate specific factual findings that must be made by a legislative body approving a tentative subdivision map (Gov. Code Section 66474). The administrative record reveals that the requisite facts necessary to support the required findings do not exist.

A. The Tentative Map is not consistent with applicable General and Specific Plans.

The record does not support the required factual foundation for the findings of consistency mandated by the Subdivision Map Act and codified in Section 13B.7.3 of Chapter 1A of the Los Angeles Municipal Code (the "LAMC"). The Advisory Agency found, as required by the Subdivision Map Act, that the proposed subdivision was consistent with applicable General and Specific Plans. This finding, however, is not supported by the factual evidence in the administrative record. The consistency finding presumes that the changes to the General and Specific Plans proposed by Television City Studios, LLC (the "Applicant") in its submission for approval to the City Council were in effect at the time of the Advisory Agency's consideration. This prospective "wishful thinking" is expressly prohibited by Section 66474.2(c) of the Subdivision Map Act, which prohibits the use of changes to plan documents sought by an applicant unless they have been adopted. Section 66474.2(a) of the Subdivision Map Act requires an approving agency to only apply those ordinances, standards and policies that are in effect as of its determination as support for the required consistency findings. As such, the findings of consistency made by the Advisory Agency and confirmed by the Planning Commission are unsupportable and cannot be sustained.

Even considered together with the Applicant's requested entitlements, the record does not support the required consistency findings that are necessary to approve the Tentative Map. The

¹ See also Gov. Code §§ 66499.50 through 66499.58, which regulate municipal approvals of subdivisions but are not formal components of the Subdivision Map Act.

massive redevelopment contemplated by the Applicant's TVC 2050 Specific Plan (the "Specific Plan"), Zone Change, Height District and General Plan Amendment seek to significantly deviate from the present vision for low-lying neighborhood serving commercial uses visualized by the General and Specific Plans for the area. The current zoning for the Project site limits building floor area ratios for the area to 1.5:1, and the Applicant's proposed development plan exceeds that limitation. Moreover, for the reasons contained within the administrative record and our and others' appeal documents, the Applicant's proposal undercounts the floor area by excluding the significant areas allocated to "base camp" and other studio supporting activities that have conveniently been located outside the enclosed building areas. Additionally, the contemplated building footprint for the redeveloped Television City site deviates from the one-to-two-story structures along Mixed-Use Boulevards that are contemplated by the Wilshire Community Plan and the Framework Element of the City's General Plan, in favor of much taller structures that would be allowable in a "Regional Center" development. The administrative record does not contain sufficient evidence to support such a deviation and change, and the Planning Commission's review of the Advisory Agency's finding of consistency related to such matters revealed no deliberation or factual consideration of the reasons for finding consistency amidst such fundamental inconsistencies.

B. The Design and Improvements contemplated by the proposed subdivision are not consistent with applicable General and Specific Plans.

Like the subdivision itself, the proposed design and improvements contained within the development plan for the Television City site are not consistent with the applicable General and Specific Plans. For the reasons set forth above and elsewhere in the administrative record, the Advisory Agency's approval of the Tentative Map impermissibly presumed the amendments to planning and zoning regimes sought by the Applicant itself – rather than finding that the proposed design and improvements were consistent with the planning and zoning regimes that were in effect on the date of the Tentative Map approval. The redeveloped Television City site is not consistent with the planning and zoning requirements that apply to the C2-1-O and C1.5-2D-O zones presently applicable to the Project site.

The Applicant, and Los Angeles City Planning Department Planning staff ("Planning staff"), appear to confidently assume that a future City Council approval of the requested legislative changes to the planning and zoning framework that presently applies to the Project site – consisting of monumental changes to the General Plan, zoning ordinance, height limitations and development requirements applicable to the site – will remedy the defects in the Advisory Agency's and the Planning Commission's actions. For the reasons set forth herein and elsewhere in the administrative record, neither the Subdivision Map Act, the LAMC nor CEQA permit an agency to simply "go through the motions," to be subsequently saved by a curative legislative act. Applicable law does not permit an advisory agency or delegated authority to so abdicate its responsibilities, and instead insists upon a faithful deliberation upon the issues presented by a request for appropriate findings. Moreover, as further explained below, such shortcutting by an advisory or delegated body violates CEQA and taints the entire environmental impact analysis for the Television City redevelopment project and exposes the City to CEQA liability.

C. The site [and its surrounding land uses] is not physically suitable for the proposed type and density of development.

Even as recently reduced by modest amounts, the Applicant's development vision for the Project site contemplates a massive intensification – by over 1,000,000 square feet – of the building and improvements to the site. The existing development pattern, centered around the Television City historic resource, is marked by one-to-two-story commercial buildings focused upon studio production uses, ancillary supportive uses and a five-story main studio building used exclusively for television and media production. While some primary buildings on the site reach three stories, the predominance of ancillary buildings remains one-story in height. The redeveloped Television City project abandons that scale, injecting high-rise and dense uses into the campus, and bringing intensive uses out to the neighboring boulevards, when development intensity was once set back from the surrounding streets. The intensity of development is even more pronounced because the development scheme seeks to exclude from floor area ratio calculations the floor areas occupied by “base camp” activities – totaling hundreds of thousands of square feet. The pervasive effect of the “Land Use Exchange” contained within the Applicant's proposed Specific Plan threatens to exacerbate this intensification and amplify the unsuitability the proposed development poses to the Project site. The Land Use Exchange threatens to bring as much as one-half million square feet of “general office” uses – unrelated to media production – to the Project site, contained within high rise structures that entirely reshape the original campus, categorically change the campus and harm the surrounding community.

The effect of the redevelopment plan, potentially expanded by operation of the Land Use Exchange, portends a development intensity and character change that is unprecedented in the community and is inconsistent with the development site. Despite the Applicant's stated purpose to preserve and rehabilitate the 1952 Television City facilities, much of the original studio campus will be demolished, with only the facades of structures retained. Only a small fraction of the overall development (exceeding 1,500,000 square feet) will constitute retained CBS facilities. Building heights substantially exceeding the current development pattern that would be permitted along Beverly and Fairfax Boulevards, with even taller structures permitted at the center of the Project site.

The reimagined Television City would also be heavily dependent on truck traffic, and would greatly increase the number of employees and visitors to the Project site, inundating the road and transit infrastructure that serves the site, and burdening neighboring residential communities and their streets. The Project application contains a “mobility hub” and supposed traffic calming and trip reduction measures, but the impact of this magnitude of development intensity on the Project site will be felt significantly on the surrounding community and cannot be entirely alleviated. The burdens and hardships to be caused by this increased development intensity upon the surrounding community are not adequately analyzed for CEQA purposes, as described below, and underscore the inapplicability of this type of intensive development to the Project site.

The Project site's inappropriateness for the type and density of development proposed for it in the Television City redevelopment plan is further underscored by the planning and regulatory violations that are triggered by the Project's entitlement process. First, the Specific Plan violates

the provisions of Government Code §66412.3, which was enacted by the Legislature to prevent municipalities from imposing greater regulatory impediments to housing construction on sites identified as appropriate for housing on the inventory of housing opportunity site required in the municipality's Housing Element.² The Project site appears on the City's inventory, as appropriate for up to 216 residential units. Under current zoning, those units would be available by-right without discretionary process pursuant to many City housing programs. Under the Specific Plan's vision for the Project site, however, a shift to housing land uses would require a *discretionary* approval process, and removing housing as an allowable, by-right use under the Specific Plan imposes greater regulatory hurdles to providing housing on a site identified by the Housing Element as conducive to housing than were previously in place. The imposition of additional roadblocks to housing construction contemplated by a housing inventory is precisely the type of municipal action that Section 66412.3 was enacted to prevent.

Moreover, the imposition of a new framework for development of the Project site into an area that is subject to the out-of-date Wilshire Community Plan exacerbates the impact of the failure to update the Community Plan itself. The Project's Specific Plan addresses only the Project site. The City's obligation to regulate land uses in conformity with a comprehensive plan requires the reliance upon the 35 Community Plans that make up the General Plan's Land Use Element.³ The approval of site-specific planning documents such as the TVC 2050 Specific Plan impede that obligation, and the requisite findings of general and community plan conformance cannot be made in the face of the outdated Wilshire Community Plan.

D. The proposed development and design of the subdivision are likely to cause serious public health problems.

The voluminous evidence contained in the administrative record, comprising vast amounts of public comment and technical information, evidences the potential health problems threatened by the proposed redevelopment of Television City. The transportation analyses produced by independent analyses and the assessments made by LADOT confirm that the increased cut-through traffic through surrounding residential streets generated by the intensified Television City project will bring increased noise, disruption and the risk of physical injury or death to surrounding residents. The LADOT analyses conceded that cut-through traffic generated by increased development on the Project site will impact surrounding residential streets, cannot be entirely mitigated by calming measures, and may in fact be understated, even before the increased potential impacts of the Land Use Exchange contained within the proposed Specific Plan are taken into account. The potential public health risks posed by the increased development intensity have not been adequately evaluated and therefore necessitate that the Tentative Map be disapproved.

² See City of Los Angeles Housing Element (2021-2029), Appendix 4.1, Rows 193172 and 193173.

³ See <https://planning.lacity.gov/plans-policies/community-plans> ("The Community Plans establish neighborhood-specific goals and implementation strategies to achieve the broad objectives laid out in the City's General Plan.").

2. THE APPROVAL AND CERTIFICATION OF THE TVC 2050 PROJECT EIR, STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MEASURES ARE LEGALLY IMPERMISSIBLE UNDER CEQA

- A. The Project Description is fatally flawed because it fails to describe a sufficiently specific and finite proposed development for which potential environmental impacts may be analyzed, as required by CEQA.

CEQA requires disclosure and analysis of the environmental impacts posed by a proposed development. To accomplish those objectives, the Environmental Impact Report (“EIR”) for a proposed project must contain a project description meeting specific requisite requirements to disclose the location and boundaries of a project; the objectives sought to be obtained; a general description of the project’s technical, economic and environmental characteristics and a statement of the intended uses of the EIR.⁴ In order to withstand CEQA challenge, an EIR’s project description must be accurate, stable and finite.⁵ The details of an EIR’s project description are essential to lawful compliance with CEQA so that government agency decision-makers have a full and accurate sense of the environmental impacts posed by a project they are evaluating, and so that members of the public may knowledgeably and effectively participate in the evaluation and approval process.⁶ As in the Hollywood Millenium case, the Project’s EIR describes an “envelope” of possibilities that might entail one or more of any potential land uses, of varying intensities, and the EIR’s impact analysis attempts to address maximum levels of various environmental impacts.⁷ This manner of illusory description is antithetical to proper environmental analysis and is legally insufficient under CEQA.

The flaws in the Television City project description are further exacerbated by the “Land Use Exchange” contained within the proposed TVC 2050 Specific Plan. Although such exchanges have been implemented in specific plans elsewhere in the City, the Land Use Exchange proposed in the TVC 2050 Specific Plan provides nearly limitless optionality to a Developer who seeks not to be committed to any particular course of development. As such, the TVC 2050 Specific Plan’s Land Use Exchange closely resembles the land use equivalency program (“LUEP”), encompassing various potential development scenarios, that the Second District Court of Appeal found violated CEQA in connection with the Hollywood Millenium project. Like the Hollywood Millenium LUEP, the Land Use Exchange contained in the TVC 2050 Specific Plan allows the Applicant to transfer or change uses within the Project and permits the Planning Director to approve change requests based on the maximum impact thresholds analyzed in the Project’s EIR. The LUEP in Hollywood Millenium afforded no additional

⁴ Cal. Code Regs., tit. 14, § 15124.

⁵ *County of Inyo v. City of Los Angeles* (1977) 71 Cal. App. 3d 185, 193 (“An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.”).

⁶ See *Stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal. App. 5th 1.

⁷ *Id.* at 18 (“These concepts and development scenarios – none of which may ultimately be constructed – do not meet the requirement of a stable or finite proposed project.”); see also *Burbank-Glendale-Pasadena Airport Authority v. Hensler* (1991) 233 Cal. App. 3d 577, 592 (“[T]he defined project and not some different project must be the [EIR]’s bona fide subject”).

environmental review to ensure that changes to the project remained within the analyzed impact levels in the EIR, and “fail[ed] to ensure that the finally designated Project will not be approved without all necessary mitigations of environmental harm.”⁸

B. The CEQA documentation fails to adequately analyze the impacts of the proposed development contemplated by the approval of the TVC 2050 Project

The Project’s EIR fails to adequately analyze, disclose and mitigate both direct and indirect significant environmental effects caused the Project. Impacts upon traffic, greenhouse gas emissions and air quality have not been adequately disclosed and assessed based on the EIR’s insufficient analysis, because the full impact of the Project has been undervalued due to the Specific Plan’s Land Use Exchange provision. The full buildout of any potentially exchanged uses provided for in the Specific Plan – for example, a conversion to 100% office and studio-supporting office – is reasonably foreseeable given the operative provisions of the Land Use Exchange, and these eventualities were not fully analyzed in the Project’s EIR. Given the lessons learned from the Hollywood Millenium case, the complex technical possibilities that are possible as a result of the Land Use Exchange should be subjected to more exhaustive quantitative environmental analysis, looking at the reasonable foreseeability of each potential permutation of the Land Use Exchange itself.

C. The Statement of Overriding Considerations is not supported by sufficient factual circumstances in the record sufficient to comply with CEQA

The Statement of Overriding Considerations justifies the massive environmental and community impacts posed by the over-intensification of the Television City site with vague references to the Applicant’s “risk-adjusted return on investment” as an identified objective of the Project. In other words, the Applicant seeks unfettered flexibility and optionality to change its development plans, and alter the environmental impacts threatened by the redevelopment of Television City, so that the Project will generate a profit. Return on investment is an arithmetic function of time and financial capital, impacted of course by market forces. CEQA, on the other hand, and the legal requirement for disclosure and analysis of the environmental impacts of proposed development, is not market-driven. CEQA does not require environmental analysis and disclosure *so long as the proposed project generates a profit*, and the impacts of a development upon the environment may not be altered or enhanced because the Applicant must generate a suitable return on its investment.

The administrative record contains voluminous public comment about the preservation of studio use, challenges facing the media and entertainment industry and the prospect of the loss of entertainment industry jobs from Southern California. But the record does not adequately tie those concerns to the Applicant’s proposed project. There is little quantitative data in the record, and no causative link has been established between the industry’s challenges and the need to redevelop the Project site. Moreover, neither the Specific Plan nor its Land Use Exchange specifically require the Applicant to preserve the Project site as a studio use. If the Project were to be approved, nothing in the corresponding Conditions of Approval, nor the Development

⁸ *Stopthhollywoodmillenium.com, supra*, at p. 18.

Agreement as a whole, bind the Project site and its owners to the entertainment industry uses and skilled jobs that are being used to support the Statement of Overriding Considerations. This failing is virtually conceded in the FEIR's responses to public comments, which answer inquiries about the Applicant's obligation to deliver the rehabilitated studio facilities with permissive language of the Land Use Exchange.⁹ The preservation of studio uses are not specifically required – at any scale – by either the Statement of Overriding Considerations or the required Mitigation Measures.

D. Mitigation Measures do not reflect consideration of the issues raised by Project appellants, and are not sufficiently detailed to evidence their ability to mitigate the environmental impacts posed by the TVC 2050 Project

The approved CEQA mitigation measures (the “Mitigation Measures”) proposed in connection with the Project are insufficient and ill-defined. Moreover, the Mitigation Monitoring and Reporting Program sets forth insufficient methods of enforcing the proposed Mitigation Measures. The Specific Plan imposes no monitoring or compliance review measures, for example, and does afford mechanisms for evaluating the impact of development of early phases or portions of the redeveloped Project site prior to the construction of future elements. Moreover, the Mitigation Measures contained within the Letter of Determination following the September 12 Planning Commission appeal hearing do not reflect the impacts and issues raised by the Appellants to the Advisory Agency's determination. Nor do the Mitigation Measures incorporate all of the requested changes from the Councilmember made by her representative at the Planning Commission hearing, and to which the Applicant's representative agreed. Most starkly absent from the Mitigation Measures are any methods of enforcing that occupants and users of the Project site are entertainment-industry-related, or that leasing priority with respect to the studio office and general office spaces within the Project shall be granted to studio-related uses. Nothing in the proposed Mitigation Measures or Conditions of Approval would prevent a user of the Project site from leasing the several hundred thousands of rentable square footage in the redevelopment to real estate companies, insurance companies, brokerages or other office users with no connection whatsoever to the entertainment or media industries, and with no positive impact on the skilled jobs that the Applicant's proposal allegedly wants to preserve. No priority among Project objectives is suggested anywhere in the administrative record, or the Specific Plan documentation. Therefore, when preservation of studio uses, entertainment-industry jobs, and office uses that are directly related to the production activities on the site generate an inferior risk-adjusted return on investment than, for example, the conversion through the Land Use Exchange to massive increase in general commercial office uses unrelated to media or production, enhancing the Applicant's return satisfies the Project's objective in one respect, but sacrifices the environment and the industry-related objectives in the name of greater profit.

⁹ See, e.g., FEIR Section II. Responses to Comments at Topical Response B (“Specific details about potential future buildings are unknown at this time The Specific Plan would only allow for development consistent with the parameters in the Draft EIR and would require future review by the City for conformance with the Certified EIR and the Specific Plan.”)



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: OCTOBER 3, 2024

Case No. CPC-2021-4090-DA

Council District: 5 – Yaroslavsky

CEQA: ENV-2021-4091-EIR (SCH No. 2021070014)

Plan Area: Wilshire

Related Cases: CPC-2021-4089-AD-GPA-ZC-HD-SP-SN, VTT-83387-1A

Project Site: 7716 – 7860 Beverly Boulevard

Applicant: Television City Studios, LLC
Representative: Francis Park, Park & Velayos, LLP

At its meeting of **September 12, 2024**, the Los Angeles City Planning Commission took the actions below in conjunction with the following Project:

Development Agreement for the provision of public benefits in exchange for a proposed term of 20 years.

1. **Found**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified Environmental Impact Report No. ENV-2021-4091-EIR, certified on September 12, 2024, and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project;
2. **Approved** and **Recommended** that the City Council **approve**, pursuant to California Government Code Sections 65864-65869.5, a Development Agreement between the Applicant and the City of Los Angeles; and
3. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Choe
Second: Zamora
Ayes: Cabildo, Diaz, Klein, Newhouse, Saitman
Absent: Mack, Lawshe

Vote: 7 – 0



Cecilia Lamas, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission related to the Development Agreement is not appealable.

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Ordinance, Draft Development Agreement, Findings

cc: Milena Zasadzien, Principal City Planner
Mindy Nguyen, Senior City Planner
Paul Caporaso, City Planner

ORDINANCE NO. _____

An ordinance authorizing the execution of the development agreement by and between the City of Los Angeles and Television City Studios, LLC, a Delaware limited liability corporation, relating to real property located at 7716-7860 West Beverly Boulevard.

WHEREAS, the City Planning Commission at its meeting on September 12, 2024, approved and recommended that the City Council approve the development agreement which is attached to Council File No. _____ by and between the City of Los Angeles and Television City Studios, LLC (Development Agreement) which Development Agreement is hereby incorporated by reference and which is hereby incorporated into the provisions of this ordinance; and

WHEREAS, after due notice the City Planning Commission and the City Council did conduct public hearings on this matter; and,

WHEREAS, pursuant to California Government Code sections 65864, *et. seq.*, the City Planning Commission has transmitted to the City Council its Findings and recommendations; and,

WHEREAS, the Development Agreement is in the public interest and is consistent with the City's General Plan and the Wilshire Community Plan; and,

WHEREAS, the Development Agreement extends the life of the entitlements consistent with the environmental analysis under CEQA, and for the term identified in the Development Agreement; and,

WHEREAS, the City Council has reviewed and considered the Development Agreement and the Findings and recommendations of the City Planning Commission.

NOW, THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES

DO ORDAIN AS FOLLOWS:

Section 1. The City Council finds, with respect to the Development Agreement, that:

(a) It is consistent with the City's General Plan, policies and programs specified in the Wilshire Community Plan and is compatible with the uses authorized in, and the regulations prescribed for, the zone in which the real property is located;

(b) The intensity, building height and uses set forth in the development agreement are permitted by or are consistent with the Wilshire Community Plan;

(c) It will not be detrimental to the public health, safety and general welfare since it encourages the construction of a project which is desirable and beneficial to the public. Furthermore, the development agreement specifically permits application to the project of rules

and regulations under the Los Angeles Municipal Code Section 91.101.1 to 98.0605 relating to public health and safety;

(d) It complies with all applicable City and State regulations governing development agreements; and,

(e) It is necessary to strengthen the public planning process to reduce the public and private costs of development uncertainty.

Sec. 2. The City Council hereby approves the Development Agreement, extending the life of the entitlements to the term identified therein, and authorizes and directs the Mayor to execute the Development Agreement in the name of the City of Los Angeles.

DEVELOPMENT AGREEMENT

by and between

THE CITY OF LOS ANGELES

and

TELEVISION CITY STUDIOS, LLC

dated as of

_____, 2024

DEVELOPMENT AGREEMENT

TABLE OF CONTENTS

	Page
RECITALS	1
AGREEMENT	1
1. DEFINITIONS.....	2
1.1 “Agreement”	2
1.2 “Annexation”	2
1.3 “Annexation Property”	2
1.4 “Applicable Rules”	2
1.5 “Assignment Agreement”	2
1.6 “CEQA”	2
1.7 “City”	2
1.8 “City Agency”	2
1.9 “City Attorney”	2
1.10 “City Council”	2
1.11 “Days”	3
1.12 “Developer”	3
1.13 “Development Agreement Act”	3
1.14 “Discretionary Action”	3
1.15 “Effective Date”	3
1.16 “EIR”	3
1.17 “Floor Area”	3
1.18 “General Plan”	3
1.19 “LAFCO”	3
1.20 “Ministerial Permits and Approvals”	3
1.21 “Mitigation Measures”	3
1.22 “Parties”	3
1.23 “Party”	3
1.24 “Planning Commission”	3
1.25 “Planning Director”	4
1.26 “Processing Fees”	4
1.27 “Project”	4
1.28 “Project Approvals”	4
1.29 “Property”	4
1.30 “Property Owner”	4
1.31 “Reserved Powers”	4
1.32 “Term”	5
1.33 “Transferee”	5
2. RECITALS OF PREMISES, PURPOSE AND INTENT.....	5
2.1 State Enabling Statute	5
2.2 City Procedures and Actions.....	6

2.2.1	City Planning Commission Action.....	6
2.2.2	City Council Action.....	6
2.3	Purpose of this Agreement.....	6
2.3.1	Public Benefits	6
2.3.2	Developer Objectives	6
2.3.3	Mutual Objectives	6
2.4	Applicability of the Agreement	7
3.	ANNEXATION	7
3.1	Annexation.....	7
3.2	Effectiveness of Agreement as to Annexation Property	7
4.	AGREEMENT AND ASSURANCES	8
4.1	Agreement and Assurance on the Part of Developer	8
4.1.1	Project Development	8
4.1.2	Timing of Development	8
4.1.3	Additional Obligations of Developer as Consideration for this Agreement	8
4.2	Agreement and Assurances on the Part of the City	10
4.2.1	Entitlement to Develop.....	10
4.2.2	Consistency in Applicable Rules.....	11
4.2.3	Changes in Applicable Rules	11
4.2.3.1	Non-application of Changes in Applicable Rules	11
4.2.3.2	Changes in Building and Fire Codes	11
4.2.3.3	Changes Mandated by Federal or State Law	11
4.2.4	Subsequent Development Review.....	12
4.2.5	Administrative Changes and Modifications	12
4.2.6	Effective Development Standards	12
4.2.7	Interim Use	12
4.2.8	Moratoria or Interim Control Ordinances	12
4.2.9	Processing Fees	13
4.2.10	Timeframes and Staffing for Processing and Review	13
4.2.11	Other Governmental Approvals	13
5.	ANNUAL REVIEW	13
5.1	Annual Review.....	13
5.2	Pre-Determination Procedure.....	13
5.2.1	Special Review	14
5.3	Planning Director's Determination	14
5.4	Appeal by Developer	14
5.5	Period to Cure Non-Compliance.....	14
5.6	Failure to Cure Non-Compliance Procedure.....	14
5.7	Termination or Modification of Agreement	15
5.8	Reimbursement of Costs	15
5.9	City's Rights and Remedies Against Developer.....	15

6.	DEFAULT PROVISIONS.....	15
6.1	Default by Developer.....	15
6.1.1	Default.....	15
6.1.2	Notice of Default.....	16
6.1.3	Failure to Cure Default Procedures.....	16
6.1.4	Termination or Modification of Agreement.....	16
6.2	Default by the City.....	16
6.2.1	Default.....	16
6.2.2	Notice of Default.....	17
6.3	No Monetary Damages.....	17
7.	MORTGAGEE RIGHTS.....	17
7.1	Encumbrances on the Property.....	17
7.2	Mortgagee Protection.....	17
7.3	Mortgagee Not Obligated.....	18
7.4	Request for Notice to Mortgage.....	18
7.5	Mortgagee's Time to Cure.....	18
7.6	Disaffirmation.....	18
8.	GENERAL PROVISIONS.....	18
8.1	Effective Date.....	18
8.2	Term.....	18
8.3	Appeals to City Council.....	19
8.4	Enforced Delay; Extension of Time of Performance.....	19
8.5	Dispute Resolution.....	19
8.5.1	Dispute Resolution Proceedings.....	19
8.5.2	Arbitration.....	20
8.5.2.1	Arbitration Procedures.....	20
8.5.3	Extension of Term.....	20
8.5.4	Legal Action.....	20
8.5.5	Applicable Law.....	20
8.6	Amendments.....	20
8.7	Assignment.....	21
8.7.1	Conditions of Assignment.....	21
8.7.1.1	Written Notice of Assignment Required.....	21
8.7.1.2	Automatic Assumption of Obligations.....	21
8.7.2	Liability Upon Assignment.....	21
8.7.3	Release of Property Owner.....	22
8.7.4	Release of Property Transferee.....	22
8.8	Covenants.....	22
8.9	Cooperation and Implementation.....	22
8.9.1	Processing.....	22
8.9.2	Other Governmental Permits.....	22
8.9.3	Cooperation in the Event of Legal Challenge.....	22
8.9.4	Relationship of the Parties.....	23

8.9.5	Operating Memoranda.....	23
8.9.6	Certificate of Performance	23
8.10	Indemnification	23
8.10.1	Obligation to Defend, Indemnify, and Hold Harmless	23
8.10.2	Defending the Project Approvals	24
8.10.3	Breach of Obligations.....	24
8.10.4	Waiver of Right to Challenge.....	24
8.10.5	Survival	24
8.11	Notices	24
8.12	Recordation	25
8.13	Constructive Notice and Acceptance	25
8.14	Successors and Assignees	25
8.15	Severability	25
8.16	Time of the Essence	26
8.17	Waiver.....	26
8.18	No Third Party Beneficiaries	26
8.19	Entire Agreement.....	26
8.20	Legal Advice; Neutral Interpretation; Headings, Table of Contents, and Index ...	26
8.21	Duplicate Originals	26

DEVELOPMENT AGREEMENT

This Development Agreement (“Agreement”) is executed this _____ day of _____, 2024 by and between the CITY OF LOS ANGELES, a municipal corporation (“City”), and Television City Studios, LLC (“Developer”), pursuant to California Government Code Section 65864 *et seq.*, and the implementing procedures of the City, with respect to the following:

RECITALS

WHEREAS, the City and the Developer recognize that the further development of the subject Property, as defined below, will create significant opportunities for economic growth in the City, the Southern California region, and California generally;

WHEREAS, the Developer wishes to obtain reasonable assurances that the Project, as defined below, may be developed in accordance with the Project Approvals, as defined below, and the terms of this Agreement;

WHEREAS, the Developer will implement public benefits above and beyond the necessary mitigation for the Project, including benefits and other consideration as noted in Sections 2.3.1 and 4.1.3;

WHEREAS, this Agreement is necessary to assure the Developer that the Project will not be subjected to new rules, regulations, ordinances, or policies unless otherwise allowed by this Agreement;

WHEREAS, by entering into this Agreement, the City is encouraging the development of the Project as set forth in this Agreement in accordance with the goals and objectives of the City, while reserving to the City the legislative powers necessary to remain responsible and accountable to its residents;

WHEREAS, the Development Agreement is in the public interest and is consistent with the City's General Plan including the Wilshire Community Plan;

WHEREAS, for the foregoing reasons, the Parties, as defined below, desire to enter into a development agreement for the Project pursuant to the Development Agreement Act, as defined below, and the City's charter powers upon the terms and conditions set forth herein.

AGREEMENT

NOW, THEREFORE, pursuant to the authority contained in the Development Agreement Act, as it applies to the City, and in consideration of the mutual promises and covenants herein contained and other valuable consideration the receipt and adequacy of which the Parties hereby acknowledge, the Parties agree as follows:

1. DEFINITIONS

For all purposes of this Agreement, except as otherwise expressly provided herein or unless the context of this Agreement otherwise requires, the following words and phrases shall be defined as set forth below:

1.1 “Agreement” means this Development Agreement.

1.2 “Annexation” means the inclusion, attachment, or addition of territory to the City from the County, pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Government Code Section 56017.

1.3 “Annexation Property” means the approximately 0.63-acre portion of the Property located within unincorporated Los Angeles County, which is surrounded on all sides by property located within the City, owned by Property Owner which is proposed to be annexed to the City from the County, as described in Exhibit “B” and shown in Exhibit “C”.

1.4 “Applicable Rules” means the rules, regulations, fees, ordinances and official policies of the City in force as of the Effective Date of this Agreement governing the use and development of real property and which, among other matters, govern the permitted uses of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, parking requirements, setbacks, development standards, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction guidelines, standards and specifications applicable to the development of the Property. Notwithstanding the language of this Section or any other language in this Agreement, all specifications, standards and policies regarding the design and construction of buildings and development projects, if any, shall be those that are in effect at the time the project plans are being processed for approval and/or under construction.

1.5 “Assignment Agreement” means an agreement entered into by the Developer to transfer in whole or in part the rights and obligations of Developer under this Agreement to a third party transferee.

1.6 “CEQA” means the California Environmental Quality Act (Cal. Public Resources Code Sections 21000 *et seq.*) and the State CEQA Guidelines (Cal. Code of Regs., Title 14, Sections 15000 *et seq.*).

1.7 “City” means the City of Los Angeles, a charter city and municipal corporation.

1.8 “City Agency” means each and every agency, department, board, commission, authority, employee, and/or official acting under the authority of the City, including, without limitation, the City Council and the Planning Commission.

1.9 “City Attorney” means the legal counsel for the City.

1.10 “City Council” means the City Council of the City and the legislative body of the City pursuant to Section 65867 of the California Government Code (Development Agreement Act).

1.11 “Days” means calendar days as opposed to working days.

1.12 “Developer” has the meaning as described in the opening paragraph of this Agreement.

1.13 “Development Agreement Act” means Article 2.5 of Chapter 4 of Division 1 of Title 7 (Sections 65864 through 65869.5) of the California Government Code.

1.14 “Discretionary Action” means an action which requires the exercise of judgment, deliberation or a decision on the part of the City and/or any City Agency, in the process of approving or disapproving a particular activity, as distinguished from Ministerial Permits and Approvals and any other activity which merely requires the City and/or any City Agency to determine whether there has been compliance with statutes, ordinances or regulations.

1.15 “Effective Date” has the meaning set forth in Section 8.1 below.

1.16 “EIR” means the Environmental Impact Report (“EIR”) prepared for the Project (Case No. ENV-2021-4091-EIR; State Clearinghouse No. 2021070014), inclusive of the Draft EIR published July 14, 2022 (“Draft EIR”), the Final EIR published November 21, 2023 (“Final EIR”), and Erratum No. 1 to the EIR published April 5, 2024 (“Erratum”).

1.17 “Floor Area” has the meaning set forth in the TVC Specific Plan (Case No. CPC-2021-4089-AD-GPA-ZC-HD-SP-SN), which is included as Exhibit “D” (the “TVC Specific Plan” or “Specific Plan”).

1.18 “General Plan” means the General Plan of the City.

1.19 “LAFCO” means the Los Angeles County Local Agency Formation Commission.

1.20 “Ministerial Permits and Approvals” means the permits, approvals, plans, inspections, certificates, documents, licenses, and all other actions required to be taken by the City in order for Developer to implement, develop and construct the Project and the Mitigation Measures, including, without limitation, building permits, foundation permits, public works permits, grading permits, stockpile permits, encroachment permits, and other similar permits and approvals which are required by the Los Angeles Municipal Code and project plans and other actions required by the Project Approvals to implement the Project and the Mitigation Measures. Ministerial Permits and Approvals shall not include any Discretionary Actions.

1.21 “Mitigation Measures” means the mitigation measures described in the EIR prepared by the City in accordance with the requirements of CEQA.

1.22 “Parties” means collectively the Developer and the City.

1.23 “Party” means any one of the Developer or the City.

1.24 “Planning Commission” means the City Planning Commission and the planning agency of the City pursuant to Section 65867 of the California Government Code (Development Agreement Act).

1.25 “Planning Director” means the Director of City Planning for the City.

1.26 “Processing Fees” means all processing fees and charges required by the City or any City Agency including, but not limited to, fees for land use applications, project permits, building applications, building permits, grading permits, encroachment permits, tract or parcel maps, lot line adjustments, air right lots, street vacations and certificates of occupancy which are necessary to accomplish the intent and purpose of this Agreement. Expressly exempted from Processing Fees are all linkage fees or exactions which may be imposed by the City on development projects pursuant to laws enacted after the Effective Date of this Agreement, except as specifically provided for in this Agreement. The amount of the Processing Fees to be applied in connection with the development of the Project shall be the amount which is in effect on a Citywide basis at the time an application for the City action is made, unless an alternative amount is established by the City in a subsequent agreement.

1.27 “Project” means the TVC Project located at 7716-7860 West Beverly Boulevard, which includes the demolition, grading, and abatement of approximately 479,303 square feet of existing structures and the construction of approximately 1,421,623 square feet (1,686,000 square feet total; 942,320 square feet net new) of studio uses and related improvements. The permitted uses, maximum floor area and building height limitations, and other development regulations are set forth in the TVC Specific Plan (Case No. CPC-2021-4089-AD-GPA-ZC-HD-SP-SN), which is included as Exhibit “D”. Provisions for the dedication of land are set forth in the Vesting Tentative Tract Map (Case No. VTT-83387), which is included as Exhibit “E”.

1.28 “Project Approvals” means those Discretionary Actions authorizing the Project which have been approved by the City on or before the Effective Date (irrespective of their respective effective dates), including, but not limited to: (1) annexation of the Annexation Property located within unincorporated Los Angeles County into the City of Los Angeles; (2) a General Plan Amendment to change 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 Annexation Property; and include the TVC Zone as a corresponding zone to the Community Commercial land use designation; (3) a Zone Change and Height District Change from the existing C1.5-2D-O and C2-1-O Zones to the TVC Specific Plan Zone (TVC Zone); assign the TVC Zone to the Annexation Property; and a corresponding Code Amendment to add the TVC Zone to Section 12.04 and a new Section 12.16.11 of the Los Angeles Municipal Code (“LAMC”); (4) the establishment of the TVC Specific Plan to regulate development within the Property; (5) the establishment of a Signage Supplemental Use (-“SN”) District to regulate signage within the Property; and (6) a Vesting Tentative Tract Map to permit the merger and re-subdivision of land and a haul route.

1.29 “Property” has the meaning as fully described in the legal description attached as Exhibit “A”, including the Annexation Property.

1.30 “Property Owner” means Television City Studios, LLC.

1.31 “Reserved Powers” means the rights and authority excepted from this Agreement’s restrictions on the City’s police powers and which are instead reserved to the City.

The Reserved Powers include the powers to enact regulations or take future Discretionary Actions after the Effective Date of this Agreement that may be in conflict with the Applicable Rules and Project Approvals, but: (1) are necessary to protect the public health and safety, and are generally applicable on a Citywide basis (except in the event of natural disasters as found by the City Council such as floods, earthquakes and similar acts of God); (2) are amendments to the Los Angeles Building or Fire Codes regarding the construction, engineering and design standards for private and public improvements and which are (a) necessary to the health and safety of the residents of the City, and (b) are generally applicable on a Citywide basis (except in the event of natural disasters as found by the Mayor or City Council such as floods, earthquakes, and similar acts of God); (3) are necessary to comply with state or federal laws and regulations (whether enacted previous or subsequent to the Effective Date of this Agreement) as provided in Section 4.2.3.3; or (4) constitute Processing Fees and charges imposed or required by the City to cover its actual costs in processing applications, permit requests and approvals of the Project or in monitoring compliance with permits issued or approvals granted for the performance of any conditions imposed on the Project, unless otherwise waived by the City.

1.32 “Term” means the period of time for which this Agreement shall be effective in accordance with Section 8.2 hereof.

1.33 “Transferee” means a third party that has entered into an Assignment Agreement with Developer.

2. RECITALS OF PREMISES, PURPOSE AND INTENT

2.1 State Enabling Statute. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted the Development Agreement Act which authorizes any city to enter into binding development agreements establishing certain development rights in real property with persons having legal or equitable interests in such property. Section 65864 of the Development Agreement Act expressly provides as follows:

“The Legislature finds and declares that:

“(a) The lack of certainty in the approval of development projects can result in a waste of resources, escalate the cost of housing and other development to the consumer, and discourage investment in and a commitment to comprehensive planning which would make maximum efficient utilization of resources at the least economic cost to the public.

(b) Assurance to the applicant for a development project that upon approval of the project, the applicant may proceed with the project in accordance with existing policies, rules and regulations, and subject to conditions of approval will strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic cost of development.”

Notwithstanding the foregoing, to ensure that the City remains responsive and accountable to its residents while pursuing the benefits of development agreements contemplated by the Legislature, the City: (1) accepts restraints on its police powers contained in development agreements only to the extent and for the duration required to achieve the mutual objectives of the parties; and (2) to offset such restraints, seeks public benefits which go beyond those obtained by traditional City controls and conditions imposed on development project applications.

2.2 City Procedures and Actions.

2.2.1 City Planning Commission Action. The City Planning Commission held a duly-noticed public hearing and recommended approval of this Agreement on [XX].

2.2.2 City Council Action. The City Council on _____, [XX] after conducting a duly-noticed public hearing, adopted Ordinance No. _____, to become effective on the thirty-first day after publication, or on the forty-first day after posting, found that its provisions are consistent with the City's General Plan and the Los Angeles Municipal Code, and authorized the execution of this Agreement.

2.3 Purpose of this Agreement.

2.3.1 Public Benefits. This Agreement provides assurances that the Public Benefits identified in Section 4.1.3 below will be achieved and developed in accordance with the Applicable Rules and Project Approvals and with the terms of this Agreement and subject to the City's Reserved Powers.

2.3.2 Developer Objectives. In accordance with the legislative findings set forth in the Development Agreement Act, and with full recognition of the City's policy of judicious restraints on its police powers, the Developer wishes to obtain reasonable assurances that the Project may be developed in accordance with the Applicable Rules and Project Approvals and with the terms of this Agreement and subject to the City's Reserved Powers. In the absence of this Agreement, Developer would have no assurance that it can complete the Project for the uses and to the density and intensity of development set forth in this Agreement and the Project Approvals. This Agreement, therefore, is necessary to assure Developer that the Project will not be (1) reduced or otherwise modified in density, intensity, or use from what is set forth in the Project Approvals; (2) subjected to new rules, regulations, ordinances, or official policies or plans which are not adopted or approved pursuant to the City's Reserved Powers; or (3) subjected to delays for reasons other than Citywide health and safety enactments related to critical situations such as, but not limited to, the lack of water availability or sewer or landfill capacity.

2.3.3 Mutual Objectives. Development of the Project in accordance with this Development Agreement will provide for the orderly development of the Property in accordance with the objectives set forth in the General Plan. Moreover, a development agreement for the Project will eliminate uncertainty in planning for and securing orderly development of the Property, assure installation of necessary improvements, assure attainment of maximum efficient resource utilization within the City at the least economic cost to its citizens and otherwise achieve the goals and purposes for which the Development Agreement Act was enacted. The Parties believe that such orderly development of the Project will provide Public Benefits, as described in

Section 2.3.1, to the City through the imposition of development standards and requirements under this Agreement, including without limitation: increased tax revenues; installation of on-site and off-site improvements; optimization of the currently underutilized Property to address past ad hoc building additions and meet the existing unmet and anticipated future demands of the entertainment industry; promotion of local and regional economic growth by creating a wide range of entertainment and construction jobs and keeping production jobs in Los Angeles; and preservation and rehabilitation of the on-site historical resource and providing architecturally distinct new development to enhance the identity of the Property as an iconic entertainment and media center. Additionally, although development of the Project in accordance with this Agreement will restrain the City's land use or other relevant police powers, this Agreement provides the City with sufficient reserved powers during the Term hereof to remain responsible and accountable to its residents. In exchange for these and other benefits to City, the Developer will receive assurance that the Project may be developed during the Term of this Agreement in accordance with the Applicable Rules, Project Approvals and Reserved Powers, subject to the terms and conditions of this Agreement.

2.4 Applicability of the Agreement. This Agreement does not: (1) grant height, density or intensity in excess of that otherwise established in the Applicable Rules and Project Approvals; (2) eliminate future Discretionary Actions relating to the Project if applications requiring such Discretionary Action are initiated and submitted by the Property Owner after the Effective Date of this Agreement; (3) guarantee that Developer will receive any profits from the Project; (4) prohibit the Project's participation in any benefit assessment district that is generally applicable to surrounding properties; (5) amend the City's General Plan; or (6) amend the City of Los Angeles Zoning Ordinance. This Agreement has a fixed Term. Furthermore, in any subsequent actions applicable to the Property, the City may apply such new rules, regulations and official policies as are contained in its Reserved Powers.

3. ANNEXATION

3.1 Annexation. After the Effective Date, the City and Property Owner may continue proceedings under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 *et seq.*), for the Annexation of the Annexation Property. The City and Property Owner agree to take such subsequent action as may be reasonably required to complete the Annexation action under such conditions as are imposed by LAFCO and reasonably acceptable to Property Owner and the City.

3.2 Effectiveness of Agreement as to Annexation Property. The provisions of this Agreement shall not become operative for the Annexation Property unless LAFCO proceedings annexing the Annexation Property to the City are completed within five (5) years following the date upon which the Project Approvals and all entitlements required for the development of the Project are final and all litigation with respect thereto and this Agreement has been finally resolved and no longer subject to appeal or further judicial review. If the Annexation of the Annexation Property is not completed within the time specified above or any extension thereto, subject to the modification provisions set forth in this Agreement or by mutual consent of the Parties, the effectiveness of this Agreement as to the Annexation Property shall be null and void. However, this Agreement shall be valid and enforceable, and this Section shall have no impact on the

operation of the Agreement for those portions of the Property already within the City's jurisdictional boundaries as of the Effective Date.

4. AGREEMENT AND ASSURANCES

4.1 Agreement and Assurance on the Part of Developer. In consideration for the City entering into this Agreement, and as an inducement for the City to obligate itself to carry out the covenants and conditions set forth in this Agreement, and in order to effectuate the promises, purposes and intentions set forth in Section 2.3 of this Agreement, Developer hereby agrees as follows:

4.1.1 Project Development. Developer agrees that it will use commercially reasonable efforts, in accordance with its own business judgment and taking into account market conditions and economic considerations, to undertake development of the Project in accordance with the terms and conditions of this Agreement, including the Applicable Rules and the Project Approvals. However, nothing in this Agreement shall be deemed to obligate Developer to initiate or complete development of the Project or any portion thereof within any period of time or at all, or deemed to prohibit Developer from seeking any necessary land use approvals for any different land use project on the Property.

4.1.2 Timing of Development. The parties acknowledge that Developer cannot at this time predict when or at what rate the Property would be developed. Such decisions depend upon numerous factors which are not all within the control of Developer, including, without limitation, market orientation and demand, availability of financing, interest rates and competition. Developer may therefore construct the Project in either a single phase or multiple phases within the Term of this Agreement. Because the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal. 3d 465 (1984), that the failure of the parties therein to provide for the timing of development permitted a later adopted initiative restricting the timing of development and controlling the parties' agreement, Developer and the City do hereby acknowledge that Developer has the right to develop the Project in an order and at a rate and times as Developer deems appropriate within the exercise of its sole and subjective business judgment. The City acknowledges that this right is consistent with the intent, purpose, and understanding of the Parties to this Agreement.

4.1.3 Additional Obligations of Developer as Consideration for this Agreement. In addition to the obligations identified in Section 4.1.1, the development assurances provided by this Agreement and the resulting construction of the Project will result in the following:

- (1) Neighborhood Traffic Management Plan.** Developer shall fund a total of One Million Eight Hundred Thousand Dollars (\$1,800,000) to implement a Neighborhood Traffic Management Plan ("NTMP") to address existing and potential future residential neighborhood intrusion issues on the residential streets surrounding the Project (the "NTMP Contribution"). The NTMP Contribution shall include (a) Two Hundred Thousand Dollars (\$200,000) (the "NTMP Study Contribution") to be applied toward NTMP studies (the "NTMP Studies") for the two (2) study areas (i.e., \$100,000 per study area) identified in the Transportation Assessment (which is attached as Appendix

M.1 to the Draft EIR) and any expansion of those study areas as reasonably determined by Council District 5 and the Los Angeles Department of Transportation (“LADOT”), and (b) One Million Six Hundred Thousand Dollars (\$1,600,000) (the “CD 5 NTMP Contribution”) to the City of Los Angeles Council District 5 Beverly Fairfax Trust Fund No. _____ [TBD] (“CD 5 Trust Fund”) to implement NTMP measures at their discretion. Developer shall initiate the NTMP Studies within six (6) months of the Effective Date and the final resolution of any legal challenges related to the Project or Project Approvals, this Agreement or the Property (“Final Resolution Date”). If any portion of the \$200,000 remains after implementation of the NTMP Studies, such funds shall be moved to the CD 5 Trust Fund upon the earlier of (a) three (3) years of the Effective Date and the Final Resolution Date, if any, and (b) the date on which Developer has obtained one or more building permits for 350,000 square feet of net new Floor Area. Upon approval by LADOT of the NTMP Studies, Developer shall pay the CD 5 NTMP Contribution to the CD 5 Trust Fund. The NTMP Contribution shall be in addition to the NTMP funds previously set forth in the Transportation Assessment approval letter dated November 16, 2021 issued by the LADOT (Two Hundred Fifty Thousand Dollars [\$250,000]).

- (2) **CD 5 Beverly/Fairfax Trust Fund.** Developer shall fund an additional Four Million Six Hundred Thousand Dollars (\$4,600,000) (the “CD 5 Trust Fund Contribution”) to the CD 5 Trust Fund for the public benefits set forth below.
- a. **Beverly Fairfax Neighborhood Bike Mobility Improvements.** One Million Dollars (\$1,000,000) for the creation, expansion, and connection of local bike paths in the Beverly Fairfax area consistent with the City of Los Angeles 2010 Bicycle Plan.
 - b. **Streetscape Improvements.** Five Hundred Thousand Dollars (\$500,000) for streetscape improvements in the Beverly Fairfax area, including along Fairfax Avenue, outside of the right-of-way improvements required by the Specific Plan.
 - c. **Pan Pacific Park.** One Million Dollars (\$1,000,000) to improve access to and utilization of local recreation facilities at Pan Pacific Park, including, among other things, improvement and operations associated with the soccer field.
 - d. **Public Safety.** Seven Hundred Fifty Thousand Dollars (\$750,000) for public safety improvements in the Beverly Fairfax area (“Public Safety Contribution”). The Public Safety Contribution shall include (a) Two Hundred Fifty Thousand Dollars (\$250,000) toward the creation of a Fairfax Business Improvement District (“BID”) to increase partnership and communication between local businesses and improve security and safety in the area, and (b) Five Hundred Thousand Dollars (\$500,000) toward a security fund for the Beverly Fairfax neighborhood.
 - e. **Local Arts Programs.** Two Hundred Fifty Thousand Dollars (\$250,000) to create and/or provide access to local arts programs and diversity, equity, inclusion and accessibility programs in the entertainment, media, and technology industries in the Beverly Fairfax community.

- f. **Affordable Housing.** One Million Dollars (\$1,000,000) to support affordable housing initiatives in Council District 5.
- g. **Other Community Benefits.** One Hundred Thousand Dollars (\$100,000) for other community benefit measures in Council District 5, or for additional contributions to the public benefit(s) listed above, to be determined by Council District 5.

Notwithstanding the above, Council District 5 shall have the discretion to use the CD 5 Trust Fund Contribution for any combination of the public benefits described above pursuant to an approved City Council motion.

- (3) **Funding Implementation.** The funds set forth in Subsections 4.1.3 (1) and (2), above, shall be provided by Developer as follows, and Developer shall provide evidence of compliance with such obligations as part of the required annual compliance review set forth in Section 5.1.
 - a. Developer shall fund the NTMP Contribution as described in Subsection 4.1.3 (1), above.
 - b. Developer shall fund Two Hundred Fifty Thousand Dollars (\$250,000) within one (1) month following the Effective Date.
 - c. Developer shall fund One Million Four Hundred Thousand Dollars (\$1,400,000) within one (1) month following the Effective Date and the Final Resolution Date, if any.
 - d. Developer shall fund Two Million Nine Hundred Fifty Thousand Dollars (\$2,950,000) on a pro rata basis per square foot of net new Floor Area at a rate of Three Dollars and Thirteen Cents (\$3.13) (based on the total net new development approved [942,320 square feet]) on the date on which Developer has obtained one or more certificates of occupancy (temporary or permanent) for the net new Floor Area.

4.2 Agreement and Assurances on the Part of the City. In consideration for Developer entering into this Agreement, and as an inducement for Developer to obligate itself to carry out the covenants and conditions set forth in this Agreement, and in order to effectuate the promises, purposes and intentions set forth in Section 2.3 of this Agreement, the City hereby agrees as follows:

4.2.1 Entitlement to Develop. Developer has the vested right to develop the Project subject to the terms and conditions of this Agreement, the Applicable Rules, Project Approvals, and the Reserved Powers. Developer's vested rights under this Agreement shall include, without limitation, the right to remodel, renovate, rehabilitate, rebuild, or replace the Project or any portion thereof in substantial conformance with the design as approved, throughout the applicable Term for any reason, including, without limitation, in the event of damage, destruction, or obsolescence of the Project or any portion thereof, subject to the Applicable Rules, Project Approvals, and Reserved Powers. To the extent that all or any portion of the Project is

remodeled, renovated, rehabilitated, rebuilt, or replaced, Developer may locate that portion of the Project at any other location of the Property, subject to the requirements of the Project Approvals, the Applicable Rules, and the Reserved Powers.

4.2.2 Consistency in Applicable Rules. Based upon all information made available to the City up to or concurrently with the execution of this Agreement, the City finds and certifies that no Applicable Rules prohibit, prevent, or encumber the full completion and occupancy of the Project in accordance with the uses, intensities, densities, designs and heights, permitted demolition, and other development entitlements incorporated and agreed to herein and in the Project Approvals.

4.2.3 Changes in Applicable Rules.

4.2.3.1 Non-application of Changes in Applicable Rules. Any change in, or addition to, the Applicable Rules, including, without limitation, any change in any applicable general plan, zoning or building regulation, adopted or becoming effective after the Effective Date of this Agreement, including, without limitation, any such change by means of ordinance, including, but not limited to, adoption of a specific plan or overlay zone, City Charter amendment, initiative, referendum, resolution, motion, policy, order, or moratorium, initiated or instituted for any reason whatsoever and adopted by the City, the Mayor, City Council, Planning Commission, any City Agency, or any officer or employee thereof, or by the electorate, as the case may be, which would, absent this Agreement, otherwise be applicable to the Project and which would conflict in any way with the Applicable Rules, Project Approvals, or this Agreement, shall not be applied to the Project unless such changes represent an exercise of the City's Reserved Powers, or are otherwise agreed to in this Agreement. Notwithstanding the foregoing, Developer may, in its sole discretion, give the City written notice of its election to have any subsequent change in the Applicable Rules applied to some portion or all of the Property as it may own, in which case such subsequent changes in the Applicable Rules shall be deemed to be contained within the Applicable Rules insofar as that portion of the Property is concerned. In the event of any conflict or inconsistency between this Agreement and the Applicable Rules, the provisions of this Agreement shall control.

4.2.3.2 Changes in Building and Fire Codes. Notwithstanding any provision of this Agreement to the contrary, development of the Project shall be subject to changes which may occur from time to time in the California Building Code and other uniform construction codes. In addition, development of the Project shall be subject to any changes occurring from time to time in the Los Angeles Municipal Code regarding the construction, engineering and design standards for both public and private improvements provided that these changes are (1) necessary to the health and safety of the residents of the City, and (2) are generally applicable on a Citywide basis (except in the event of natural disasters as found by the Mayor or City Council, such as floods, earthquakes and similar disasters).

4.2.3.3 Changes Mandated by Federal or State Law. This Agreement shall not preclude the application to the Project of changes in, or additions to, the Applicable Rules, including rules, regulations, ordinances and official policies, to the extent that such changes or additions are mandated to be applied to developments such as this Project by state or federal regulations, pursuant to the Reserved Powers. In the event state or federal laws or

regulations prevent or preclude compliance with one or more provisions of this Agreement, such provisions shall be modified or suspended as may be necessary to comply with such state or federal laws or regulations.

4.2.4 Subsequent Development Review. The City shall not require Developer to obtain any approvals or permits for the development of the Project in accordance with this Agreement other than those permits or approvals which are required by the Reserved Powers and/or the Project Approvals. Any subsequent Discretionary Action initiated by Developer which substantially changes the entitlements allowed under the Project Approvals shall be subject to the rules, regulations, ordinances and official policies of the City then in effect. A substantial change to the entitlements allowed under the Project Approvals that would require subsequent Discretionary Action(s) include a net increase in the maximum permitted floor area and/or building height limits (“**Substantial Project Changes**”). The Parties agree that this Agreement does not modify, alter, or change the City’s obligations pursuant to CEQA and acknowledge that future Discretionary Actions may require additional environmental review pursuant to CEQA. In the event that additional environmental review is required by CEQA, the City agrees to utilize tiered environmental documents to the fullest extent permitted by law, as determined by the City, and as provided in California Public Resources Code Sections 21093 and 21094.

4.2.5 Administrative Changes and Modifications. The Project may demonstrate that refinements and changes are appropriate with respect to the details and performance of the Parties under this Agreement. The Parties desire to retain a certain degree of flexibility with respect to the details of the Project development and with respect to those items covered in general terms under this Agreement and Project Approvals. If and when the Parties find that “Substantially Conforming Changes,” as herein defined, are necessary or appropriate, they shall, unless otherwise required by law, effectuate such changes or adjustments through administrative modifications approved by the Parties. As used herein, “**Substantially Conforming Changes**” are changes, modifications or adjustments that are substantially consistent with the Project Approvals, and do not constitute Substantial Project Changes as defined in Section 4.2.4 of this Agreement. Such Substantially Conforming Changes would not be considered Discretionary Actions, and would therefore not require a public hearing.

4.2.6 Effective Development Standards. The City agrees that it is bound to permit the uses, intensity of use and density on this Property which are permitted by this Agreement and the Project Approvals, insofar as this Agreement and the Project Approvals so provide or as otherwise set forth in the Applicable Rules or the Reserved Powers.

4.2.7 Interim Use. The City agrees that Developer may use the Property during the Term of this Agreement for any use which is otherwise permitted by the applicable zoning regulations and the General Plan in effect at the time of the interim use and for a use which does not require a new or additional Discretionary Action from the City, except as expressly provided in this Development Agreement, or pursuant to any approvals, permits, other agreements between the City and Developer, or other entitlements previously granted and in effect as of the Effective Date. Developer shall seek the City’s approval of any interim use requiring a Discretionary Action.

4.2.8 Moratoria or Interim Control Ordinances. In the event an ordinance, resolution, policy, or other measure is enacted, whether by action of the City, by initiative, or

otherwise, which relates directly or indirectly to the Project or to the rate, amount, timing, sequencing, or phasing of the development or construction of the Project on all or any part of the Property, the City agrees that such ordinance, resolution or other measure shall not apply to the Property or this Agreement, unless such changes: (1) are found by the City to be necessary to the public health and safety of the residents of the City; (2) are generally applicable on a Citywide basis except in the event of natural disasters as found by the Mayor or the City Council, such as floods, earthquakes and similar disasters; and (3) are necessary to comply with state or federal laws and regulations (whether enacted previous or subsequent to the Effective Date of this Agreement) as provided in Section 4.2.3.3.

4.2.9 Processing Fees. Developer shall pay all Processing Fees for Ministerial Permits and Approvals in the amount in effect when such Ministerial Permit and Approvals are sought.

4.2.10 Timeframes and Staffing for Processing and Review. The City agrees that expeditious processing of Ministerial Permits and Approvals and Discretionary Actions, if any, and any other approvals or actions required for the Project are critical to the implementation of the Project. In recognition of the importance of timely processing and review of Ministerial Permits and Approvals, the City agrees to work with Developer to establish time frames for processing and reviewing such Ministerial Permits and Approvals and to comply with timeframes established in the Project Approvals. The City agrees to expedite all Ministerial Permits and Approvals and Discretionary Actions requested by Developer to the extent practicable. Developer agrees to pay any applicable fee for expedited review and processing time.

4.2.11 Other Governmental Approvals. Developer may apply for such other permits and approvals as may be required for development of the Project in accordance with the provisions of this Agreement from other governmental or quasi-governmental agencies having jurisdiction over the Property. The City shall reasonably cooperate with Developer in its endeavors to obtain such permits and approvals. Each Party shall take all reasonable actions, and execute, with acknowledgment or affidavit, if required, any and all documents and writings that may be reasonably necessary or proper to achieve the purposes and objectives of this Agreement.

5. ANNUAL REVIEW

5.1 Annual Review. During the Term of this Agreement, the City shall review annually Developer's good faith compliance with this Agreement by Developer and/or any Transferee. This "Annual Review" shall be limited in scope to good faith compliance with the provisions of this Agreement as provided in the Development Agreement Act, and the Property Owner and/or any Transferee shall have the burden of demonstrating such good faith compliance relating solely to such parties' portion of the Property and any development located thereon. The Annual Review shall be in the form of an Annual Report prepared and submitted by the Planning Director. The Annual Report shall include: the number, type, and square footage of and the status of the Project; the total number of parking spaces developed; status of activities relating to streetscape improvements; and a summary of performance of Property Owner's obligations.

5.2 Pre-Determination Procedure. Submission by Developer, and/or Transferee, of evidence of compliance with this Agreement, in a form which the Planning Director may

reasonably establish, shall be made in writing and transmitted to the Planning Director not later than thirty (30) days prior to the yearly anniversary of the Effective Date. If the public has comments regarding compliance, such comments must be submitted to the Planning Director at least thirty (30) days prior to the yearly anniversary of the Effective Date. All such public comments and final staff reports shall, upon receipt by the City, be made available as soon as possible to Developer and/or any Transferees.

5.2.1 Special Review. The City may order a special review of compliance with this Agreement upon reasonable evidence of material non-compliance with the terms of this Agreement.

5.3 Planning Director's Determination. On or before the yearly anniversary of the Effective Date of the Agreement, the Planning Director shall make a determination regarding whether or not Developer has complied in good faith with the provisions and conditions of this Agreement. This determination shall be made in writing with reasonable specificity, and a copy of the determination shall be provided to Developer or Transferee in the manner prescribed in Section 8.11.

5.4 Appeal by Developer. In the event the Planning Director makes a finding and determination of non-compliance, Developer, and/or any Transferee as the case may be, shall be entitled to appeal that determination to the Planning Commission within twenty five (25) days from the Planning Director's decision. After a public hearing on the appeal, the Planning Commission within twenty five (25) days shall make written findings and determinations, on the basis of substantial evidence, whether or not Developer, and/or any Transferee as the case may be, has complied in good faith with the provisions and conditions of this Agreement. A finding and determination of compliance by the Planning Commission shall be final and effective. Nothing in this Agreement shall be construed as modifying or abrogating the Los Angeles City Charter.

5.5 Period to Cure Non-Compliance. If, as a result of this Annual Review procedure, it is found and determined by the Planning Director, or the Planning Commission on appeal, that Developer and/or any Transferee, as the case may be, has not complied in good faith with the provisions and conditions of this Agreement, the City, after denial of any appeal or, where no appeal is taken, after the expiration of the appeal period described in Section 5.4, shall submit to Developer, by registered or certified mail, return receipt requested, a written notice of non-compliance in the manner prescribed in Section 8.11, stating with specificity those obligations of Developer which have not been performed. Upon receipt of the notice of non-compliance, Developer and/or any Transferee, as the case may be, shall promptly commence to cure the identified items of non-compliance at the earliest reasonable time after receipt of the notice of non-compliance and shall complete the cure of such items of non-compliance not later than sixty (60) days after receipt of the notice of non-compliance, or such longer period as is reasonably necessary to remedy such items of non-compliance, by mutual consent of the City and Developer provided that Developer shall continuously and diligently pursue the remedy at all times until the item of non-compliance is cured.

5.6 Failure to Cure Non-Compliance Procedure. If the Planning Director finds and determines that Developer or a Transferee has not cured an item of non-compliance pursuant to this Section, and that the City intends to terminate or modify this Agreement or those transferred

or assigned rights and obligations, as the case may be, the Planning Director shall make a report to the Planning Commission. The Planning Director shall then set a date for a public hearing before the Planning Commission in accordance with the notice and hearing requirements of Government Code Sections 65867 and 65868. If, after such public hearing, the Planning Commission finds and determines, on the basis of substantial evidence, that (i) Developer, or its Transferee, has not cured a default pursuant to this Section, and (ii) that the City may terminate or modify this Agreement, or those transferred or assigned rights and obligations, as the case may be, the finding and determination shall be appealable to the City Council in accordance with Section 8.3 hereof. In the event of a finding and determination of compliance, there shall be no appeal by any person or entity. Nothing in this Section or this Agreement shall be construed as modifying or abrogating the Los Angeles City Charter.

5.7 Termination or Modification of Agreement. The City may terminate or modify this Agreement, or those transferred or assigned rights and obligations, as the case may be, after a finding or determination of non-compliance by the City Council or, where no appeal is taken, after the expiration of the appeal periods described in Section 8.3. There shall be no modifications of this Agreement unless the City Council acts pursuant to Government Code Sections 65867.5 and 65868, irrespective of whether an appeal is taken as provided in Section 8.3.

5.8 Reimbursement of Costs. Developer shall reimburse the City for its actual costs, reasonably and necessarily incurred, to accomplish the required Annual Review hereunder.

5.9 City's Rights and Remedies Against Developer. The City's rights in Section 5 of this Agreement relating to compliance with this Agreement by Developer shall be limited to only those rights and obligations assumed by Developer under this Agreement and as expressly set forth in the applicable Assignment Agreement authorized by Section 8.7 of this Agreement.

6. DEFAULT PROVISIONS

6.1 Default by Developer.

6.1.1 Default. In the event Developer or a Transferee of any portion of the Property fails to perform its obligations under this Agreement applicable to its portion of the Property as specified in the applicable Assignment Agreement, in a timely manner and in compliance pursuant to Section 5 of this Agreement, the City shall have all rights and remedies provided for in this Agreement, including, without limitation, modifying or terminating this Agreement, shall relate exclusively to the defaulting Party and such defaulting Party's portion of the Property, provided that the City has first complied with any applicable obligations set forth in this Agreement, including, without limitation, all applicable notice and opportunity to cure provisions in Sections 6.1.2 and/or 7.5, and given notice as provided in Sections 7.4 and/or 8.11 hereof, and provided further that Developer may appeal such declaration in the manner provided in, and subject to all terms and provisions of, Sections 5.4 and 5.5. In no event shall a default by Developer or a Transferee of any portion of the Property constitute a default by any non-defaulting Developer or a Transferee with respect to such non-defaulting parties' obligations hereunder nor affect such non-defaulting parties' rights hereunder, or respective portion of the Property.

6.1.2 Notice of Default. The City through the Planning Director shall submit to Developer or Transferee, as applicable, by registered or certified mail, return receipt requested, a written notice of default in the manner prescribed in Section 8.11, identifying with specificity those obligations of Developer or Transferee, as applicable, which have not been performed. Upon receipt of the notice of default, Developer or Transferee shall promptly commence to cure the identified default(s) at the earliest reasonable time after receipt of the notice of default and shall complete the cure of the default(s) not later than sixty (60) days after receipt of the notice of default, or a longer period as is reasonably necessary to remedy the default(s), provided that Developer or Transferee, as applicable, shall continuously and diligently pursue the remedy at all times until the default(s) is cured. In the case of a dispute as to whether Developer has cured the default, the Parties shall submit the matter to dispute resolution pursuant to Section 8.5 of this Agreement.

6.1.3 Failure to Cure Default Procedures. If after the cure period has elapsed (Sections 5.5 and 6.1.2), the Planning Director finds and determines that Developer, or its Transferees, successors, and/or assignees, as the case may be, remains in default and that the City intends to terminate or modify this Agreement, or those transferred or assigned rights and obligations, as the case may be, the Planning Director shall make a report to the Planning Commission and then set a public hearing before the Planning Commission in accordance with the notice and hearing requirements of Government Code Sections 65867 and 65868. If, after the public hearing, the Planning Commission finds and determines, on the basis of substantial evidence, that Developer, or its Transferees, successors, and/or assigns, remains in default and that the City intends to terminate or modify this Agreement, or those transferred or assigned rights and obligations, as the case may be, the Developer and its Transferees, successors, and/or assigns shall be entitled to appeal that finding and determination to the City Council in accordance with Section 8.3. In the event of a finding and determination that all defaults are cured, there shall be no appeal by any person or entity. Nothing in this Section or this Agreement shall be construed as modifying or abrogating the Los Angeles City Charter.

6.1.4 Termination or Modification of Agreement. The City may terminate or modify this Agreement, or those transferred or assigned rights and obligations, as the case may be, relating solely to the defaulting Developer or Transferee and such defaulting party's portion of the Property after such final determination of the City Council or, where no appeal is taken after the expiration of the appeal periods described in Section 8.3 relating to the defaulting party's rights and obligations. There shall be no termination or modification of this Agreement unless the City Council acts pursuant to Section 8.3.

6.2 Default by the City.

6.2.1 Default. In the event the City defaults under the provisions of this Agreement, Developer and Transferee shall have all rights and remedies provided herein or by applicable law, which shall include compelling the specific performance of the City's obligations under this Agreement provided that Developer or Transferee, as the case may be, has first complied with the procedures in Section 6.2.2. No part of this Agreement shall be deemed to abrogate or limit any immunities or defenses the City may otherwise have with respect to claims for monetary damages.

6.2.2 Notice of Default. Developer or Transferee, as the case may be, shall first submit to the City a written notice of default stating with specificity those obligations which have not been performed. Upon receipt of the notice of default, the City shall promptly commence to cure the identified default(s) at the earliest reasonable time after receipt of the notice of default and shall complete the cure of such default(s) not later than one hundred and twenty (120) days after receipt of the notice of default, or such longer period as is reasonably necessary to remedy such default(s), provided that the City shall continuously and diligently pursue the remedy at all times until such default(s) is cured. In the case of a dispute as to whether the City has cured the default, the Parties shall submit the matter to dispute resolution pursuant to Section 8.5 of this Agreement.

6.2.3 No Monetary Damages. It is acknowledged by the Parties that the City would not have entered into this Agreement if it were liable in monetary damages under or with respect to this Agreement or the application thereof. The Parties agree and recognize that, as a practical matter, it may not be possible to determine an amount of monetary damages which would adequately compensate Developer for its investment of time and financial resources in planning to arrive at the kind, location, intensity of use, and improvements for the Project, nor to calculate the consideration the City would require to enter into this Agreement to justify the exposure. Therefore, the Parties agree that each of the Parties may pursue any remedy at law or equity available for any breach of any provision of this Agreement, except that the Parties shall not be liable in monetary damages and the Parties covenant not to sue for or claim any monetary damages for the breach of any provision of this Agreement.

7. MORTGAGEE RIGHTS

7.1 Encumbrances on the Property. The Parties hereto agree that this Agreement shall not prevent or limit the Developer from encumbering the Property or any estate or interest therein, portion thereof, or any improvement thereon, in any manner whatsoever by one or more mortgages, deeds of trust, sale and leaseback, or other form of secured financing ("Mortgage") with respect to the construction, development, use or operation of the Project and parts thereof. The Planning Department acknowledges that the lender(s) providing such Mortgages may require certain Agreement interpretations and modifications and agrees, upon request, from time to time, to meet with the Developer and representatives of such lender(s) to negotiate in good faith any such request for interpretation or modification. The Planning Department will not unreasonably withhold, delay or condition its consent to any such requested interpretation or modification, provided such interpretation or modification is consistent with the intent and purposes of this Agreement.

7.2 Mortgagee Protection. To the extent legally permissible, this Agreement shall be superior and senior to any lien placed upon the Property, or any portion thereof, including the lien of any Mortgage. Notwithstanding the foregoing, no breach of this Agreement shall defeat, render invalid, diminish, or impair the lien of any Mortgage made in good faith and for value. Any acquisition or acceptance of title or any right or interest in or with respect to the Property or any portion thereof by the holder of a Mortgage (a "Mortgagee"), pursuant to foreclosure, trustee's sale, deed in lieu of foreclosure, lease or sublease termination or otherwise, shall be subject to all of the terms and conditions of this Agreement except that any such Mortgagee, including its

affiliate, who takes title to the Property or any portion thereof shall be entitled to the benefits arising under this Agreement.

7.3 Mortgagee Not Obligated. Notwithstanding the provisions of this Section 7, Mortgagee will not have any obligation or duty pursuant to the terms set forth in this Agreement to perform the obligations of the Developer or other affirmative covenants of the Developer hereunder, or to guarantee such performance, except that the Mortgagee and its successor shall have no vested right to develop the Project without fully complying with the terms of this Agreement and executing and delivering to the City, in a form and with terms reasonably acceptable to the City, an assumption agreement of Developer's obligations hereunder.

7.4 Request for Notice to Mortgage. The Mortgagee of any Mortgage encumbering the Property, or any part or interest thereof, who has submitted a request in writing to the City in the manner specified herein for giving notices shall be entitled to receive written notification from the City of any notice of non-compliance by Developer in the performance of Developer's obligations under this Agreement.

7.5 Mortgagee's Time to Cure. If the City timely receives a written request from a Mortgagee requesting a copy of any notice of non-compliance given to Developer under the terms of this Agreement, the City shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of non-compliance to Developer. The Mortgagee shall have the right, but not the obligation, to cure the non-compliance for a period of sixty (60) days after the Mortgagee receives written notice of non-compliance, or any longer period as is reasonably necessary by mutual consent of the City and the Mortgagee provided that Mortgagee shall continuously and diligently pursue the remedy at all times until the item of non-compliance is cured. Notwithstanding anything to the contrary contained herein, no notice of non-compliance given to Developer by the City shall be valid unless and until the City has complied with its obligations under Section 7.4 and this Section 7.5.

7.6 Disaffirmation. If this Agreement is terminated as to any portion of the Property by reason of (i) any default or (ii) as a result of a bankruptcy proceeding, or if this Agreement is disaffirmed by a receiver, liquidator, or trustee for the Developer or its Property, the City, if requested by any Mortgagee, shall negotiate in good faith with such Mortgagee for a new development agreement for the Project as to such portion of the Property with the most senior Mortgagee requesting such new agreement. This Agreement does not require any Mortgagee or the City to enter into a new development agreement pursuant to this Section.

8. GENERAL PROVISIONS

8.1 Effective Date. This Effective Date of this Agreement shall be the date on which the Agreement is attested by the City Clerk of the City of Los Angeles after execution by the Property Owner and the Mayor of the City of Los Angeles.

8.2 Term. The Term of this Agreement shall commence on the Effective Date and shall extend for a period of twenty (20) years after the Effective Date, unless said Term is otherwise terminated, modified or extended by circumstances set forth in this Agreement or by mutual consent of the Parties hereto. Following the expiration of this Term, this Agreement shall

terminate and be of no further force and effect; provided, however, that this termination shall not affect any right or duty arising from entitlements or approvals, including the Project Approvals on the Property, approved concurrently with, or subsequent to, the Effective Date of this Agreement. The Term of this Agreement shall automatically be extended for the period of time of any actual delay resulting from any enactments pursuant to the Reserved Powers or moratoria, or from legal actions or appeals which enjoin performance under this Agreement or act to stay performance under this Agreement (other than bankruptcy or similar procedures), or from any actions pursuant to Section 8.5 (Dispute Resolution), or from any litigation related to the Project or Project Approvals, this Agreement or the Property.

8.3 Appeals to City Council. Where an appeal by Developer or its Transferees, as the case may be, to the City Council from a finding and/or determination of the Planning Commission is created by this Agreement, such appeal shall be taken, if at all, within fourteen (14) days after the mailing of such finding and/or determination to Developer, or its successors, transferees, and/or assignees, as the case may be. The City Council shall act upon the finding and/or determination of the Planning Commission eighty (80) days after such mailing, or within such additional period as may be agreed upon by the Developer or its Transferees, as the case may be, and the City Council. The failure of the City Council to act shall not be deemed to be a denial or approval of the appeal, which shall remain pending until final City Council action.

8.4 Enforced Delay; Extension of Time of Performance. In addition to the specific provisions of this Agreement, whenever a period of time, including a reasonable period of time, is designated within which either Party hereto is required to do or complete any act, matter or thing, the time for the doing or completion thereof shall be extended by a period of time equal to the number of days during which such Party is actually prevented from, or is unreasonably interfered with, the doing or completion of such act, matter or thing because of causes beyond the reasonable control of the Party to be excused, including: pandemic; labor disputes or strikes; war; insurrection; riots; floods; earthquakes; fires; casualties; acts of God; litigation and administrative proceedings against the Project (not including any administrative proceedings contemplated by this Agreement in the normal course of affairs [such as the Annual Review]); any approval required by the City (not including any period of time normally expected for the processing of such approvals in the ordinary course of affairs); restrictions imposed or mandated by other governmental entities; enactment of conflicting state or federal laws or regulations; judicial decisions; the exercise of the City's Reserved Powers; or similar bases for excused performance which are not within the reasonable control of the Party to be excused (financial inability excepted). This Section shall not be applicable to any proceedings with respect to bankruptcy or receivership initiated by or on behalf of Developer or, if not dismissed within ninety (90) days, by any third parties against Developer. If written notice of such delay is given to either Party within thirty (30) days of the commencement of such delay, an extension of time for such cause will be granted in writing for the period of the enforced delay, or longer as may be mutually agreed upon.

8.5 Dispute Resolution.

8.5.1 Dispute Resolution Proceedings. The Parties may agree to dispute resolution proceedings to fairly and expeditiously resolve disputes or questions of interpretation under this Agreement. These dispute resolution proceedings may include: (a) procedures developed by the City for expeditious interpretation of questions arising under development

agreements; or (b) any other manner of dispute resolution which is mutually agreed upon by the Parties.

8.5.2 Arbitration. Any dispute between the Parties that is to be resolved by arbitration shall be settled and decided by arbitration conducted by an arbitrator who must be a former judge of the Los Angeles County Superior Court or Appellate Justice of the Second District Court of Appeals or the California Supreme Court. This arbitrator shall be selected by mutual agreement of the Parties.

8.5.2.1 Arbitration Procedures. Upon appointment of the arbitrator, the matter shall be set for arbitration at a time not less than thirty (30) nor more than ninety (90) days from the effective date of the appointment of the arbitrator. The arbitration shall be conducted under the procedures set forth in Code of Civil Procedure Section 638, *et seq.*, or under such other procedures as are agreeable to both Parties, except that provisions of the California Code of Civil Procedure pertaining to discovery and the provisions of the California Evidence Code shall be applicable to such proceeding.

8.5.3 Extension of Term. The Term of this Agreement as set forth in Section 8.2 shall automatically be extended for the period of time in which the parties are engaged in dispute resolution to the degree that such extension of the Term is reasonably required because activities which would have been completed prior to the expiration of the Term are delayed beyond the scheduled expiration of the Term as the result of such dispute resolution.

8.5.4 Legal Action. Either Party may, in addition to any other rights or remedies, institute legal action to cure, correct, or remedy any default, enforce any covenant or agreement herein, enjoin any threatened or attempted violation, or enforce by specific performance the obligations and rights of the Parties hereto. Notwithstanding the above, the City's right to seek specific performance shall be specifically limited to compelling Developer to complete, demolish or make safe any particular improvement(s) on public lands which is required as a Mitigation Measure or condition of approval. Developer shall have no liability (other than the potential termination of this Agreement) if the contemplated development fails to occur.

8.5.5 Applicable Law. This Agreement shall be construed and enforced in accordance with the laws of the State of California, and the venue for any legal actions brought by any Party with respect to this Agreement shall be the County of Los Angeles, State of California for state actions and the Central District of California for any federal actions.

8.6 Amendments. This Agreement may be amended from time to time by mutual consent in writing of the Parties to this Agreement and any Mortgagee of notice pursuant to Section 7.4 in accordance with Government Code Section 65868, and any Transferee of the Property or any portion thereof. Any amendment to this Agreement which relates to the Term, permitted uses, substantial increase in the density or intensity of use, and is not considered a Substantially Conforming Change (as defined in Section 4.2.5 of this Agreement), shall require notice and public hearing before the Parties may execute an amendment thereto. The City hereby agrees to grant priority processing status to any Developer-initiated request(s) to amend this Agreement. The City will use all reasonable and good faith efforts to schedule any noticed public hearings required to amend this Agreement before the Planning Commission and/or City Council as soon as

practicable. Developer, or a Transferee as applicable, shall reimburse the City for its actual costs, reasonably and necessarily incurred, to review any amendments requested by Developer or a Transferee, including the cost of any public hearings.

8.7 Assignment. The Property, as well as the rights and obligations of Developer under this Agreement, may not be transferred or assigned, in whole or in part, by Developer to a Transferee without the sole consent of the City, subject to the conditions set forth below in Sections 8.7.1.1 and 8.7.1.2. Upon such assignment the assignor shall be released from the obligations so assigned. For the avoidance of doubt, transfers to affiliates and indirect transfers in the Property shall not require the City's consent hereunder.

8.7.1 Conditions of Assignment. No such assignment shall be valid until and unless the following occur:

8.7.1.1 Written Notice of Assignment Required. Developer, or any successor transferor, gives prior written notice to the City of its intention to assign or transfer any of its interests, rights or obligations under this Agreement and a complete disclosure of the identity of the assignee or Transferee, including copies of the Articles of incorporation in the case of corporations, articles of organization in the case of limited liability companies, and the names of individual partners in the case of partnerships. Any failure by Developer or any successor transferor to provide the notice shall be curable in accordance with the provisions in Section 6.1.

8.7.1.2 Automatic Assumption of Obligations. Unless otherwise stated elsewhere in this Agreement to the contrary, a Transferee of the Property or any portion thereof expressly and unconditionally assumes all of the rights and obligations of this Agreement transferred or assigned by Property Owner and which are expressly set forth in the applicable Assignment Agreement.

8.7.2 Liability Upon Assignment. Each Transferee of any portion of the Property shall be solely and only liable for performance of such Transferee's obligations applicable to its portion of the Property under this Agreement as specified in the applicable Assignment Agreement. Upon the assignment or transfer of any portion of the Property together with any obligations assignable under this Agreement, the Transferee shall become solely and only liable for the performance of those assigned or transferred obligations so assumed and shall have the rights of a "Developer" under this Agreement, which such rights and obligations shall be set forth specifically in the Assignment Agreement, executed by the transferring Developer, and the Transferee, as of the date of such transfer, assignment or conveyance of the applicable portion of the Property. The failure of a Transferee of any portion of the Property to perform such Developer's obligations set forth in the applicable Assignment Agreement may result, at the City's option, in a declaration that this Agreement has been breached and the City may, but shall not be obligated to, exercise its rights and remedies under this Agreement solely as it relates to the defaulting Transferee's portion of the Property as provided for in Section 6.1 hereof, subject to such defaulting Transferee's right to notice and opportunity to cure the default in accordance with the provisions of Section 6.1 hereof. Any partial termination of this Agreement as it relates to that Transferee's holding is severable from the entire Agreement, and shall not affect the remaining entirety of the Agreement.

8.7.3 Release of Property Owner. With respect to a transfer and assignment of the Developer's interest in the Property and the related rights and obligations hereunder, upon the effective date of any such transfer and assignment, as evidenced by the execution of an Assignment Agreement pursuant to this Section 8.7.3 between Developer and the Transferee and delivery of such Assignment Agreement to the City, Developer shall automatically be released from any further obligations to the City under this Agreement with respect to the Property so transferred.

8.7.4 Release of Property Transferee. A Transferee shall not be liable for any obligations to the City under this Agreement relating to any portion of the Property other than that portion transferred to such Transferee, and no default by a Developer under this Agreement with respect to such other portions of the Property shall be deemed a default by such Transferee with respect to the portion of the Property transferred to such Transferee.

8.8 Covenants. The provisions of this Agreement shall constitute covenants which shall run with the land comprising the Property for the benefit thereof, subject to any Assignment Agreement (if applicable) and the burdens and benefits hereof shall bind and inure to the benefit of the Parties hereto and all successors and assigns of the Parties, including any Transferee of Developer.

8.9 Cooperation and Implementation.

8.9.1 Processing. Upon satisfactory completion by Developer of all required preliminary actions and payment of appropriate Processing Fees, including the fee for processing this Agreement, the Planning Department shall commence and process all required steps necessary for the implementation of this Agreement and development of the Property in accordance with state law and the terms of this Agreement. Developer shall, in a timely manner, provide the Planning Department with all documents, plans, fees and other information necessary for the Planning Department to carry out its processing obligations pursuant to this Agreement.

8.9.2 Other Governmental Permits. Developer shall apply in a timely manner for such other permits and approvals as may be required from other governmental or quasi-governmental agencies having jurisdiction over the Project as may be required for the development of, or provision of services to, the Project. The City shall cooperate with Developer in its endeavors to obtain such permits and approvals. Any fees, assessments, or other amounts payable by the City thereunder shall be borne by Developer or Transferee, as the case may be, except where Developer or Transferee, as the case may be, has notified the City in writing, prior to the City entering into an agreement, that it does not desire for the City to execute an agreement.

8.9.3 Cooperation in the Event of Legal Challenge. In the event of any legal action instituted by a third party or other governmental entity or official challenging the validity of any provision of this Agreement, the Parties hereby agree to affirmatively cooperate in defending said action. Developer and the City agree to cooperate in any legal action seeking specific performance, declaratory relief or injunctive relief, to set court dates at the earliest practicable date(s) and not to cause delay in the prosecution/defense of the action, provided such cooperation shall not require any Party to waive any rights.

8.9.4 Relationship of the Parties. It is understood and agreed by the Parties hereto that the contractual relationship created between the Parties hereunder is that Developer is an independent contractor and not an agent of the City. Further, the City and Developer hereby renounce the existence of any form of agency, joint venture or partnership between them and agree that nothing herein or in any document executed in connection herewith shall be construed as making the City and Developer agents of one another or as joint venturers or partners.

8.9.5 Operating Memoranda. The provisions of this Agreement require a close degree of cooperation between City and Developer. During the Term of this Agreement, clarifications to this Agreement and the Applicable Rules may be appropriate with respect to the details of performance of City and Developer. If and when, from time to time, during the terms of this Agreement, City and Developer agree that such clarifications are necessary or appropriate, they shall effectuate such clarification through operating memoranda approved in writing by City and Developer, which, after execution, shall be attached hereto and become part of this Agreement, and the same may be further clarified from time to time as necessary with future written approval by City and the Developer. Operating memoranda are not intended to and cannot constitute an amendment to this Agreement or allow a subsequent Discretionary Action to the Project but are mere ministerial clarifications; therefore, public notices and hearings shall not be required. The City Attorney shall be authorized, upon consultation with, and approval by, the Developer, to determine whether a requested clarification may be effectuated pursuant to this Section or whether the requested clarification is of such character to constitute an amendment hereof which requires compliance with the provisions of Section 8.6 above. The authority to enter into such operating memoranda is hereby delegated to the Planning Director (or their designee) who is hereby authorized to execute any operating memoranda hereunder without further City action.

8.9.6 Certificate of Performance. Upon the completion of the Project, or upon performance of this Agreement or its earlier revocation and termination, the City shall provide the Developer, upon the Developer's request, with a statement ("Certificate of Performance") evidencing said completion or revocation and the release of the Developer from further obligations hereunder, except for any ongoing obligations hereunder. The Certificate of Performance shall be signed by the appropriate agents of the Developer and the City and shall be recorded in the official records of Los Angeles County, California. Such Certificate of Performance is not a notice of completion as referred to in California Civil Code Section 8182.

8.10 Indemnification.

8.10.1 Obligation to Defend, Indemnify, and Hold Harmless. The Developer hereby agrees to defend, indemnify, and hold harmless the City and its agents, officers, and employees from any claim, action, or proceeding ("Proceeding") against the City or its agents, officers, or employees (a) to set aside, void, or annul all or any part of this Agreement or any Project Approval or (b) for any damages, personal injury or death that may arise, directly or indirectly, from the Developer or the Developer's contractors, subcontractors, agents or employees operations in connection with the construction of the Project, whether operations be by the Developer or any of the Developer's contractors, subcontractors, by anyone or more persons directly or indirectly employed by, or acting as an agent for, the Developer or any of the Developer's contractors or subcontractors. In the event that the City, upon being served with a lawsuit or other legal process to set aside, void or annul all or part of any Project Approval, fails

to promptly notify the Developer in writing of the Proceeding, or fails to cooperate fully in the defense of the Proceeding, the Developer shall thereafter be relieved of the obligations imposed in this Section 8.10. However, if the Developer has actual written notice of the Proceeding, it shall not be relieved of the obligations imposed hereunder, notwithstanding the failure of the City to provide prompt written notice of the Proceeding. The City shall be considered to have failed to give prompt written notification of a Proceeding if the City, after being served with a lawsuit or other legal process challenging the Project Approvals, unreasonably delays in providing written notice thereof to the Developer. As used herein, “unreasonably delay” shall mean any delay that materially adversely impacts Developer’s ability to defend the Proceeding. The obligations imposed in this Section 8.10 shall apply notwithstanding any allegation or determination in the Proceedings that the City acted contrary to applicable laws. Nothing in this Section shall be construed to mean that the Developer shall hold the City harmless and/or defend it from any claims arising from, or alleged to arise from, its intentional misconduct or gross negligence in the performance of this Agreement.

8.10.2 Defending the Project Approvals. The Developer shall have the right, but not the obligation, to timely retain legal counsel to defend against any proceeding to set aside, void, or annul all or any part of any Project Approval, including without limitation a lawsuit to challenge a Project Approval or this Agreement based on an alleged violation of CEQA. The City shall have the right, if it so chooses, to defend the Proceeding utilizing in-house legal staff, or to retain outside legal counsel. Whether the City utilizes in-house legal staff or outside legal counsel, the Developer shall be liable for all legal costs, fees and expenses reasonably incurred by the City in defending a challenge to the Project Approvals. Provided that the Developer is not in breach of the terms of this Section, the City shall not enter into any settlement of the Proceeding that involves the modification of any Project Approval or otherwise results in the Developer incurring liabilities or other obligations, without the consent of the Developer.

8.10.3 Breach of Obligations. Actions constituting a breach of the obligations imposed in this Section 8.10 shall include, but not be limited to: (a) the failure to promptly pay the City for any attorneys’ fees or other legal costs for which the City is liable pursuant to a judgment or settlement agreement in the Proceeding seeking to set aside, void or annul all or part of any Project Approval; or (b) the breach of any other obligation imposed in this Section 8.10, in each case after written notice from the City and a reasonable period of time in which to cure the breach, not to exceed thirty (30) days. In the event that the Developer breaches the obligations imposed in this Section 8.10, the City shall have no obligation to defend against the Proceedings, and by not defending against the Proceedings, the City shall not be considered to have waived any rights in this Section 8.10.

8.10.4 Waiver of Right to Challenge. The Developer hereby waives the right to challenge the validity of the obligations imposed in this Section 8.10.

8.10.5 Survival. The obligations imposed in this Section 8.10 shall survive any judicial decision invalidating the Project Approvals.

8.11 Notices. Any notice or communication required hereunder between the City or Developer must be in writing, and shall be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed

to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the Party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. If personally delivered, a notice shall be deemed to have been given when delivered to the Party to whom it is addressed. Any Party hereto may at any time, by giving ten (10) days' written notice to the other Party hereto, designate any other address in substitution of the address, or any additional address, to which such notice or communication shall be given. Such notices or communications shall be given to the Parties at their addresses set forth below:

If to the City:

City of Los Angeles
Attention: Director of Planning
200 North Spring Street
Los Angeles, CA 90012

with a copy to:

Los Angeles City Attorney's Office
Real Property/Environment Division
7th Floor, City Hall East
200 North Main Street
Los Angeles, CA 90012

If to the Developer:

Television City Studios, LLC
Attention: Mr. Brent Ilouljian
7800 Beverly Boulevard
Los Angeles, CA 90036

with copies to:

Television Studios, LLC
Attention: General Counsel
4060 Ince Boulevard
Culver City, CA 90232

Park & Velayos LLP
Attention: Francis Y. Park, Esq.
801 S. Figueroa Street, Suite 450
Los Angeles, CA 90017

8.12 Recordation. As provided in Government Code Section 65868.5, this Agreement shall be recorded with the Register-Recorder of the County of Los Angeles within ten (10) days following its execution by all Parties. Developer shall provide the City Clerk with the fees for such recording prior to or at the time of such recording should the City Clerk effectuate recordation.

8.13 Constructive Notice and Acceptance. Every person who now or hereafter owns or acquires any right, title, or interest in or to any portion of the Property is and shall be conclusively deemed to have consented and agreed to every provision contained herein, whether or not any reference to this Agreement is contained in the instrument by which such person acquired an interest in the Property.

8.14 Successors and Assignees. The provisions of this Agreement shall be binding upon and shall inure to the benefit of the Parties, any subsequent owner of all or any portion of the Property and their respective Transferees, successors and assignees.

8.15 Severability. If any provisions, conditions, or covenants of this Agreement, or the application thereof to any circumstances of either Party, shall be held invalid or unenforceable, the

remainder of this Agreement or the application of such provision, condition, or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable shall not be affected thereby and shall be valid and enforceable to the fullest extent permitted by law.

8.16 Time of the Essence. Time is of the essence for each provision of this Agreement of which time is an element.

8.17 Waiver. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought and refers expressly to this Section. No waiver of any right or remedy with respect to any occurrence or event shall be deemed a waiver of any right or remedy with respect to any other occurrence or event.

8.18 No Third Party Beneficiaries. The only Parties to this Agreement are the City and Developer and their successors-in-interest. There are no third party beneficiaries and this Agreement is not intended, and shall not be construed, to benefit or be enforceable by any other person whatsoever.

8.19 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the Parties and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein and no testimony or evidence of any such representations, understandings, or covenants shall be admissible in any proceedings of any kind or nature to interpret or determine the provisions or conditions of this Agreement.

8.20 Legal Advice; Neutral Interpretation; Headings, Table of Contents, and Index. Each Party acknowledges that it has received independent legal advice from its attorneys with respect to the advisability of executing this Agreement and the meaning of the provisions hereof. The provisions of this Agreement shall be construed as to their fair meaning, and not for or against any Party based upon any attribution to such Party as the source of the language in question. The headings, table of contents, and index used in this Agreement are for the convenience of reference only and shall not be used in construing this Agreement.

8.21 Duplicate Originals. This Agreement is executed in duplicate originals, each of which is deemed to be an original, but all of which together shall constitute one instrument. This Agreement, not counting the Cover Page, Table of Contents, Index, or signature page, consists of [XX] pages and [five (5)] Exhibits which constitute the entire understanding and agreement of the Parties.

(signatures on following page)

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date first written above.

CITY OF LOS ANGELES, a municipal
corporation of the State of California

APPROVED AS TO FORM:
HYDEE FELDSTEIN SOTO, City Attorney

By: _____
Ms. Karen Bass, Mayor

By: _____
Laura Cadogan Hurd, Deputy City
Attorney

DATE:

DATE:

ATTEST:
HOLLY L. WOLCOTT, City Clerk

By: _____
Deputy

DATE:

APPROVED AS TO FORM:

Park & Velayos LLP

Television City Studios, LLC

By: _____
Name: Brent Ilouliau
Title: Authorized Signatory

By: _____
Francis Y. Park, Esq.

DATE:

DATE:

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

Real property in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

PARCEL A:

LOT 1 OF TRACT NO. 15680, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 424 PAGES 3 AND 4 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL B:

THAT PORTION OF THE RANCHO LA BREA, PARTLY WITHIN AND PARTLY WITHOUT THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGES 289 AND 290 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF BEVERLY BOULEVARD, 100.00 FEET WIDE, WITH THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF GENESEE AVENUE, 60 FEET WIDE, AS SHOWN ON MAP OF TRACT NO. 5177, RECORDED IN BOOK 109 PAGES 36 AND 37 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID BEVERLY BOULEVARD, 366.21 FEET, MORE OR LESS, TO THE NORTHWESTERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO THE INSTITUTE OF THE AERONAUTICAL SCIENCES, RECORDED IN BOOK 21553 PAGE 68, OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF THE LAND DESCRIBED IN SAID LAST MENTIONED DEED, TO THE SOUTHWESTERLY CORNER OF SAID LAND; THENCE WESTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID BEVERLY BOULEVARD, 366.18 FEET, MORE OR LESS, TO A POINT IN SAID SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID GENESEE AVENUE THAT IS DISTANT SOUTHERLY 483.73 FEET FROM THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTHERLY ALONG SAID SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID GENESEE AVENUE 483.73 FEET TO THE POINT OF BEGINNING.

PARCEL C:

THAT PORTION OF THE RANCHO LA BREA, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGES 289 AND 290 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO PAN PACIFIC AUDITORIUM, INC., A CORPORATION RECORDED IN BOOK 15347 PAGE 179, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE SOUTH 89° 48' 30" WEST, PARALLEL WITH THE SOUTHERLY LINE OF BEVERLY BOULEVARD, 100.00 FEET WIDE, 647.82 FEET, MORE OR LESS, TO A POINT IN THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF GENESEE AVENUE, 60.00 FEET WIDE, AS SHOWN ON THE MAP OF TRACT NO. 5177, RECORDED IN BOOK 109 PAGES 36 AND 37 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, THAT IS DISTANT SOUTHERLY 889.08 FEET FROM THE SOUTHERLY LINE OF SAID BEVERLY BOULEVARD; THENCE NORTHERLY ALONG SAID SOUTHERLY PROLONGATION OF SAID WESTERLY LINE OF SAID GENESEE AVENUE, 405.35 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID BEVERLY BOULEVARD, 366.18 FEET, MORE OR LESS, TO THE SOUTHWESTERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO THE INSTITUTE OF THE AERONAUTICAL SCIENCES, RECORDED IN BOOK 21553 PAGE 68, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LAND DESCRIBED IN SAID DEED TO THE INSTITUTE OF THE AERONAUTICAL SCIENCES TO THE SOUTHEASTERLY CORNER THEREOF; THENCE SOUTHERLY 404.46 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

A NON-EXCLUSIVE EASEMENT FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS AS MORE PARTICULARLY DESCRIBED AND CREATED BY THAT CERTAIN INSTRUMENT ENTITLED "QUITCLAIM OF EASEMENTS, GRANT OF EASEMENTS AND DECLARATION OF RECIPROCAL RIGHTS, OBLIGATIONS AND EASEMENTS" RECORDED SEPTEMBER 12, 2000 AS INSTRUMENT NO. 00-1430068, OFFICIAL RECORDS, AS AMENDED BY INSTRUMENT ENTITLED "FIRST AMENDMENT TO QUITCLAIM OF EASEMENTS, GRANT OF EASEMENTS AND DECLARATION OF RECIPROCAL RIGHTS, OBLIGATIONS AND EASEMENTS" RECORDED MAY 15, 2003 AS INSTRUMENT NO. 03-1384639, OFFICIAL RECORDS, OVER THE FOLLOWING DESCRIBED LAND:

A PORTION OF LOTS 4, 5 AND 6 OF TRACT NO. 45628, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP FILED IN BOOK 1265 PAGES 33 TO 39 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4 OF SAID TRACT NO. 45628, AS SHOWN ON SAID MAP FILED IN BOOK 1265 PAGES 33 TO 39 INCLUSIVE OF MAPS, IN SAID RECORDER'S OFFICE, SAID CORNER LYING ON THE WESTERLY LINE OF THE GROVE DRIVE, 60.00 FEET IN WIDTH, AS SHOWN ON SAID MAP; THENCE ALONG SAID WESTERLY LINE OF THE GROVE DRIVE SOUTH 0° 00' 53" WEST 19.19 FEET TO A LINE LYING 19.19 FEET SOUTHERLY OF, MEASURED AT RIGHT ANGLES FROM, THE NORTHERLY LINE OF SAID LOT 4, 5 AND 6; THENCE ALONG SAID PARALLEL LINE SOUTH 89° 47' 40" WEST 283.75 FEET, THENCE SOUTH 89° 59' 13" WEST 265.80 FEET; THENCE SOUTH 0° 05' 35" EAST 1.97 FEET; THENCE SOUTH 89° 47'

40" WEST 35.81 FEET; THENCE NORTH 36° 10' 19" WEST 25.05 FEET TO A POINT ON SAID NORTHERLY LINE OF SAID LOT 6 LYING THEREON NORTH 89° 47' 40" EAST 7.20 FEET FROM THE EASTERLY NORTHWEST CORNER OF SAID LOT 6; THENCE ALONG SAID NORTHERLY LINE OF LOTS 4, 5 AND 6 NORTH 89° 47' 40" EAST 600.12 FEET TO SAID POINT OF BEGINNING.

APN: 5512-001-003 and 5512-002-001 and 5512-002-002 and 5512-002-009

DRAFT

EXHIBIT "B"

LEGAL DESCRIPTION OF THE ANNEXATION PROPERTY

THAT PORTION OF THE RANCHO LA BREA, BEING LOS ANGELES COUNTY DESIGNATED LAND SURROUNDED BY CITY OF LOS ANGELES DESIGNATED LAND, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGES 289 AND 290 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE CENTERLINE INTERSECTION OF GENESEE AVENUE, 60.00 FEET WIDE, AND BEVERLY BOULEVARD, 100.00 FEET WIDE, AS SHOWN ON TRACT NO. 15680, AS PER MAP RECORDED IN BOOK 424 PAGES 3 AND 4 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE SOUTH $89^{\circ}53'51''$ WEST, 30.00 FEET ALONG SAID CENTERLINE OF BEVERLY BOULEVARD TO THE INTERSECTION WITH THE EASTERLY TRACT LINE OF SAID TRACT 15680, PRODUCED NORTHERLY; THENCE SOUTH $00^{\circ}06'15''$ WEST, 50.00 FEET ALONG SAID PRODUCED LINE TO THE SOUTHERLY RIGHT-OF-WAY OF SAID BEVERLY BOULEVARD, SAID POINT BEING THE NORTHEASTERLY CORNER OF SAID TRACT 15680 AND THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE THE FOLLOWING NUMBERED COURSES:

1. NORTH $89^{\circ}53'51''$ EAST, 275.00 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE INTERSECTION WITH THE CITY OF LOS ANGELES BOUNDARY LINE AS DESCRIBED IN ORDINANCE NO. 95489, RECORDED NOVEMBER 4, 1949;
2. SOUTH $00^{\circ}06'15''$ WEST, 100.00 FEET ALONG SAID BOUNDARY LINE;
3. SOUTH $89^{\circ}53'51''$ WEST, 275.00 FEET, CONTINUING ALONG SAID BOUNDARY LINE, PARALLEL WITH SAID SOUTHERLY RIGHT-OF-WAY OF BEVERLY BOULEVARD TO THE INTERSECTION WITH THE EASTERLY LINE OF SAID TRACT NO. 15680;
4. NORTH $00^{\circ}06'15''$ EAST, 100.00 FEET ALONG SAID EASTERLY LINE TO THE TRUE POINT OF BEGINNING.

CONTAINING: 0.631 ACRES, MORE OR LESS.

SUBJECT TO: EASEMENTS, COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, RIGHTS, RIGHTS-OF-WAY, AND OTHER MATTERS OF RECORDS, IF ANY.

EXHIBIT “C”

DEPICTION OF THE ANNEXATION PROPERTY

DRAFT

EXHIBIT “D”
SPECIFIC PLAN

DRAFT

EXHIBIT “E”

VESTING TENTATIVE TRACT MAP

DRAFT

FINDINGS

1. Pursuant to State Government Code Section 65868, a development agreement shall be entered into by mutual consent of the parties. An application for a Development Agreement was filed on May 13, 2021, establishing the Applicant's consent to enter into a Development Agreement.
2. The City of Los Angeles ("City") has adopted rules and regulations establishing procedures and requirements for consideration of development agreements under Citywide Development Agreement Procedures (CF 85-2313-S3). In addition, on November 19, 1992, the City Planning Commission adopted new guidelines for the processing of development agreement applications (CPC No. 86-404 MSC).
3. In accordance with LAMC Section 12.24 D and California Government Code Section 65867, notification within a 500-foot radius of the Project Site was mailed out on August 19, 2024 to all occupants and property owners, Neighborhood Council and others as identified in the mailing affidavit located in the administrative record. Further, notice of the public hearing was also published in the Daily Journal on August 19, 2024; verification of which is provided in the administrative record. Finally, posting for the site was completed on August 29, 2024.
4. Pursuant to Section 65867.5 of the Government Code, the Development Agreement is consistent with the objectives, policies, and programs specified in the City of Los Angeles General Plan, including the Wilshire Community Plan adopted by City Council on September 19, 2001. Orderly development of the Project Site is further governed by Department of City Planning Case Nos. VTT-83387-1A and CPC-2021-4089-AD-GPA-ZC-HD-SP-SN, wherein the City recommends approval of an Annexation, General Plan Amendment, Zone Change, Height District Change, Code Amendment, Specific Plan, and Sign District for a project that would 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. The Development Agreement will be considered for adoption by resolution by the City Council.
5. This Development Agreement is administrative and technical in nature and will have no impact on the project under the EIR prepared for the project, the TVC 2050 Project EIR, ENV-2021-4091-EIR (SCH No. 2021070014). Moreover, the provisions of the Development Agreement do not grant the Project or the Project Applicant any exceptions, variances, or otherwise allows the applicant to deviate from the required development regulations of the Code. The intent of the Development Agreement is to recognize the life of the entitlements to a specified term in exchange for the provision of public benefits. The proposed Development Agreement will not be detrimental to the public health, safety, and general welfare. Approval of the Development Agreement will promote the expeditious delivery of public benefit monies directly from the Applicant to the identified parties for the provision of a Neighborhood Transportation Management Plan, contribution to the Council District 5 Beverly/Fairfax Trust Fund for local bike paths, streetscape improvements, park funding, public safety, local arts programs, and affordable housing.
The Development Agreement complies in form and substance with all applicable City and State regulations governing development agreements.

Based upon the above Findings, the proposed Development Agreement is deemed consistent with public necessity, convenience, general welfare, and good zoning practice.

CEQA FINDINGS

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 Erratum No. 1 to the EIR (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).

The 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.

A noticed public hearing for the Project was held by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on May 15, 2024. In a Letter of Determination dated May 28, 2024, the City’s Deputy Advisory Agency (DAA) certified the EIR; 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.



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: OCTOBER 3, 2024

Case No.: CPC-2021-4089-AD-GPA-ZC-HD-SP-SN

Council District: 5 – Yaroslavsky

CEQA: ENV-2021-4091-EIR (SCH No. 2021070014)

Plan Area: Wilshire

Related Cases: VTT-83387-1A; CPC-2021-4090-DA

Project Site: 7716 – 7860 Beverly Boulevard

Applicant: Television City Studios, LLC
Representative: Francis Park, Park & Velayos, LLP

At its meeting of **September 12, 2024**, the Los Angeles City Planning Commission took the actions below in conjunction with the following Project:

The TVC 2050 Project (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 (Project Site). The proposed 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 2018-479-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.

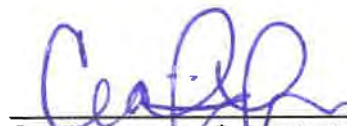
1. **Found**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified Environmental Impact Report No. ENV-2021-4091-EIR, certified on **October 3, 2024**, and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project;
2. **Approved** and **Recommended** that the Mayor and City Council **adopt**, pursuant to California Government Code Section 56000 et seq. and Section 12.35 of the Los Angeles municipal Code (LAMC), an Annexation of a 0.63-acre portion of the Project Site from the unincorporated area of the County of Los Angeles to the City of Los Angeles;
3. **Approved** and **Recommended** that the Mayor and City Council **adopt**, pursuant to Charter Section 555 and LAMC Section 11.5.6, a General Plan Amendment to the Wilshire Community Plan to change the land use designations for the Project Site from Community Commercial, Limited Commercial, and Neighborhood Commercial to Community Commercial, to assign a Community Commercial land use designation to a 0.63-acre portion of the Project Site located with unincorporated Los Angeles County to be annexed to the City of Los Angeles, and to 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 (TVC) Zone as a corresponding zone to the Community Commercial land use designation;

4. **Approved and Recommended** that the City Council **adopt**, pursuant to LAMC Section 12.32 F and Q, a Zone Change and Height District Change from C1.5-2D-O and C2-1-O to the TVC Zone and to assign the TVC Zone to a 0.63-acre portion of the Project Site located within unincorporated Los Angeles County to be annexed to the City of Los Angeles, and a corresponding Code Amendment to add the TVC Zone to Section 12.04 and a new Section 12.16.11 of the LAMC;
5. **Approved and Recommended** that the City Council **adopt**, pursuant to LAMC Section 12.32, the establishment of the TVC 2050 Specific Plan to regulate development within the Project Site;
6. **Approved and Recommended** that the City Council **adopt**, pursuant to LAMC Section 13.11 B, the establishment of the TVC 2050 Supplemental Signage Use District to regulate signage within the Project Site;
7. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Newhouse
Second: Cabildo
Ayes: Choe, Diaz, Klein, Saitman, Zamora
Absent: Mack, Lawshe

Vote: 7 – 0



Cecilia Lamas, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission as it relates to the Annexation and General Plan Amendment are final. The Sign District may only be appealed by any owner or lessee of the district if denied, in whole or in part. The Zone Change, Height District Change, Code Amendment, and Specific Plan are appealable to City Council by the Applicant if disapproved in whole or in part. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles, CA 90012; or 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401.

FINAL APPEAL DATE: N/A

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Zone Change Ordinance, Maps, Code Amendment Ordinance, Amended Specific Plan, Amended Sign District, Findings, Resolution,

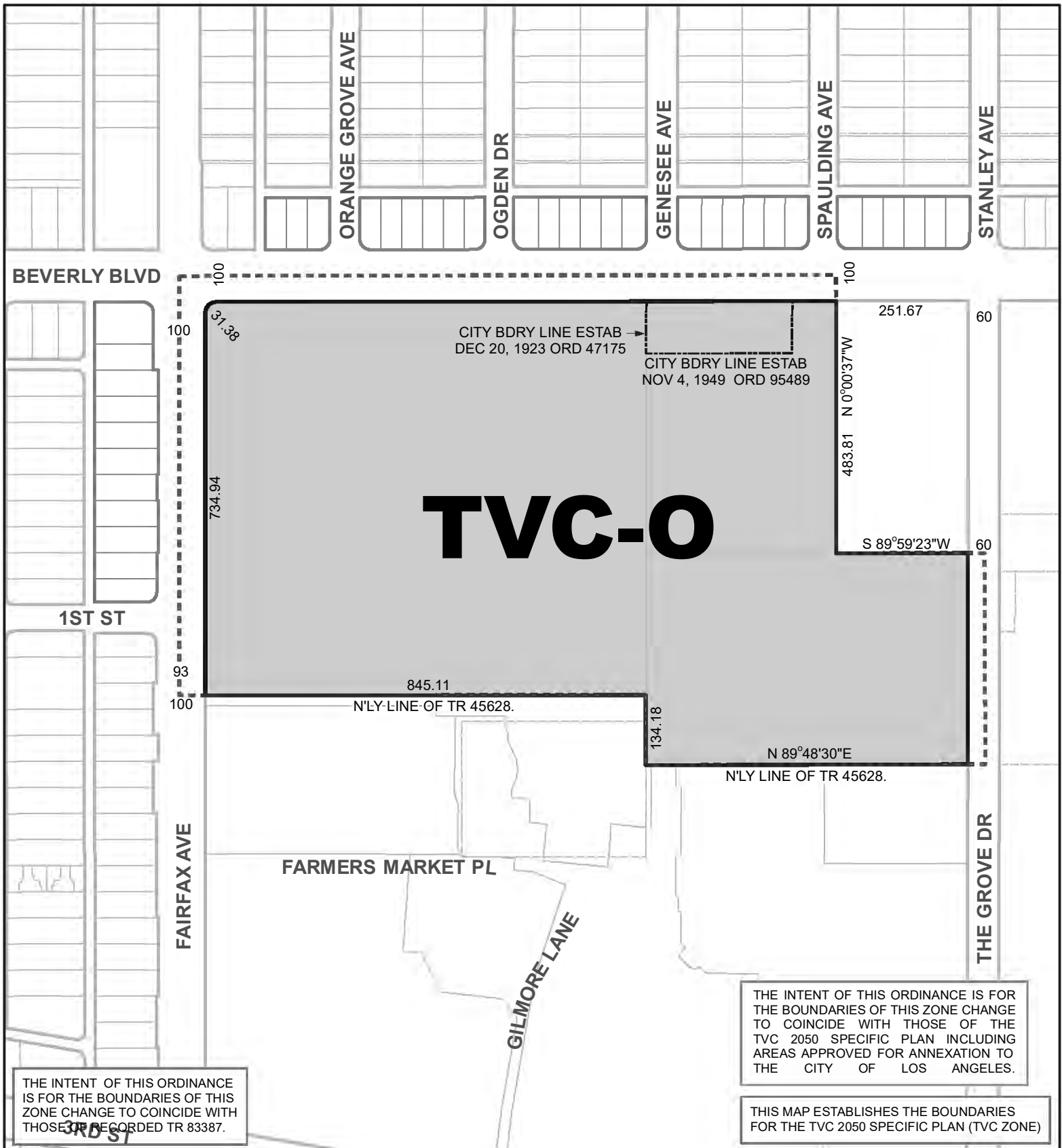
cc: Milena Zasadzien, Principal City Planner
Mindy Nguyen, Senior City Planner
Paul Caporaso, City Planner

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the Zoning map.

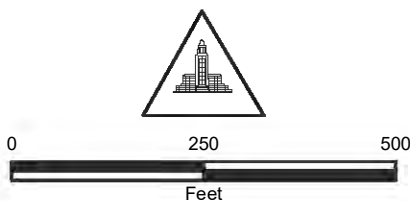
THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications on the properties shown upon a portion of the zone maps attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall set forth the zones and height districts as shown on the attached zoning map.



TVC 2050 Specific Plan (TVC Zone)

TVC Specific Plan Boundary



CPC-2021-4089-AD-GPA-ZC-HD-SP-SN

AA/

090324

City of Los Angeles



ORDINANCE NO. _____

An ordinance amending Sections 12.04 and adding 12.16.11 of the Los Angeles Municipal Code to add a new Zone, the TVC 2050 Specific Plan (TVC) Zone.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. The following language is added to the end of Specific Plan Zones listed in Subsection A of Section 12.04 of the Los Angeles Municipal Code:

15. TVC Television City 2050 Specific Plan Zone.

Section 2. The following language is added as a new Section 12.16.11 of the Los Angeles Municipal Code:

SEC. 12.16.11. TVC Television City 2050 Specific Plan Zone.

The following regulations shall apply in the "TVC" Television City 2050 Specific Plan Zone:

- A. Purpose.** The purposes set forth in the TVC 2050 Specific Plan Ordinance are incorporated by this reference into these regulations.
- B. Use.** No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except as permitted by the TVC 2050 Specific Plan Ordinance.
- C. Area.** No building or structure, nor the enlargement of any building or structure, shall be erected or maintained unless the provisions applicable to this zone set forth in the TVC 2050 Specific Plan Ordinance are met and maintained in connection with the building, structure or enlargement.

**DRAFT TVC 2050 SPECIFIC PLAN
(SEPTEMBER 2024)**

(As modified by the City Planning Commission on September 12, 2024)

Table of Contents

Section 1 - Establishment of the Specific Plan
Section 2 - Purpose
Section 3 - Definitions
Section 4 - Procedures
Section 5 - Land Use and Development Regulations
Section 6 - Studio Operation Regulations
Section 7 - Vehicular Parking Standards
Section 8 - Streetscape Improvements
Section 9 - Alcohol Consumption Regulations
Section 10 - Specific Plan Area Boundaries (LAFCO)
Section 11 - Interpretation
Section 12 - Severability

Appendices

Appendix A - Initial Development Plans
Appendix B - Environmental Standards
Appendix C - Alcohol Conditions
Appendix D - Design Standards
Appendix E - Streetscape Plan
Appendix F - Historic Sign Guidelines
Appendix G - Historic Cultural Monument Character-Defining Features

ORDINANCE NO. _____

An ordinance establishing the Television City (TVC) 2050 Specific Plan (Specific Plan) pursuant to the provisions of Section 13B.1.2 of Chapter 1A of the Los Angeles Municipal Code (Code), for a portion of the Wilshire Community Plan area.

WHEREAS, the entertainment industry is continually evolving, whether it be technological advancements, shifts in production and post-production, or increased competition from other states and countries, and long-term adaptation in land use and planning is a requirement for ongoing consistency with the City's General Plan policies;

WHEREAS, the existing TVC major film and television studio campus needs to modernize and expand its existing facilities to address the unmet and anticipated future demands of movie, television, streaming, and other forms of content production in order to remain competitive in the industry and for the long-term preservation of the TVC campus;

WHEREAS, TVC has, over time, made improvements in a piecemeal and ad hoc manner and does not have a comprehensive set of requirements for on-site development, and a Specific Plan would allow for a more comprehensive set of regulations to address the unique characteristics of a major studio and entertainment facility, guiding the future development of the site, and establishing an ecosystem of production uses suited to meet modern entertainment needs for decades to come;

WHEREAS, a Specific Plan will enable TVC to continue to be at the forefront of such change and innovation, providing artists and creators with the necessary physical space and infrastructure;

WHEREAS, modernization of the TVC campus will honor William Pereira and Charles Luckman's original vision for a major studio headquarters, which was designed to be modified and expanded over time to meet the changing needs of the constantly evolving media and entertainment industry;

WHEREAS, a clear and consistent set of principles and regulations established by this Specific Plan would provide a level of certainty for future development of the site while remaining mindful of the Specific Plan area's surrounding community;

WHEREAS, development under the Specific Plan would support the local and regional economy by creating a wide range of entertainment jobs, catering to various types of production and media-related uses, and supporting the City of Los Angeles as the global capital of media and entertainment; and

WHEREAS, it is the intent of the City Council that this Ordinance be applied and administered consistent with the goals and purposes stated above; and in order to assure that such development proceeds in compliance with the General Plan and the above goals, it is necessary to adopt the following Specific Plan.

**NOW, THEREFORE, THE PEOPLE OF THE CITY OF LOS ANGELES DO
ORDAIN AS FOLLOWS:**

SECTION 1. ESTABLISHMENT OF THE SPECIFIC PLAN

Section 1.1 Boundaries.

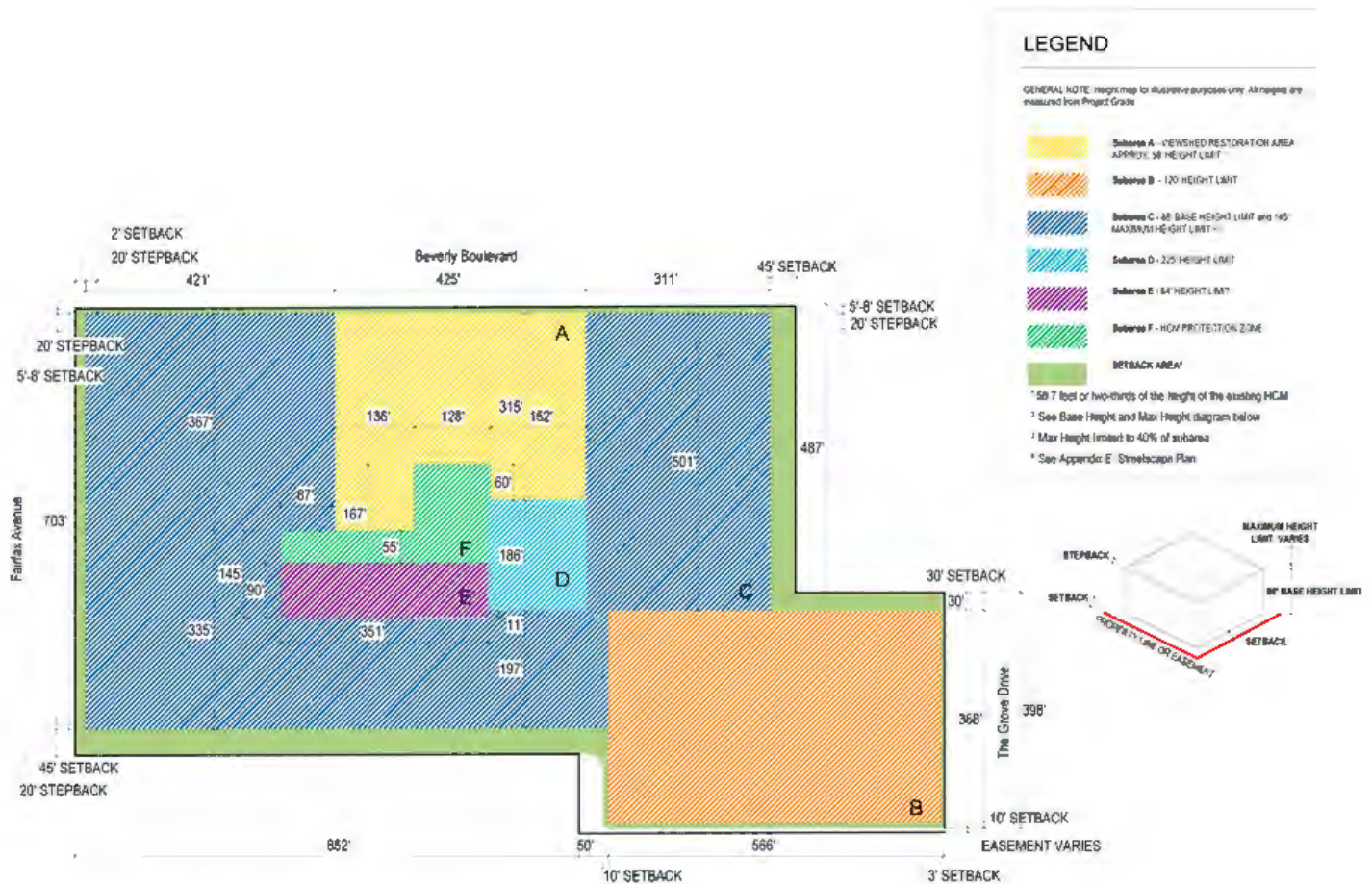
The City Council hereby establishes the TVC Specific Plan, which shall be applicable to the approximately 25-acre site located at 7716–7860 West Beverly Boulevard, generally bounded by Beverly Boulevard to the north, Fairfax Avenue to the west, The Grove Drive and apartments to the east, and The Original Farmers Market and The Grove to the south, as shown within the heavy dashed line on Map 1 (Specific Plan Boundary Map). An approximately 0.63-acre portion of the Specific Plan area falls under the land use jurisdiction of the County of Los Angeles and is planned to be annexed into the City of Los Angeles; upon annexation, this Specific Plan will apply to the 0.63-acre property.

MAP 1. SPECIFIC PLAN BOUNDARY MAP



In order to regulate the use of property as provided in this Specific Plan, the Specific Plan area is divided into six subareas. The locations and boundaries of these subareas are depicted on Map 2 (Specific Plan Subarea Map), as the same may be modified from time to time in accordance with the requirements of this Specific Plan.

MAP 2. SPECIFIC PLAN SUBAREA MAP



Section 1.3 Relationship to the Code.

- A. Does Not Convey Rights.** The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Chapter 1 or 1A of the Code, as amended, and any other relevant ordinances, and do not convey any rights or privileges not otherwise granted under the provisions and procedures contained in the Code or other ordinances, except as provided for in this Specific Plan.
- B. Superseded Code Regulations.** Wherever this Specific Plan contains provisions that establish regulations (including, but not limited to, standards such as height, use, floor area, setbacks, vehicle and bicycle parking, open

space and landscape requirements) that are different from, more restrictive, or more permissive than the Code, this Specific Plan shall prevail and supersede the applicable provisions of the Code. Accordingly, approvals under, and compliance with, the following sections are not required for development within the Specific Plan area:

1. Project Review. Code Section 16.05.
2. Major Development Project. Code Section 12.24 U.14.
3. Mini-Shopping Centers and Commercial Corner Development. Code Sections 12.22 A.23 and 12.24 W.27.
4. Alcoholic Beverage Sales and Service Regulations. Code Sections 12.21 A.10, 12.21 A.14, and 12.24 W.1.
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. 82287 and Appendix E (Streetscape Plan).

C. Sign Regulations. In the event the City adopts a “SN” Supplemental Signage Use District (Sign District) with boundaries that are the same as, or include, the Specific Plan area, the provisions of the Sign District would govern signs located within those portions of the Specific Plan area which are within the Sign District. The adoption of the Sign District shall be subject to all the provisions set forth in Section 13.11 of the Code with the following exception: properties in the TVC Zone may be included in such Sign District, notwithstanding the restrictions on the zoning of property included in a sign district as set forth in Section 13.11 B of the Code. To this extent, this Specific Plan and the Sign District, if adopted, shall supersede Section 13.11 of the Code.

1. **Historic Sign Guidelines.** Signs identified within Appendix F (Historic Sign Guidelines) shall be designed and constructed per the Guidelines. These signs shall be reviewed by the Office of Historic Resources (OHR) and permitted in compliance with the TVC 2050 Sign District. Specifically, the TVC 2050 Specific Plan allows for replacement of non-conforming signs on the Primary Studio Complex (a City-designated Historic Cultural Monument [HCM]). Non-conforming signs may be retained or recreated at the approval of OHR, based on sufficient evidence of the existence of the historic sign, and upon consensus that the sign complies with the Secretary of the Interior’s Standards.

SECTION 2. PURPOSE

Section 2.1 General. This Specific Plan provides the regulatory framework for the comprehensive redevelopment of the Specific Plan area 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 campus.

Section 2.2 Purposes and Objectives. The purposes and objectives of this Specific Plan are as follows:

- A.** Provide regulatory controls and incentives for the systematic and incremental execution of those portions of the Community Plan which relate to this geographic area and to provide for public needs, convenience and general welfare as the development of such area necessitates.
- B.** Set forth principles, standards and general procedures to assure the orderly development of the Specific Plan area.
- C.** Establish permitted uses and/or activities and provide a mechanism for implementing the appropriate operational requirements, regulations or other requirements for the uses.
- D.** Create a fully integrated and cohesive planned site regulated by this Specific Plan that retains the land use as a studio facility and provides an expandable, flexible, and operationally seamless production ecosystem that can respond to evolving market demands, support content creation, and maximize studio production capabilities.
- E.** Rehabilitate and preserve the integrity of the Primary Studio Complex consistent with the HCM designation, while building upon William Pereira and Charles Luckman's master plan for a flexible and expandable studio campus.
- F.** Address and discontinue ad hoc building through implementation of a clear set of regulations which allow for the construction of technologically advanced sound stages and a complementary mix of state-of-the-art production support facilities and production offices to meet the existing unmet and anticipated future demands of the entertainment industry.
- G.** Complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building mass and height towards the center of the TVC campus, and provide enhanced street frontages to promote walkability, foster connectivity and safety, and better integrate on- and off-site uses.
- H.** Provide adequate, safe, and efficient ingress/egress, circulation, staging, and parking that satisfies the unique demands of a large-scale production studio with direct, enhanced access to the uses on-site and sufficient truck and trailer circulation areas, in compliance with modern fire and life safety requirements.

- I. Create multiple production basecamps to allow for the flexible and efficient staging of vehicles necessary for film and television productions.
- J. Provide multi-modal transportation solutions, including a Mobility Hub, to connect TVC employees and guests with surrounding public transit lines, employee shuttles, and a rideshare program, to encourage alternative means of transportation, and focus growth in a high-density, jobs-rich area in proximity to bus and rail transit.
- K. Create a model for environmental sustainability in modern production studio operations by implementing the City's first all-electric studio, in addition to best management practices regarding water, energy, and resource conservation by achieving LEED Gold certification or equivalent green building standards.
- L. Enhance the identity of TVC as a media center by providing architecturally distinct development and a creative signage program that reflects and complements the production uses on-site.

SECTION 3. DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Definitions of the terms set forth in this Section shall supersede the definitions set forth in the Code, including, without limitation, Section 12.03 of the Code. Words and phrases not defined here shall be construed as defined in Section 12.03 of the Code, or pursuant to Section 13B.4.6 of the Code and Section 4.1 of this Specific Plan for interpretations of the Specific Plan by the Director.

Basecamp. An area at, near, or within a filming location where temporary Production Activities can be coordinated and where mobile facilities such as trucks and support vehicles related to production are temporarily staged, that includes, but is not limited to: loading, wardrobe, hair, make-up, craft service, parking, storage of mobile facilities, support vehicles, etc., in direct support of the Production Activity.

Cellular Facilities. Wireless telecommunication facilities, including cellular facilities, for telephone, information and data transmission, and similar communication and future technological advances in such communication. Cellular Facilities shall also include all necessary support infrastructure, such as electrical or electromagnetic vaults, cabling, equipment racks, generators, transformers, and other related communication support equipment and systems.

Character-Defining Features. The features identified in the findings that were adopted as part of the HCM designation for the Primary Studio Complex (CHC-2018-476-HCM) and included in Appendix G (Historic Cultural Monument Character-Defining Features).

Communications Facilities. Any structure or equipment used for the purpose of sending or receiving data and information communications or housing equipment to support the sending or receiving of communications, other than Cellular Facilities. Communication Facilities may include, but are not limited to, satellite and microwave dishes, antennae dishes and/or satellite farms, wireless telecommunication facilities such as Wi-Fi, television and two-way radio transmitters and broadcast communications facilities, communications and data facilities, control and telemetry signals, cable or fiber optic systems, or future technological advances in Communication Facilities. Communication Facilities may also include, but are not limited to, all necessary support infrastructure, such as electrical or electromagnetic vaults, cabling, equipment racks, generators, transformers, downlink systems, uninterrupted power supply (UPS) systems, and other related broadcast and communication support equipment and systems.

Floor Area. Floor Area shall be as defined in accordance with Section 12.03 of the Code, with the following exceptions: areas related to the Mobility Hub; Basecamp; outdoor eating areas (covered or uncovered); trellis and shade structures; covered walkways and circulation areas (including the existing marquee structure); and all temporary uses (e.g., Sets/Façades).

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

Grade (Project Grade). Grade shall be measured from a fixed point of 201 feet above mean sea level (AMSL), which represents the base level of Production Activity.

Historic Preservation Professional. A professional who meets the applicable Secretary of the Interior's Professional Qualifications Standards.

Initial Development Plans. The buildings, structures, improvements, landscaping, and streetscapes shown in the plans included in Appendix A (Initial Development Plans), and related on- and off-site infrastructure improvements.

Primary Studio Complex. The two attached buildings, the Service Building on the east and the Studio Building on the west, that were constructed in 1952 and together are designated as HCM No. 1167.

Production Activity. Indoor and/or outdoor activities in conjunction with the creation, development, production (on Sound Stages or any other indoor and outdoor location), acquisition, reproduction, recording, processing, editing, synchronizing, duplication, transmission, reception, viewing, and other use of visual, digital, print and/or aural

works, products, services, rights and communications, including without limitation sound and lighting effects associated with such activities and the use of any and all vehicles, aircraft, and watercraft; equipment; machinery (temporary or permanent); materials (including pyrotechnic and other special effects materials); and animals.

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

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

Project. The construction, erection, addition to or structural alteration or modification of any building or structure, or improvement in whole or in part within the Specific Plan area that requires the issuance of a building permit or use of land permit. However, the term “Project” shall not include any of the following:

- A.** Demolition in substantial conformance with the applicable provisions of the Mitigation Monitoring Program included in Appendix B (Environmental Standards), excluding demolition of the Primary Studio Complex;
- B.** Construction, replacement, or modification of utilities or other infrastructure, including, but not limited to, water and sewer facilities, gas, cable, water and electrical generation and transmission facilities and cooling towers;
- C.** Construction of Communication Facilities;
- D.** Interior remodeling of any building, including interior remodeling of the Primary Studio Complex, unless the alteration will impact a Character-Defining Feature;
- E.** A change in use within or between any building, structure, or improvement, provided that the new use is a permitted use, does not involve a Land Use Exchange per Section 5.2.E, is not a change between Studio Land Use

categories set forth in Table 5.2.B, and does not exceed the permitted Floor Area under Table 5.2.B;

- F.** The maintenance, repair, reconstruction, including, but not limited to, exterior or interior remodeling, of or to any building, structure, or improvement, provided that any exterior remodeling is consistent with Appendix D (Design Standards) of this Specific Plan, and excluding any work on the Primary Studio Complex;
- G.** Construction of Sets/Façades, and/or other production-related items (including, but not limited to, bleachers, stages, risers, tents/enclosures, sets, and other production related items) which are temporary in nature; and
- H.** Any construction for which a building permit is required:
 - 1.** In order to comply with any order issued by the Los Angeles Department of Building and Safety (LADBS) to repair an unsafe or substandard condition; or
 - 2.** In order to rebuild as a result of destruction by fire, earthquake, or other natural disaster, provided that the rebuilding does not increase the height or Floor Area of the destroyed building.

Retail. A Studio Land Use which is limited to Neighborhood Retail uses identified in Section 13.07 C of the Code.

Set/Façade. A temporary or permanent structure not intended for occupancy that is constructed and used for motion picture, film, television, commercials, or digital production and any derivation or evolution of the foregoing technologies, utilized in conjunction with Production Activities.

Sound Stage. A Studio Land Use that includes permanent buildings for Production Activities and which may contain Sets/Façades.

Stepback. A horizontal distance by which the upper levels of a building façade is offset from the lower levels of the façade, in order to reduce building mass above a specified height.

Studio Land Use. Studio Land Uses are comprised of the following uses: Sound Stage, Production Support, Production Office, General Office, and Retail.

SECTION 4. PROCEDURES

Section 4.1 Specific Procedures.

- A. Applicability of Sections 13B.3, 13B.4, and 13B.5 of the Code.** The procedures for the granting of an Administrative Review shall be governed by

and implemented in accordance with Section 13B.3.1 of the Code. The procedures for granting a Project Compliance, modification to a Project Compliance, Project Adjustment, Project Exception, Specific Plan Interpretation, and/or Specific Plan Amendment shall be governed and implemented in accordance with the provisions set forth in Section 13B.4 of the Code. The procedures for the granting of an Alternative Compliance shall be governed by and implemented in accordance with Section 13B.5.1 of the Code, except as set forth in Section 4 of this Specific Plan.

- B. Decision and Appeal Authority.** Notwithstanding the provisions of Sections 13B.4 and 13B.5 of the Code, in each case where the Area Planning Commission has the authority for initial review, hearing, appeal and/or approval of a request for Project Compliance, modification to a Project Compliance, Project Adjustment, Project Exception, and/or Specific Plan Interpretations, such authority shall be vested in the City Planning Commission in place of the Area Planning Commission.

Section 4.2 Development Review Process.

- A.** Notwithstanding Section 13B.4 of the Code, the development review process set forth in this Specific Plan shall be applicable to, and is required for, all Projects (as defined in Section 3 of this Specific Plan) in the Specific Plan area.
- B.** Any activity that does not meet the definition of "Project" (as defined in Section 3 of this Specific Plan) can be reviewed as part of a building permit sign-off and shall not require an Administrative Review or discretionary review process as set forth in this Section. This Specific Plan's Development Review Process is divided into three categories: Administrative Review, Alternative Compliance, and Project Compliance. No grading permit, foundation permit, or building permit shall be issued for a Project unless an Administrative Review, Alternative Compliance, or Project Compliance has been approved pursuant to the procedures set forth in this Section.
- C. Administrative Review.** Projects (as defined in Section 3 of this Specific Plan) in substantial conformance with Appendix A (Initial Development Plans) and/or in compliance with Appendix D (Design Standards); Cellular Facilities in substantial conformance with Appendix D (Design Standards); and any alcohol use that complies with Section 9 (Alcohol Consumption Regulations) of this Specific Plan shall be eligible for Administrative Review. The Director shall approve an Administrative Review if the Project complies with the applicable Specific Plan regulations. Prior to any sign-off, the Project shall demonstrate compliance with any Project Design Features and Mitigation Measures set forth in Appendix B (Environmental Standards) of the Specific Plan which apply to the specific Project, and shall demonstrate that the Project is within the scope of analysis of the TVC 2050 Project Environmental Impact Report and Erratum No. 1 to the Environmental Impact Report (Case No. ENV-2021-4091-EIR; State Clearinghouse No. 2021070014), certified on September 12, 2024 (EIR). The

Administrative Review shall be a ministerial review and determination of whether a Project complies with the applicable provisions of the Specific Plan and is approved with a sign-off from the Director. The approval of an Administrative Review is not discretionary for the purposes of Sections 15060(c)(1) and 15268 of the CEQA Guidelines. The decision of the Director shall be final and not appealable.

- D. Alternative Compliance.** Projects that do not comply with a design, development, or performance standard required by Appendix D (Design Standards) of this Specific Plan, but which propose an alternative standard or condition that does not substantially alter the execution or intent of the Specific Plan, shall be eligible for an Alternative Compliance review. A Project seeking Alternative Compliance shall be reviewed in accordance with Sections 13B.5.1.C through H of the Code, except as otherwise provided in Section 4.1.B (Decision and Appeal Authority) of this Specific Plan.
- E. Project Compliance.** Projects that request approvals allowed in accordance with Section 5.2.E, Land Use Exchange, or that do not substantially conform to the Initial Development Plans, but otherwise comply with all applicable regulations of this Specific Plan, shall be processed as a discretionary Project Compliance pursuant to Section 13B.4.2 of the Code, as modified by Sections 4 and 5 of this Specific Plan. Prior to any Project Compliance approval, the Director shall ensure that such Project complies with all applicable regulations of this Specific Plan (either as submitted or with conditions imposed to achieve compliance) and complies with CEQA.
- F. Specific Plan Deviations.** An application to deviate from the development regulations in this Specific Plan shall be processed, as applicable, in accordance with the procedures for Project Adjustments, Project Exceptions, Specific Plan Interpretations, or Specific Plan Amendments, as set forth in this Specific Plan and Sections 13B.4.4, 13B.4.5, 13B.4.6 and 13B.1.2, respectively, of the Code.
- G. Development Agreement.** No building permits shall be issued by LADBS until the Department of City Planning (City Planning) has verified compliance with the terms of Case No. CPC-2021-4089-DA, Development Agreement between the City of Los Angeles and Television City Studios, LLC, authorized pursuant to California Government Code Section 65864, et seq., as applicable, and as may be amended.
- H. Specific Plan Tracking.** Each application submitted under this Specific Plan shall include Project information as indicated in Section 5.2.C (Accounting of Floor Area) of this Specific Plan.

Section 4.3 Environmental Standards.

- A. Applicability.** The environmental standards in Appendix B (Environmental Standards) are included in the Specific Plan to implement the Mitigation

Monitoring Program, included as part of the EIR. An Applicant seeking an approval under this Specific Plan shall comply with all applicable Environmental Standards as set forth in Appendix B (Environmental Standards), subject to the below provisions. A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in their reasonable discretion, shall determine the applicability of Environmental Standards to a Project.

- B. Plans.** Compliance with all applicable Environmental Standards listed in Appendix B (Environmental Standards) shall be demonstrated on the plans as features that are physically built into the Project (such as an air filtration system) or as operational measures listed on a sheet within the plans that are carried out either during the construction of the Project, or over the life of the Project, or through the submittal of other documentation, as required by the Director in their reasonable discretion.
- C. Specific Plan Approvals.** No approval shall be issued until an Applicant has demonstrated substantial compliance with all applicable Environmental Standards or a modification of an Environmental Standards has been approved pursuant to Subsection D, below. Determination of substantial compliance shall be in the reasonable discretion of the Director.
- D. Modification of Environmental Standards.** A modification to an Environmental Standard under Section 4.3 shall not by itself require an Administrative Review, Project Compliance, Project Adjustment, Project Exception, Alternative Compliance pursuant to Section 4.2.D, or any other discretionary action. The Director or decision-making body on appeal, at the request of the Applicant, may modify or not require an Environmental Standard listed in Appendix B (Environmental Standards) for any Project when: (1) the Director finds in writing, based on substantial evidence, that the Environmental Standard is infeasible because the measure or condition has been performed by others, has been rejected by an agency with jurisdiction, or for other reasons outside of the Applicant's reasonable control and the Director has adopted a new equally or more effective measure and the new measure will not result in any new significant impact; (2) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to avoid or mitigate a significant impact, including because of the existence of a similar or more effective regulation that applies to the Project; (3) the City complies with Section 15162 of the CEQA Guidelines, including by preparing an addendum or subsequent environmental clearance to the EIR to analyze the impacts from the modifications to the Environmental Standard; or (4) the City prepares a new CEQA clearance for the Project. No approval shall be issued for a Project with modified Environmental Standards until this subsection has been complied with.

The modification of an Environmental Standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through the Specific Plan, the Code, or CEQA.

- E. Sustainability.** Each Project shall comply with sustainability measures identified in Appendix B (Environmental Standards), which incorporates commitments to water efficiency measures identified in conjunction with the Los Angeles Department of Water and Power, tailored to each subarea, including irrigation standards, California Native Plants, and efficient fixtures. Finally, Appendix B (Environmental Standards) incorporates a robust program to reduce Vehicle Miles Traveled, improving air quality and reducing emissions.

SECTION 5. LAND USE AND DEVELOPMENT REGULATIONS

Section 5.1 Permitted Uses.

- A. Studio Land Uses.** The uses permitted within the Specific Plan area shall be consistent with the following five Studio Land Uses: Sound Stage, Production Support, Production Office, General Office, and Retail, including, but not limited to, the following ancillary uses set forth below.
- B. Ancillary Uses.** The following uses and activities shall be allowed anywhere within the Specific Plan area, as ancillary uses to the Studio Land Uses, and any Floor Area associated with the use and ancillary to a Studio Land Use shall be tracked and monitored along with said Studio Land Use:
1. Basecamp
 2. Cellular Facilities and Communication Facilities
 3. Childcare (ancillary to General Office or Production Office)
 4. Emergency Medical Facilities (for on-site users)
 5. Helipad (as originally granted and governed under ZA-11412 and Permit 19-70 [H])
 6. Infrastructure and Private and Public Utilities (including, but not limited to, energy systems and structures, and distribution sub-stations)
 7. Parking (including, but not limited to, automobile parking, automobile storage area or garage, electric vehicle charging stations)
 8. Recreational and Fitness Facilities (for on-site users)
 9. Security Facilities and Entry Kiosks
 10. Sleeping Quarters (for on-site users and not located within the lower level)

used for parking, Basecamp, or Mobility Hub)

11. Special Events (as governed by the Code)

12. Temporary Uses

- C. Prohibited Uses.** Unless approved by the Director as allowed in Subsection D of this Specific Plan (and consistent with the permitted Studio Land Uses), any use not identified above shall not be permitted within the Specific Plan area.
- D. Use Not Listed.** Proposed uses not listed in Section 5.1 of the Specific Plan may be permitted upon determination by the Director, pursuant to Section 13B.4.6 (Specific Plan Interpretation) of the Code, that such uses are similar to and no more objectionable to the public welfare than the uses provided in Section 5.1 of the Specific Plan. Upon approval thereof, such uses shall be deemed permitted uses for all purposes under this Specific Plan.
- E. General Office.** All commercially reasonable efforts shall be used to prioritize/target tenants engaged primarily in media, entertainment, and/or technology-related businesses, including, but not limited to, writing, casting, production, software, special effects, editing, content, communication, multimedia, professional, service, administrative, documentation and technical support, or ancillary businesses to the foregoing in connection with marketing efforts for the General Office land uses space at the Project. Upon written request by the City, the property owner shall update the City of its efforts pertaining to the above commitment.
- F. Residential Capacity.** Notwithstanding the above, in accordance with California Government Code Section 66300(b)(1), the Specific Plan area may also be developed with residential uses allowed in accordance with density and all other development standards in effect prior to the effective date of the Specific Plan, and as may be permitted pursuant to any applicable State or local law or regulation; provided, however, any such future residential Project shall be subject to receipt of all necessary governmental approvals and compliance with CEQA.

Section 5.2 Floor Area

- A. Floor Area.** This Specific Plan shall supersede any regulations in the Code which address the permitted Floor Area or Floor Area Ratio (FAR) for a lot. The total Floor Area contained in all buildings within the Specific Plan area shall not exceed 1,686,000 square feet.
- B. Studio Land Uses.** The permitted Floor Area by Studio Land Use category is set forth in Table 5.2.B below.

TABLE 5.2.B
PERMITTED FLOOR AREA BY STUDIO LAND USE CATEGORY

STUDIO LAND USE	PERMITTED FLOOR AREA
SOUND STAGE	238,560 SF
PRODUCTION SUPPORT	215,440 SF
PRODUCTION OFFICE	712,000 SF
GENERAL OFFICE	500,000 SF
RETAIL	20,000 SF
TOTAL	1,686,000 SF

SF = Square Feet

- C. Accounting of Floor Area.** Prior to the issuance of any building permit resulting in the addition of Floor Area within the Specific Plan area, the Director shall verify that the total Floor Area proposed does not exceed the maximum allowed by the Specific Plan. The Director shall, at all times, maintain an updated summary sheet that accurately reflects: (a) the amount of Floor Area permitted or built within the Specific Plan area; and (b) the remaining amounts of total Floor Area available under the Specific Plan. Each Administrative Review and discretionary action shall include, as of the date of the determination letter, the following information regarding the cumulative amounts approved through Administrative Review or discretionary actions regarding: (i) the total amount of Floor Area by Studio Land Use category; (ii) the amount of Floor Area exchanged for additional Sound Stage or Production Support Floor Area, if any, pursuant to Section 5.2.E (Land Use Exchange); and (iii) the number of approvals granted for alcohol permit sales.
- D. Location of Uses and Floor Area.** Any permitted use as set forth in Section 5.1 is allowed in all subareas within the Specific Plan area. A Project that includes a mix of uses identified under Table 5.2.B or with an amount of Floor Area that varies from what is set forth in the Initial Development Plans shall still qualify for an Administrative Review if: 1) the Project is in compliance with the applicable regulations set forth in this Specific Plan; 2) the permitted Floor Area for the use does not exceed that set forth in Table 5.2.B (except as allowed by Section 5.2.E [Land Use Exchange]); and 3) the total Floor Area does not exceed that set forth in Table 5.2.B.

In addition, a minimum of 30 percent of the lineal ground floor building frontage along Fairfax Avenue shall be comprised of publicly accessible uses (including but not limited to retail, office, and Mobility Hub uses) with direct pedestrian entrances from Fairfax Avenue.

- E. Land Use Exchange.** The Land Use Exchange procedure is established to provide development flexibility by permitting limited exchanges of permitted Floor Area between certain Studio Land Uses, as set forth in Subsection E.1 below, while maintaining the intent and regulatory requirements of this Specific Plan. As noted in Section 4.2.E of this Specific Plan, and Section 5.2.E, Floor Area from any permitted Studio Land Use may be exchanged for a limited amount of additional Sound Stage and/or Production Support Floor Area. The total permitted Floor Area for Sound Stages and Production Support may exceed the square footages in Table 5.2.B as a result of Land Use Exchanges; however, under no circumstances shall the total permitted Floor Area of 1,686,000 square feet be exceeded. A Project Compliance shall be required to approve a Project involving a Land Use Exchange.
- 1.** The adjustment of total permitted Floor Area for the Studio Land Uses (Sound Stage, Production Support, Production Office, General Office, and Retail) pursuant to the Land Use Exchange shall be limited as follows:
 - a.** The total permitted Sound Stage Floor Area may be increased from 238,560 square feet up to a total of 450,000 square feet in exchange for an equivalent decrease in the Floor Area of other Studio Land Uses.
 - b.** The total permitted Production Support Floor Area may be increased from 215,440 square feet up to a total of 450,000 square feet in exchange for an equivalent decrease in the Floor Area of other Studio Land Uses.
 - c.** The total Production Office Floor Area shall not exceed 712,000 square feet.
 - d.** The total General Office Floor Area shall not exceed 500,000 square feet.
 - e.** The total Retail Floor Area shall not exceed 20,000 square feet.
 - f.** The total Floor Area within the Specific Plan area shall not exceed 1,686,000 square feet.

Section 5.3 Building Height.

- A. Maximum Building Height.** The maximum permitted building height, as measured from Grade (Project Grade), for any Project shall not exceed the heights as set forth in the Specific Plan Subarea Map (Map 2) and this Section.

As shown in Table 5.3.A below, certain subareas have a maximum height limit that applies to the entire subarea area (i.e., Subareas A, B, D and E), whereas Subarea C has a base height limit, with a maximum height limit that would be limited to up to 40 percent of the Subarea C area, in order to limit bulk and

massing within areas immediately surrounding the Primary Studio Complex.

TABLE 5.3.A
MAXIMUM BUILDING HEIGHTS BY SUBAREA

SUBAREA	BASE HEIGHT LIMIT (in feet)	MAXIMUM HEIGHT LIMIT (in feet)	MAXIMUM COVERAGE OF SUBAREA WITH THE MAXIMUM HEIGHT (% of Subarea area)
A	N/A	58	100 ¹
B	N/A	120	100
C	88	145	40
D	N/A	225	100
E	N/A	84	100
F	N/A	EXISTING CONDITIONS	EXISTING CONDITIONS

- 1. Subarea A. Viewshed Restoration Area:** Subarea A is located within the northern portion of the Specific Plan area and extends 430 feet along Beverly Boulevard to the west from Genesee Avenue on the east, and southward toward the Primary Studio Complex. Buildings in Subarea A shall be limited to 58 feet in height. Buildings in Subarea A shall also comply with the Viewshed Restoration Area standards included in Section 5.6 of this Specific Plan.
- 2. Subarea B. 120-Foot Height Limit:** Subarea B is located within the southeastern portion of the Specific Plan area and shall be subject to a height limit of 120 feet.
- 3. Subarea C. 88-Foot Base Height Limit and 145-Foot Maximum Height Limit:** Subarea C is located along the western, southern, and northeastern sections of the Specific Plan area. Buildings in Subarea C shall be limited to a base height of 88 feet. However, a maximum height of 145 feet shall be permitted within up to 40 percent of Subarea C.
- 4. Subarea D. 225-Foot Height Limit:** Subarea D is located within the central portion of the Specific Plan area. Buildings in Subarea D shall be limited to a height of 225 feet.

¹ Projects must also comply with Viewshed Restoration Area requirements (Section 5.6 E of the Specific Plan).

5. **Subarea E. 84-Foot Height Limit:** Subarea E is located at the southern portion of the Primary Studio Complex at a beginning point approximately 55 feet south of the northerly façade of the Studio Building. Subarea E shall be subject to a height limit of 84 feet. Accordingly, new construction in Subarea E would be limited to a height of 36 feet above the existing parapet of the Studio Building within the entirety of Subarea E.
 6. **Subarea F. HCM Protection Area:** Subarea F is located at the northern portion of the Primary Studio Complex, approximately 167 feet south from the northerly façade of the Service Building and extending to approximately 55 feet south from the northerly façade of the Studio Building. The construction of any new occupiable building is prohibited in Subarea F. Existing rooftop appurtenances in Subarea F may be maintained and modernized, as long as screening is provided in conformance with Appendix D (Design Standards).
- B. Measurement of Height.** Building height shall be measured as the vertical distance above Project Grade to the highest point of the roof structure, not including parapets or guardrails.
- C. Elements Exempt from Height Calculation.** Roof structures and equipment shall be governed by Section 12.21.1 B.3 of the Code with the following addition: Communication Facilities shall be added to those items exempt from the building height limits listed in Section 12.21.1 B.3(a) of the Code.
- D. Transitional Height.** The transitional height requirements of Section 12.21.1 A.10 of the Code shall not apply.

Section 5.4 Setback (Frontage Areas) and Stepback Regulations.

A. Setbacks (Frontage Areas).

Building setbacks (also referred to as frontage areas) shall be provided along all Specific Plan boundary lines (property lines), as shown in Map 2. Otherwise, no front, side, or rear yards or building setbacks are required.

These areas along the Specific Plan boundaries shall function as buffers and transitional space around the perimeter of the Specific Plan area and are identified for the purpose of improving the public realm, providing a buffer between adjacent properties, and concentrating building mass towards the center of the Specific Plan area.

Features such as Basecamp, driveways, walkways, landscaping, fences, walls, projections, parking, auto circulation, pedestrian entrances, stairs, balconies, art installations, wayfinding signage, and security kiosks are permitted within these at-grade areas, unless noted below. Except for security facilities or entry kiosks, no building Floor Area shall be developed within the setback areas. The

following setback areas shall be required, as shown in Map 2:

1. **Fairfax Avenue:** A 2-foot-wide setback shall be provided along the entire Specific Plan area boundary along Fairfax Avenue. The setback shall be measured from the interior edge of the 5-foot sidewalk easement used to complete a 15-foot sidewalk. At-grade Basecamp uses shall be prohibited within this setback area. (See Design Standards for additional Project Gateway requirements.)
 2. **Beverly Boulevard:** A varying 5- to 8-foot-wide setback shall be provided along Beverly Boulevard. (See Design Standards for additional Project Gateway requirements.)
 3. **Shared Eastern Property Line:** A varying 30- to 45-foot-wide setback shall be provided along the entire length of the Shared Eastern Property Line (the lot line shared by the Specific Plan area and the property located at 7650-7662 West Beverly Boulevard (Rancho La Brea Tract, ARB 28, as recorded in PAT-1 289/290 [Broadcast Center Apartments]) as follows: a 45-foot-wide setback shall be provided along the segment of the Shared Eastern Property Line running north-south, and a 30-foot-wide setback shall be provided along the segment of the Shared Eastern Property Line running east-west.
 4. **The Grove Drive:** A 3-foot-wide setback shall be provided along the entire Specific Plan area boundary along The Grove Drive. At-grade Basecamp uses shall be prohibited within this setback area. (See Design Standards for additional Project Gateway requirements.)
 5. **Southern Specific Plan Area Boundary/Southern Shared Access Drive:** A varying 10- to 45-foot-wide setback shall be provided along the southern property line. A 10-foot-wide setback shall be provided along the Southern Shared Access Drive as described in the First Amendment to Quitclaim of Easements, Grant of Easements and Declaration of Reciprocal Rights, Obligations and Easements, dated May 14, 2003, by and between A.F. Gilmore Company, GFM, LLC, d/b/a The Grove, LLC, and CBS Broadcasting Inc. (Southern Shared Access Drive) and a 45-foot-wide setback shall be provided along the western portion of the southern property line, west of the Southern Shared Access Drive.
- B. Building Stepbacks.** The following upper-floor building stepbacks are required as shown in Map 2:
1. **Fairfax Avenue:** Any portion of a building within 20 feet of the setback along Fairfax Avenue within Subarea C shall be limited to 73-feet.
 2. **Beverly Boulevard:** Any portion of a building within 20 feet of the setback along Beverly Boulevard within Subarea C shall be limited to the 88-foot

base height limit.

3. **Southern Specific Plan Area Boundary:** Any portion of a building within 20 feet of the setback along the Southern Specific Plan Area Boundary within Subarea C shall be limited to the 88-foot base height limit.

Section 5.5 Historic Preservation.

- A. This Section regulates the preservation, rehabilitation, and alteration of the Primary Studio Complex, and the demolition, alteration, and construction of new buildings adjacent to the Primary Studio Complex. The requirements of this Section, the HCM designation, and the Code shall be the exclusive historic preservation requirements applicable to the Specific Plan area.
- B. Projects shall comply with Project Design Features CUL-PDF-1 and CUL-PDF-2, as applicable, which are included in the Mitigation Monitoring Program, in Appendix B (Environmental Standards), in compliance with Section 22.171 of the Los Angeles Administrative Code.
- C. **Non-Historic Buildings.** The demolition or substantial alteration of any building that is less than 45 years old and is not a “historical resource”, as defined in Section 15064.5 of the CEQA Guidelines, or a “historic cultural monument”, as defined in Section 22.171.7 of the Los Angeles Administrative Code, is permitted upon written verification by OHR.
- D. **Interior Modifications.** Demolition and alteration of any non-Character-Defining Feature is permitted and no written verification from a Historic Preservation Professional is required. The preservation, rehabilitation, and alteration of the Character-Defining Features in the interior of the Primary Studio Complex is permitted and shall require submittal and approval of written verification from a Historic Preservation Professional that the modification complies with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Secretary of the Interior’s Standards), in compliance with Section 22.171 of the Los Angeles Administrative Code, and with Appendix B (Environmental Standards).
- E. **Viewshed Restoration Area.** Any Project within Subarea A (Viewshed Restoration Area) shall preserve meaningful views of the Primary Studio Complex from the adjacent public right-of-way along Beverly Boulevard, as guided by the following criteria, consistent with the HCM designation for the Primary Studio Complex:
 1. Heights of buildings and structures within Subarea A shall not exceed 58 feet.
 2. One-story buildings and structures of a similar size and height shall be permitted throughout Subarea A. Such buildings and structures within

Subarea A that do not exceed 25 feet in height shall be permitted through the Administrative Review process set forth in Section 4.2 of this Specific Plan. Buildings and structures within Subarea A that exceed 25 feet in height shall be permitted through the Project Compliance process set forth in Section 4.2 of this Specific Plan, and shall require review by OHR for compliance with the HCM designation, and may require further CEQA review.

3. View corridors from the adjacent public right-of-way along Beverly Boulevard shall maintain clear and unobstructed views of the following:
 - a. Central entryway bridge
 - b. Signage at the western corner of the Service Building
 - c. The connection between the asymmetrical volumes of the western portion of the Service Building and Studio Building (see Exhibit 1a).



Exhibit 1a: Illustration of Enumerated Exterior Viewshed Features Based on a No-Longer Extant View from Beverly Boulevard

- d. Glass curtain wall of the Service Building, including enough of the eastern corner of the Service Building to appear as a three-dimensional cube (see Exhibit 1b).
4. A Project shall maintain clear and unobstructed views of the exterior viewshed features. However, this does not require continuous views of the exterior viewshed features along Beverly Boulevard for the entire width of the Viewshed Restoration Area.

5. **New Non-Adjacent Construction.** No written verification from a Historic Preservation Professional is required to be submitted to OHR for any new Project that is more than 15 feet from the Primary Studio Complex to the east and 10 feet from the Primary Studio Complex to the west.



Exhibit 1b: Illustration of One Possible View of the Eastern Corner of the Service Building Showing the Glass Curtain Wall as a Three-Dimensional Cube

SECTION 6. STUDIO OPERATION REGULATIONS

Section 6.1 Standard Operation and Access.

- A. **Hours of Operation.** The regular hours for the studio's operation shall continue to be 24 hours a day, seven days a week.
- B. **Access.** A driveway access plan shall be submitted to the Los Angeles Department of Transportation (LADOT) Development Review Section for review and approval prior to the construction of any Project pursuant to this Specific Plan, and prior to any change to the driveway access, or location of a Mobility Hub. Access to the Specific Plan area shall be provided during operation with the requirements set forth below:
1. A minimum of one automobile entrance and one pedestrian entrance each shall be provided along Beverly Boulevard, Fairfax Avenue, and The Grove Drive into the Specific Plan area. All vehicular and pedestrian access points may be gate-controlled. Additional vehicular and pedestrian ingress and egress may be provided, consistent with the EIR. (Additional ingress/egress beyond those shown in the EIR shall be allowed as required by the Los Angeles Fire Department or LADOT.)
- C. **Mobility Hub.** The Mobility Hub shall be an off-street area within the Specific Plan area for the temporary parking of bicycles, buses, carpools, vanpools, shuttles, ride-share, taxi and/or other alternate modes of commercial and non-commercial transit utilized for the loading and unloading of employees, passengers, and staff by means other than single-occupancy vehicles. A Mobility Hub includes the support, storage, maintenance, staging, security facilities, and ridership amenities which are related to these uses. The location of loading areas and proposed Mobility Hub shall also be clearly identified.

1. **Single-Phase Project.** If the Specific Plan is developed in a single-phase, the Mobility Hub shall be incorporated into the design of the building in the southwestern portion of the Project Site (as shown in Appendix A [Initial Development Plans]), with ancillary mobility functions located along the circulation system in the central and/or eastern portions of the Project Site. All key functions of the Mobility Hub, in a Single-Phase Project, shall be available prior to the issuance of the first Certificate of Occupancy of the Project Site.
2. **Multi-Phase Project.** If the Specific Plan is developed in multiple phases, the functions of the Mobility Hub shall be implemented with the first phase of the Project regardless of the type of studio land use(s) being constructed. These functions will be appropriately sized to the Floor Area identified per phase, as to be determined by LADOT and the Department of City Planning. Functions of the Mobility Hub may be accessed from the southwest portion of the site but may be temporarily located anywhere within the internal circulation network of the Specific Plan area.

Under a multi-phase project, prior to issuance of a Certificate of Occupancy for the building(s) in the southwest corner of the Specific Plan, the Mobility Hub shall be relocated from its temporary location to said building(s). The permanent location of the Mobility Hub shall be on the ground floor of the building(s) in the southwestern portion of the Specific Plan area.

Section 6.2 Childcare Facilities.

- A. Conditions for the operation of a childcare use within the Specific Plan area are set forth below:
 1. The establishment of any childcare use within the boundary of the Specific Plan area shall be permitted.
 2. Operation of any childcare use shall comply with the applicable requirements of the State of California Code of Regulations (CCR), including, without limitation, all licensing requirements.
 3. Outdoor activity space (if required by the CCR) shall be located as regulated by all applicable requirements of the CCR and shall be no closer than 200 feet from existing residential uses.
 4. Any childcare use shall comply with all applicable regulations under the CCR related to hours of operation (e.g., in no instance shall a childcare use offer any overnight lodging of children).

SECTION 7. VEHICULAR PARKING STANDARDS

Section 7.1 Parking Standards.

The required parking ratios and minimum parking requirements set forth in Section 12.21 A.4 of the Code shall not apply. The ratios of automobile parking permitted within the Specific Plan area for a Project shall be determined in accordance with Table 7.1.

A. General Provisions.

1. Parking spaces may include standard, compact, or disabled parking spaces, including tandem, stacked, valet, attendant, or other methods to optimize the number of parking spaces. Vehicles parked in tandem (double or triple) or by valet may only be utilized if parking attendants are available to move vehicles at all times that said stalls are being utilized.
2. Prior to the issuance of the Administrative Review or Project Compliance review for the first Project developed under this Specific Plan, the Specific Plan area property owner shall provide a table summarizing the existing parking supply for the Specific Plan area. With each Administrative Review or Project Compliance submittal, the Applicant shall provide a table summarizing any changes in parking proposed by the Project.

TABLE 7.1 PARKING STANDARDS

STUDIO LAND USE	PARKING RATIO PER 1000 SF OF FLOOR AREA
SOUND STAGE	2.5 SPACES
PRODUCTION SUPPORT	2.0 SPACES
PRODUCTION OFFICE	3.0 SPACES
GENERAL OFFICE	3.0 SPACES
RETAIL	2.0 SPACES

SF = SQUARE FEET

Section 7.2 Location of Parking.

Parking provided for a Project may be located anywhere within the Specific Plan area.

Section 7.3 Valet, Tandem, and Compact Spaces.

There is no limitation on the number, configuration, or percentage of valet, tandem, or compact spaces permitted within the Specific Plan area.

Section 7.4 Commercial Loading.

Project commercial loading and unloading activities shall not interfere with traffic on any public street. Public sidewalks, alleys and/or other public ways shall not be used

for the parking or loading or unloading of commercial vehicles.

Section 7.5 Parking for Existing Uses and Facilities.

Any use or facility, including but not limited to buildings, structures and infrastructure, existing within the Specific Plan area as of the effective date of this Specific Plan may be continuously maintained with parking as provided as of the effective date of this Specific Plan with no change in parking requirements.

Section 7.6 Transportation Demand Management Program.

The Project Transportation Demand Management (TDM) Program shall result in a 30 percent reduction in automobile trips at Project buildout.

The property owner shall demonstrate progress toward that trip reduction target as the Project develops through an annual traffic count monitoring program, consisting of an annual traffic count at each of the Project's driveways over the course of a typical week (Monday - Friday) in October. The traffic count shall record the hourly flow of inbound and outbound vehicles for the typical peak periods of the day, as defined by LADOT, and calculate the average of the weekday hourly trips during the morning and afternoon peak commute hours.

The results of the traffic count shall be compared to the trip generation projections in the Project's EIR, using a template approved by LADOT. The annual traffic count results shall compare the actual trips counted at the Project driveways to the trip generation projections calculated in the EIR.

If the Project is developed incrementally, the comparison of actual trips to the EIR trip levels should demonstrate progress toward the 30 percent trip reduction target. If the 30 percent target, as described above, is not accomplished to the satisfaction of the General Manager of LADOT for a period of two consecutive years, LADOT may require additional TDM strategies to be implemented by the Project prior to the next annual count.

The annual traffic counts shall be conducted until the Project has met the trip reduction target for a period of five consecutive years. Once the target is achieved for five consecutive years, the traffic counts shall be conducted every three years thereafter. If as a result of one of those triennial counts the target is not met, then the General Manager of LADOT shall require additional TDM strategies to be implemented by the Project and the Project shall return to annual counts until it has again met the target for a period of five consecutive years.

If additional development is added to the interim development levels already tested, new annual counts shall be required.

A preliminary TDM Program should be prepared and provided for LADOT review prior to the issuance of the first building permit for this project and a final TDM Program approved by LADOT is required prior to the issuance of the first certificate of

occupancy for the project. This condition shall be implemented to the satisfaction of LADOT.

SECTION 8. STREETScape IMPROVEMENTS

Section 8.1 Streetscape Plan.

All Projects shall comply with the TVC 2050 Streetscape Plan set forth in Appendix E (Streetscape Plan) of this Specific Plan. Beyond general City standards and specifications that apply to streetscape projects, each Project shall be reviewed for consistency with the Streetscape Plan as a condition of approval and permitting by the Department of Public Works. In the event of a conflict between a general City standard and a standard in the Streetscape Plan, the Streetscape Plan shall prevail. Prior to the issuance of a building permit for any Project, the Director shall have the discretion to require the Applicant to record a covenant guaranteeing to the City that the Project shall improve and maintain the public right-of-way in accordance with the Streetscape Plan. The Applicant shall implement the public right-of-way elements identified within the Streetscape Plan, including but not limited to curb, gutter, driveway approach, sidewalk, etc., prior to the issuance of a Certificate of Occupancy for each Project requiring such improvement. Streetscape improvements shall be implemented as follows:

1. Fairfax Avenue street improvements shall be implemented prior to the issuance of a Certificate of Occupancy for any Project or cumulative Projects that occupy 350 lineal feet or more of said frontage.
2. Beverly Boulevard street improvements shall be implemented prior to the issuance of a Certificate of Occupancy for any Project or cumulative Projects that occupy 395 lineal feet or more of said frontage.
3. The Grove Drive street improvements shall be implemented prior to the issuance of a Certificate of Occupancy for any Project or cumulative Projects that occupy 180 lineal feet or more of said frontage.

SECTION 9. ALCOHOL CONSUMPTION REGULATIONS

Section 9.1 Regulations for On-Site Alcohol Sales, Service, and Consumption.

- A. The sales and service of alcoholic beverages for on-site consumption shall be permitted within the Specific Plan area subject to the following provisions. Establishments that sell and serve alcoholic beverages for on-site consumption shall obtain, as required, licenses or permits from the State Department of Alcoholic Beverage Control (ABC).
- B. **New Establishments/Uses.** On-site sales, service, and consumption of a full line of alcoholic beverages for new establishments/uses shall be subject to the

following requirements.

- 1. Number of Establishments.** A maximum of eight establishments shall be allowed for the sale and service of a full line of alcoholic beverages for on-site consumption, including, but not limited to, restaurant, bar, or other space.
 - 2. Approval Procedure.** Each establishment subject to Section 9.1.A of this Specific Plan shall apply for an Alcohol Use Approval following the same procedure as an Administrative Review. The Applicant shall file an application with the Director prior to the utilization of any grant made herein pursuant to the sales or service of alcoholic beverages. The Director's review shall follow the same procedure as required for an Administrative Review, except that the Director's review shall be limited to the review of the application for compliance with the conditions listed in Appendix C (Alcohol Conditions) of this Specific Plan. A table identifying all existing on-site alcohol permits within the Specific Plan area, type of alcohol application, and Floor Area of each establishment shall be submitted with the application.
- C. Conditions.** Each establishment and Alcohol Use Approval shall comply with the conditions for all alcohol sales and service for on-site consumption in Appendix C (Alcohol Conditions) of this Specific Plan.
- D. Modifications to Existing Establishments.** Cumulative changes of 10 percent or less in Floor Area devoted to the sale or service of alcoholic beverages, or changes of owner/operator, shall not require a new Alcohol Use Approval.
- E. Revocation.** If the conditions of Appendix C (Alcohol Conditions) have not been complied with, the City may give notice to the Applicant/licensee, property owner, and any lessee of the non-compliant alcohol establishment to appear at a time and place fixed by the City and show cause why the use permitted by this Section at such establishment should not be modified, discontinued, or revoked. These proceedings shall be in accordance with Section 13B.6.2 of the Code.
- F. Application Requirements.** Prior to the application for the first Alcohol Use Approval under this Specific Plan, the Specific Plan area property owner shall provide a table summarizing any existing alcohol permits for the Specific Plan area. Each establishment subject to Section 9.1.A of the Specific Plan shall apply to the Director for an Alcohol Use Approval, following the same procedure as an Administrative Review, except that a separate sheet containing a table identifying all existing alcohol permits within the Specific Plan area, type of alcohol application, and the square footage of each restaurant, bar, or event space shall be submitted with the application. The Applicant shall file an application with the Director prior to the utilization of any grant made herein pursuant to the sale of alcoholic beverages. The Director's review of the Alcohol Use Approval

application shall follow the same procedures as required for an Administrative Review, except that the Director's review shall be limited to review of Alcohol Use Approval applications for substantial compliance with the conditions listed in Appendix C (Alcohol Conditions) of the Specific Plan.

Section 9.2 Regulations for Off-Site Alcohol Sales, Service, and Consumption.

- A.** The sales and service of alcoholic beverages for off-site consumption shall be permitted within the Specific Plan area subject to the following provisions. Establishments that sell and serve alcoholic beverages for off-site consumption shall obtain, as required, licenses or permits from the State Department of ABC.
- B. New Establishments/Uses.** Off-site sales, service, and consumption of a full line of alcoholic beverages for new establishments/uses shall be subject to the following requirements.
 - 1. Number of Establishments.** A maximum of one establishment shall be allowed for the sale and service of a full line of alcoholic beverages for off-site consumption, including, but not limited to, restaurant, bar, or other space.
 - 2. Approval Procedure.** An establishment subject to Section 9.2.A of the Specific Plan shall apply for an Alcohol Use Approval following the same procedure as an Administrative Review. The Applicant shall file an application with the Director prior to the utilization of any grant made herein pursuant to the sales or service of alcoholic beverages. The Director's review shall follow the same procedure as required for an Administrative Review, except that the Director's review shall be limited to the review of the application for substantial compliance with the conditions listed in Appendix C (Alcohol Conditions) of the Specific Plan. A table identifying all existing off-site alcohol permits within the Specific Plan area, type of alcohol application, and Floor Area of each establishment shall be submitted with the application.
- C. Conditions.** Each establishment and Alcohol Use Approval shall comply with the conditions for all alcohol sales and service for on-site consumption in Appendix C (Alcohol Conditions) of this Specific Plan.
- D. Modifications to Existing Establishments.** Cumulative changes of 10 percent or less in Floor Area devoted to the sale or service of alcoholic beverages, or changes of owner/operator, shall not require a new Alcohol Use Approval.
- E. Revocation.** If the conditions of Appendix C (Alcohol Conditions) have not been complied with, the City may give notice to the Applicant/licensee, property owner, and any lessee of the non-compliant alcohol establishment to appear at a time

and place fixed by the City and show cause why the use permitted by this Section at such establishment should not be modified, discontinued, or revoked. These proceedings shall be in accordance with Section 13B.6.2 of the Code.

SECTION 10. SPECIFIC PLAN AREA BOUNDARIES FOLLOWING ACTION BY THE LOCAL AGENCY FORMATION COMMISSION FOR THE COUNTY OF LOS ANGELES (LAFCO)

- A.** As of the effective date of this Ordinance, the boundaries of the TVC 2050 Specific Plan shall be as shown on Map 1-A (Specific Plan Boundary Map).
- B.** If LAFCO approves the proposed annexation action, then the TVC 2050 Specific Plan shall encompass those areas shown on Map 1 (Specific Plan Boundary Map).
- C.** If LAFCO modifies the proposed annexation area, the boundaries of the TVC 2050 Specific Plan shall be modified consistent with LAFCO's action, and the Director is authorized to modify Map 1 (Specific Plan Boundary Map) of this Ordinance consistent with the modified boundaries.
- D.** No further Area Planning Commission, City Planning Commission, or City Council action shall be required to modify this Specific Plan consistent with the LAFCO action. The exhibit modification procedures shall apply only to modifications for consistency with the LAFCO action. All other boundary adjustments, exceptions, amendments, and interpretations to this Ordinance shall follow the procedures set forth in the Charter or the Code.

SECTION 11. INTERPRETATION

Whenever any ambiguity or uncertainty related to the provisions or application of this Specific Plan exists, the Director shall, upon application by the property owner, issue a Specific Plan Interpretation per Section 13B.4.6 of the Code. Ambiguity between the Specific Plan and Code shall be interpreted in favor of and consistent with the goals and purposes of this Specific Plan. Even if the Code is more recent or more restrictive, this Specific Plan shall control.

SECTION 12. SEVERABILITY

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

TVC 2050 Specific Plan

APPENDIX A: Initial Development Plans

TELEVISION CITY

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

PROJECT TEAM

OWNER
TELEVISION CITY STUDIOS, LLC.
4900 RICE BLVD
CALVER CITY, CA 90232

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

DESIGN ARCHITECT
FOSTER AND PARTNERS
701 Ocean Front Walk, Unit 2
Venice, CA 90291
(323) 469-8939
Contact: Marc Cuberman

ARCHITECT OF RECORD
Adams Associates, Inc.
700 S Flower Street, Suite 800
Los Angeles, CA 90017 USA
(213) 251-0088
Contact: Marc Saletta

MASTER PLAN ARCHITECT
RDCB
2107 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 1,724 MILLION SQUARE FEET OF STAGES, PRODUCTION SUPPORT, PRODUCTION OFFICE, GENERAL OFFICE AND RETAIL USES WITHIN THE PROJECT SITE, TAKING INTO ACCOUNT 743,000 SQUARE FEET OF EXISTING STUDIO USES.

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
1,577,111 SF (34.97 ACRES)

PERMIT PARCEL & ZONING INFO
APN: 9512-001-003
ZONING: C2-1-0
COMMUNITY COMMERCIAL
APN: 9512-002-002
ZONING: C2-1-0
NEIGHBORHOOD OFFICE COMMERCIAL
ZONING: C1 5.2D-OCC2-1-0
LIMITED COMMERCIAL
COUNTY OF LA PARCEL
ZONING: C-MU
APN: 9512-002-001
APN: 951-002-009

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 (CORS) TITLE 24 BUILDING
2019 CALIFORNIA CODE OF REGULATIONS (CORS) TITLE 22 & TITLE 17
CALIFORNIA HEALTH LAWS RELATED TO RECYCLED WATER
2019 CALIFORNIA ENERGY CODE
ALL W LOS ANGELES AMENDMENTS

SHEET INDEX

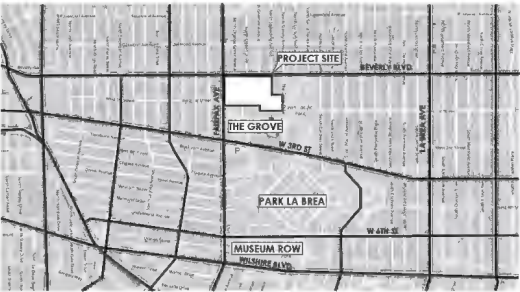
TITLE
T0.00 - TITLE SHEET

ARCHITECTURE
A0.01 - INITIAL DEVELOPMENT PLAN
A0.02 - ILLUSTRATIVE RENDERING
A0.03 - ILLUSTRATIVE RENDERING
A0.04 - ILLUSTRATIVE RENDERING
A0.05 - ILLUSTRATIVE RENDERING
A0.06 - ILLUSTRATIVE RENDERING
A1.01 - FLOOR PLAN PROJECT GRADE LEVEL
A1.02 - TYP FLOOR PLAN
A1.03 - FLOOR PLAN LEVEL 4
A1.04 - FLOOR PLAN LEVEL 6 (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



NOT FOR
CONSTRUCTION

TELEVISION CITY

TITLE SHEET

SEPTEMBER 2024

BY: F&P ARCHITECT

T0.00



Source: Foster + Partners, 2024

A0.01-INITIAL DEVELOPMENT PLAN

Scale: 1" = 40'-0"

1



Foster + Partners

701 Ocean Front Walk, Unit 2
Venice, California 90291
fosterandpartners.com

3338

NOT FOR
CONSTRUCTION

ENTITLEMENT SET 02/16/2024

TELEVISION CITY
INITIAL DEVELOPMENT PLAN

FEBRUARY 2024

FOR PRELIMINARY REVIEW

A0.01



CONCEPT

NOT FOR
CONSTRUCTION

RENDERING

ENTITLEMENT SET 02/10/2024

TELEVISION CITY

ILLUSTRATIVE RENDERING

SEPTEMBER 2024

A0.02

Source: Foster + Partners, 2024





02/15/2024

NOT FOR
CONSTRUCTION

02/15/2024

ENTITLEMENT SET 02/15/2024

TELEVISION CITY

ILLUSTRATIVE RENDERING

SEPTEMBER 2024

A0.03

Source: Foster + Partners, 2024

A0.03-ILLUSTRATIVE RENDERING

Scale: 1" = 40'-0"

1





NOT FOR CONSTRUCTION

Source: Foster + Partners, 2024



CONCEPT ART

NOT FOR
CONSTRUCTION

RENDERING

ENTITLEMENT SET 02/16/2024

TELEVISION CITY

ILLUSTRATIVE RENDERING

SEPTEMBER 2024

BY FOSTER + PARTNERS

A0.05

Source: Foster + Partners, 2024





NOT FOR
CONSTRUCTION

Source: Foster + Partners, 2024

A0.06-ILLUSTRATIVE RENDERING

Scale: (2" = 40'-0")

1



TELEVISION CITY

ILLUSTRATIVE RENDERING

SEPTEMBER 2024

A0.06

—

1

N. FAIRFAX AVENUE--
(PUBLIC)

THE GROVE DRIVE
(PUBLIC)

SOUTHERN SHARED ACCESS DRIVE
(PRIVATE)

FLOOR PLAN - PROJECT GRADE LEVEL
Scale (1" = 40'-0")

1

PROPERTY LINE
SECURITY PERIMETER

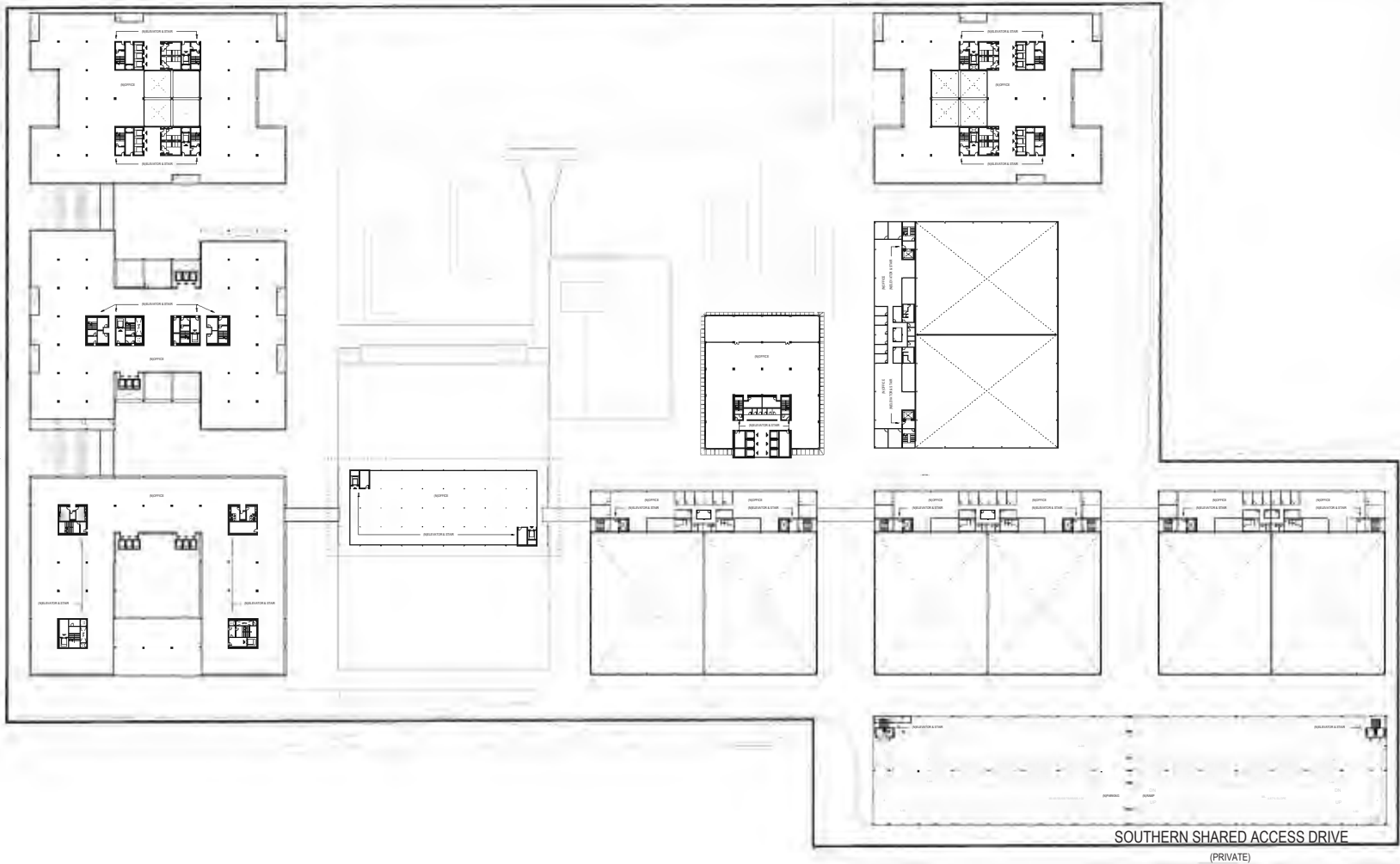


BEVERLY BOULEVARD
(PUBLIC)

N. FAIRFAX AVENUE
(PUBLIC)

THE GROVE DRIVE
(PUBLIC)

NOT FOR
CONSTRUCTION



SOUTHERN SHARED ACCESS DRIVE
(PRIVATE)

TYP FLOOR PLAN
Scale: (1" = 40'-0")

1



ENTITLEMENT SET 02/16/2024

TELEVISION CITY

TYP FLOOR PLAN

FEBRUARY 2024

As Indicated

A1.02

© Foster + Partners 2024

NOT FOR
CONSTRUCTION

BEVERLY BOULEVARD
(PUBLIC)

N. FAIRFAX AVENUE
(PUBLIC)

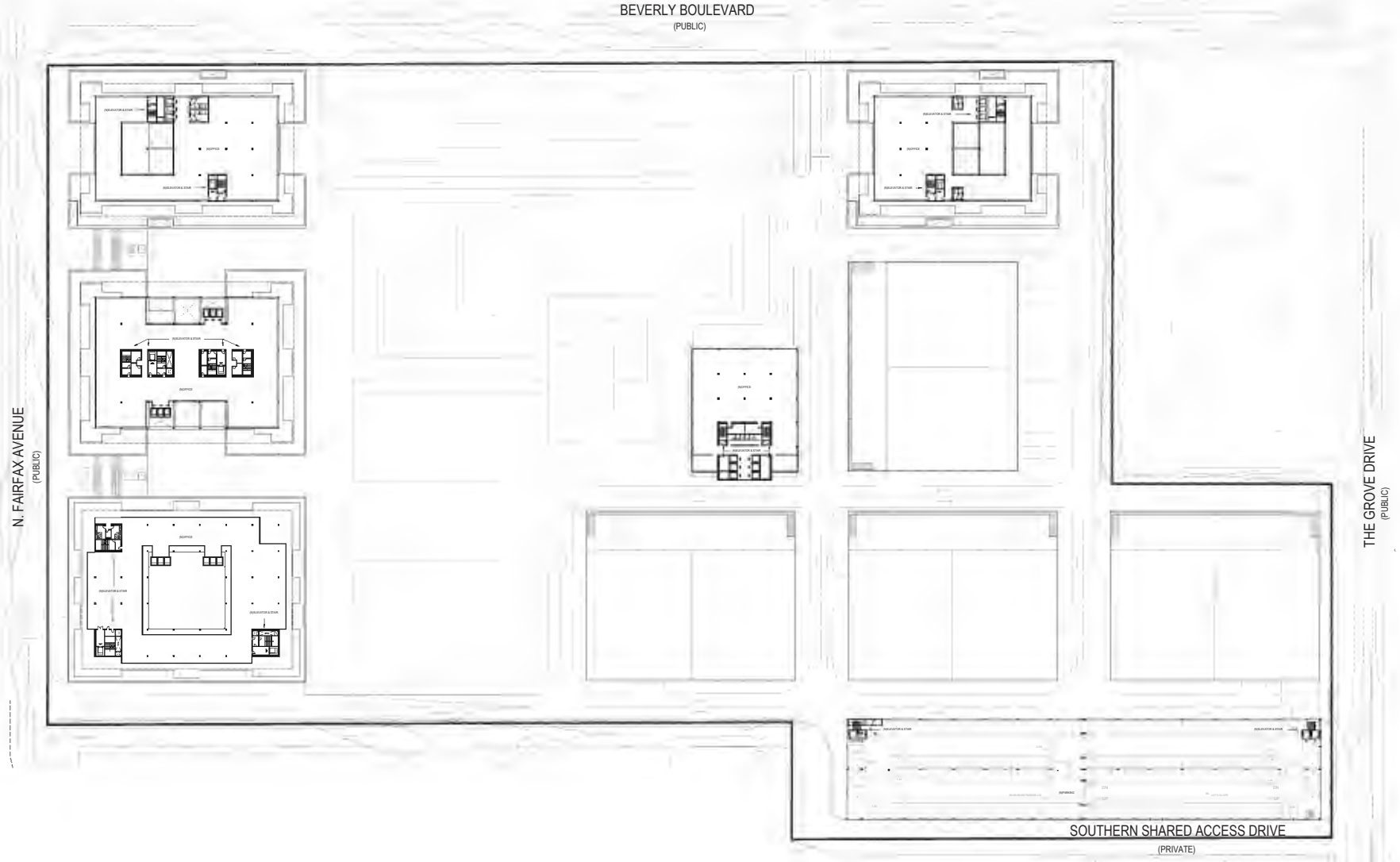
THE GROVE DRIVE
(PUBLIC)

SOUTHERN SHARED ACCESS DRIVE
(PRIVATE)

FLOOR PLAN LEVEL 4
Scale (1" = 40'-0")

1





NOT FOR
CONSTRUCTION

FLOOR PLAN LEVEL 6
Scale: 1" = 40'-0"

1

REVISIONS
ENTITLEMENT SET 02/16/2024

TELEVISION CITY

FLOOR PLAN LEVEL 6

DATE
FEBRUARY 2024

BY
As Indicated

PROJECT NO.
A1.04

© Foster + Partners 2024

NOT FOR CONSTRUCTION

BEVERLY BOULEVARD
(PUBLIC)

N. FAIRFAX AVENUE
(PUBLIC)

THE GROVE DRIVE
(PUBLIC)

SOUTHERN SHARED ACCESS DRIVE
(PRIVATE)

FLOOR PLAN LEVEL 15
Scale: 1" = 40'-0"

1



BEVERLY BOULEVARD
(PUBLIC)

N. FAIRFAX AVENUE
(PUBLIC)

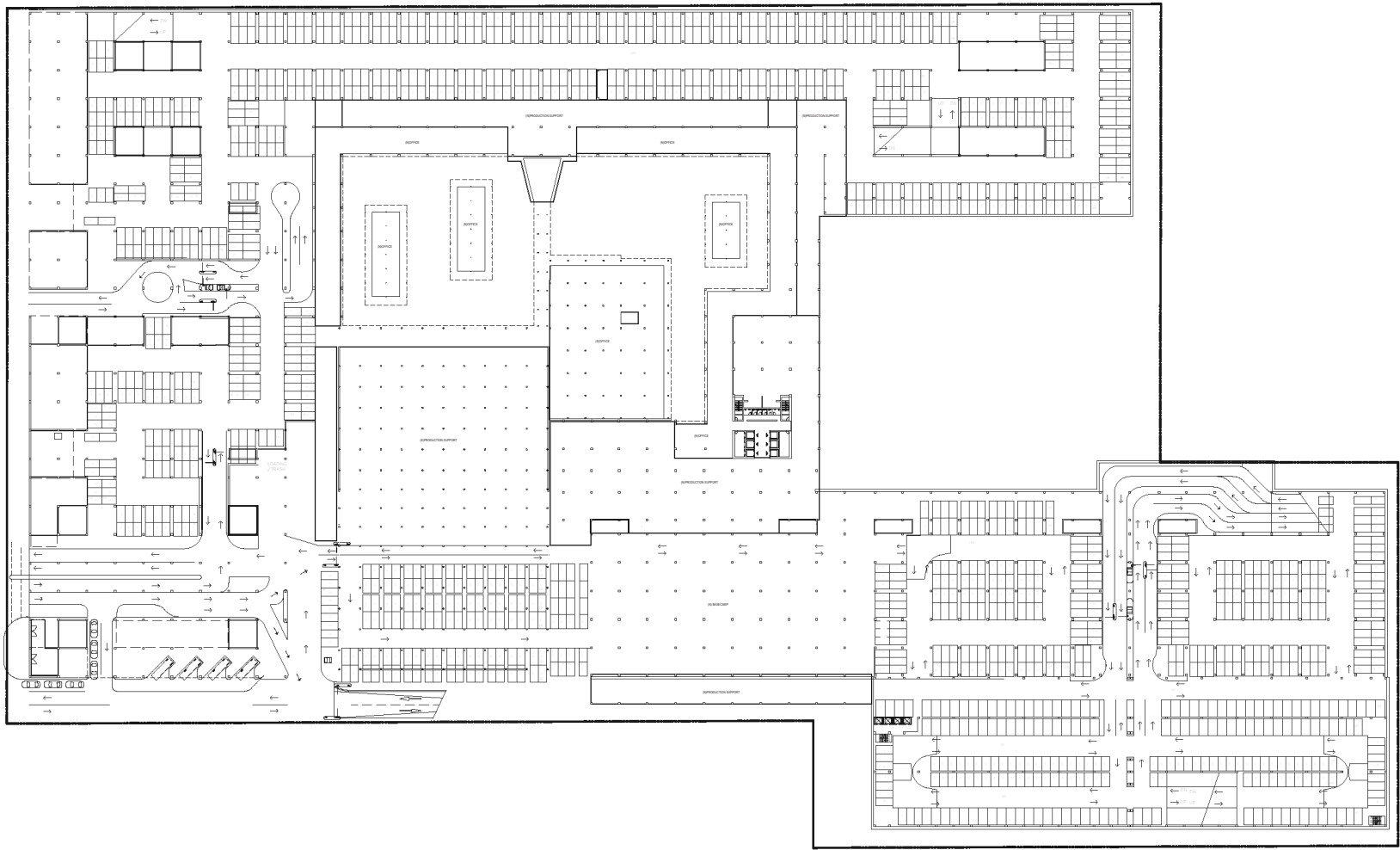
THE GROVE DRIVE
(PUBLIC)

SOUTHERN SHARED ACCESS DRIVE
(PRIVATE)

ROOF PLAN
Scale: (1" = 40'-0")

1





NOT FOR
CONSTRUCTION

Source: WALTER P MOORE, 2024



ENTITLEMENT SET 02/16/2024

TELEVISION CITY

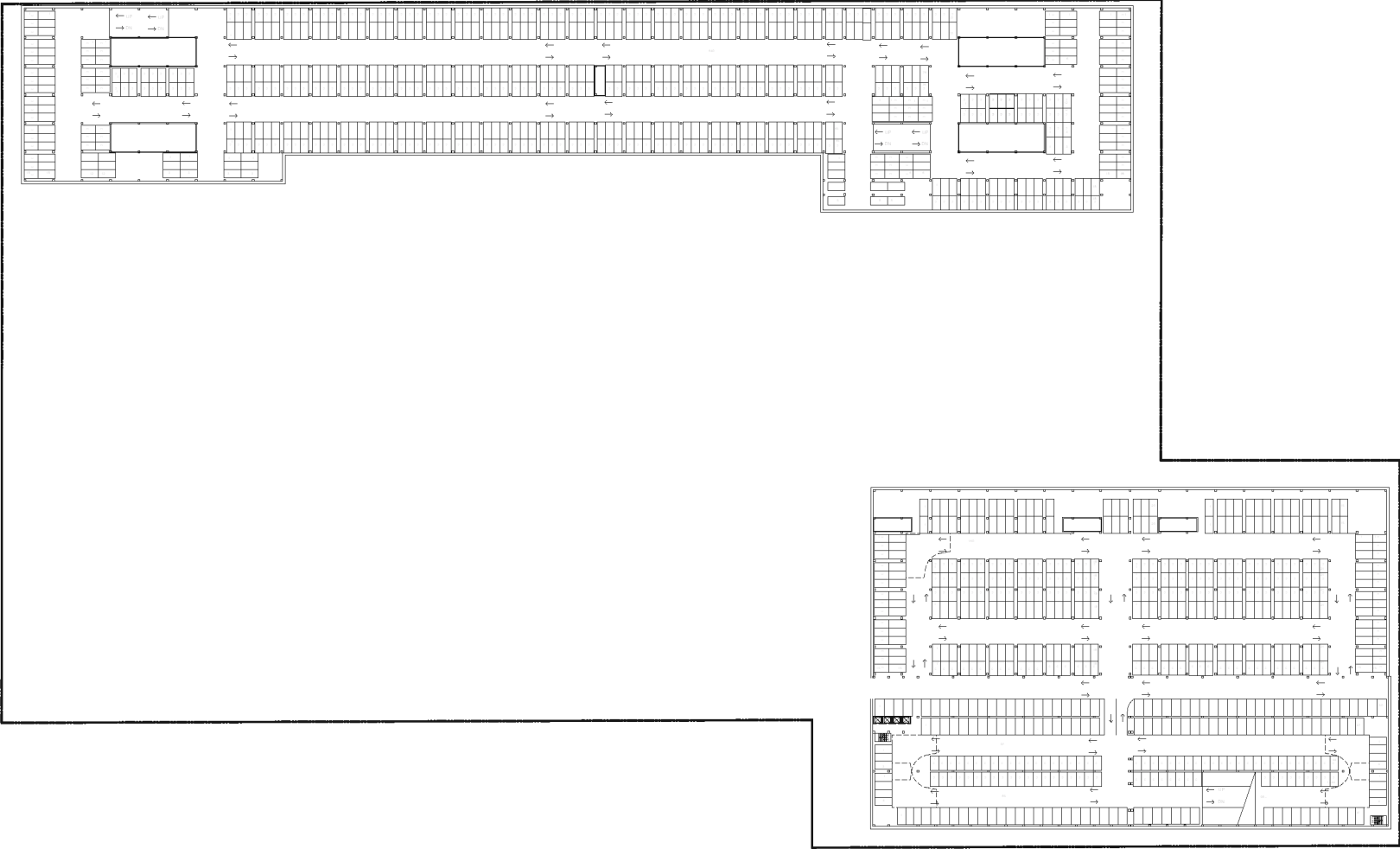
FLOOR PLAN LEVEL B1

FEBRUARY 2024

As Indicated

A1.07

© Foster + Partners 2024



NOT FOR
CONSTRUCTION

Source: WALTER P MOORE, 2024

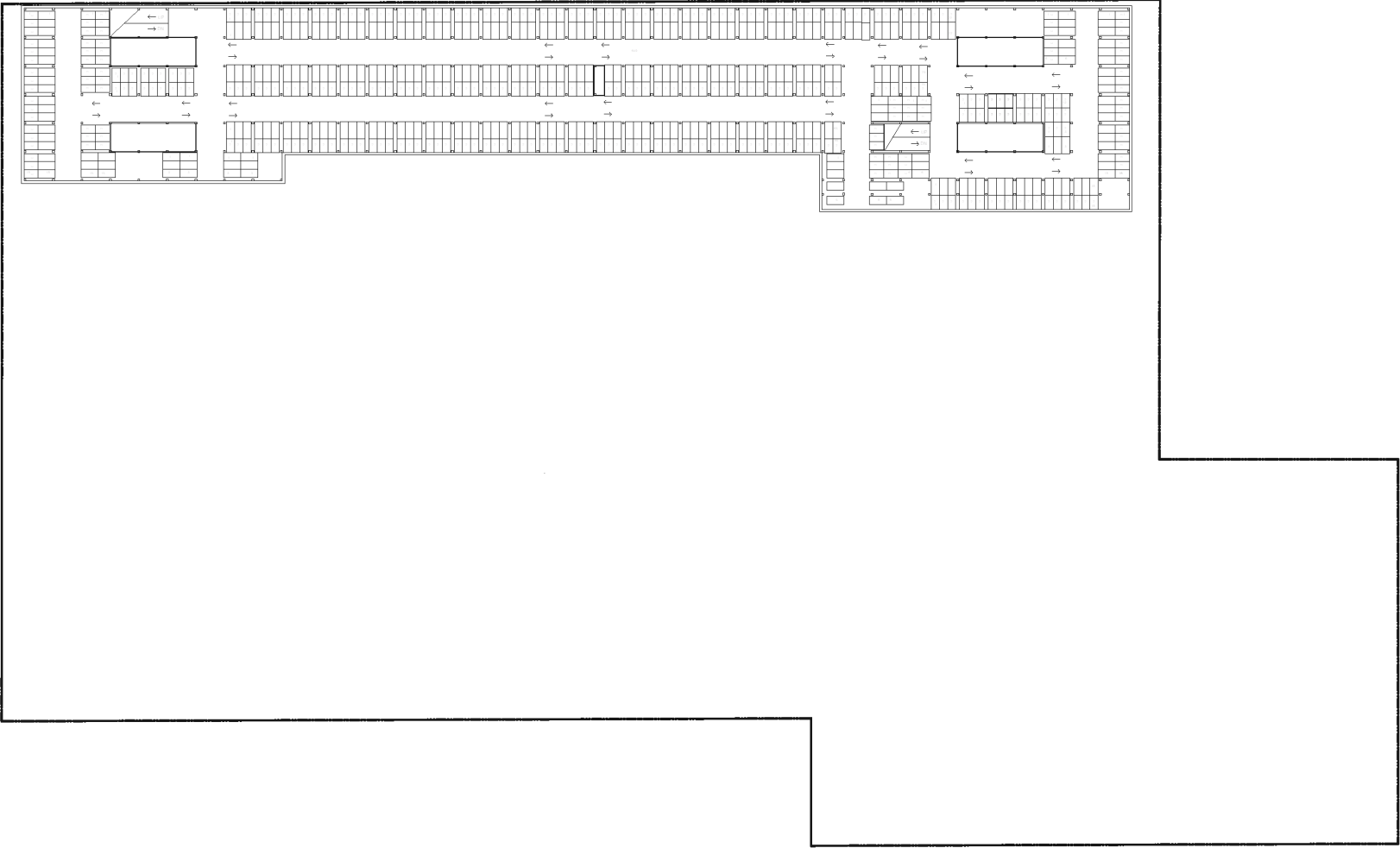


ENTITLEMENT SET 02/16/2024

TELEVISION CITY
FLOOR PLAN LEVEL B2

FEBRUARY 2024
As Indicated

A1.08



NOT FOR
CONSTRUCTION

Source: WALTER P MOORE, 2024



ENTITLEMENT SET 02/16/2024

TELEVISION CITY
FLOOR PLAN LEVEL B3

FEBRUARY 2024
As Indicated

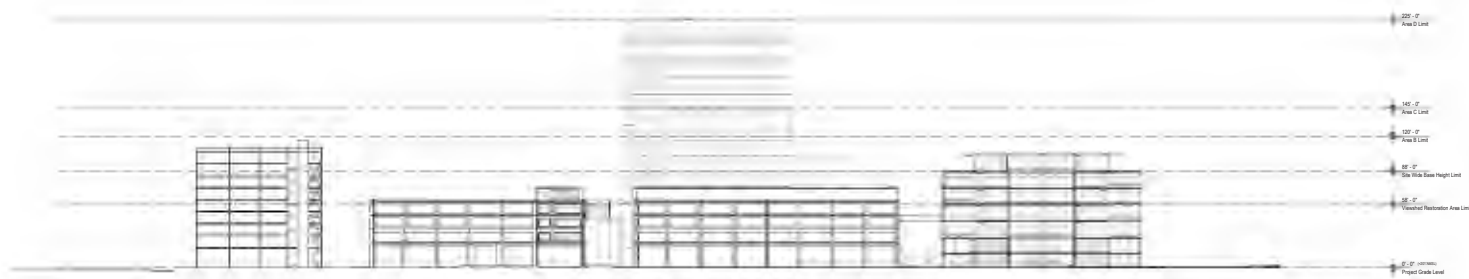
A1.09
© Foster + Partners 2024



SITE ELEVATION - WEST (FAIRFAX AVENUE)
Scale (1" = 40'-0") 4



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



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



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

NOT FOR
CONSTRUCTION

TVC 2050 Specific Plan

APPENDIX B: Environmental Standards

Appendix B: Environmental Standards

1. Introduction

A Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. The MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

As part of Section 4.3, Environmental Standards, of the TVC 2050 Specific Plan (Specific Plan), the MMP prepared for the TVC 2050 Project EIR is established as the Environmental Standards for a Project processed by the Specific Plan.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. The MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- **Enforcement Agency:** The agency with the power to enforce the PDF or MM.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Monitoring Phase:** The phase of the Project during which the PDF or MM shall be monitored.
- **Monitoring Frequency:** The frequency at which the PDF or MM shall be monitored.
- **Action Indicating Compliance:** The action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

3. Administrative Procedures and Enforcement

The MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in the MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval.

The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in the MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

A. Air Quality

(1) Project Design Features

Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators, rather than temporary diesel or gasoline generators, will be used during construction.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

Project Design Feature AIR-PDF-2: All new emergency generators will meet the emission standards included in Table 1 of SCAQMD Rule 1470 and

USEPA Tier 4 Final standards. A childcare use, if any is proposed in the future, will be located a minimum of 330 feet from the existing Big Blue emergency generator to the extent it remains in use.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit (provide proof of compliance); field inspection sign-off

Project Design Feature AIR-PDF-3: The on-site speed limit for construction employee vehicles and delivery and haul trucks will be limited to 15 miles per hour on paved surfaces, 10 miles per hour on unpaved surfaces controlled by soil stabilizers, and 5 miles per hour near active work zones to position for loading/unloading. To further control dust emissions from the unpaved portion of on-site haul routes, 400 feet of surface area per haul (haul truck round trip) will be controlled by soil stabilizers and 200 feet of surface area per haul near the active import/export operation (excavation area) will be watered three times daily.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

(2) Mitigation Measures

Mitigation Measure AIR-MM-1: Prior to demolition, a Project representative shall make available to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all offroad construction equipment that will be used during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board (CARB) or

SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow a Construction Monitor to compare the onsite equipment with the inventory and certified Tier specification and operating permit. Offroad diesel-powered equipment within the construction inventory list described above shall meet the United States Environmental Protection Agency (USEPA) Tier 4 Final standards. In addition, where commercially available for the Project Site, construction equipment shall meet Tier V requirements.

To the extent commercially available for the Project Site, small electric (i.e., less than 19 kilowatts) off-road equipment shall be used during Project construction in lieu of conventional small gasoline or diesel off-road equipment. Electric pumps shall be used for temporary dewatering during Project construction.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit (provide proof of compliance); field inspection sign-off

Mitigation Measure AIR-MM-2: The Project's truck operator(s)/construction contractor(s) shall commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/brake horsepower (bhp)-hr for particulate matter and 0.20 g/bhp-hr of nitrogen oxide emissions or newer, cleaner trucks for haul trucks associated with demolition and grading/excavation activities and concrete delivery trucks during concrete mat foundation pours. To monitor and ensure 2010 model year or newer trucks are used during Project construction, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities and make these records available to the Lead Agency during the construction process upon request. In addition, where commercially available for the Project Site, the Project's truck operator(s)/construction contractor(s) shall use 2014 model year or newer heavy-duty trucks meeting CARB's 2013 optional low-NOx standard (i.e., 0.02 g/bhp-hr of nitrogen oxide emissions).

- **Enforcement Agency:** City of Los Angeles Department of City Planning; South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Mitigation Measure AIR-MM-3: Construction haul truck staging areas shall be located no closer to adjacent residential uses than depicted in Figure 1 of Appendix FEIR-8 of the Final EIR.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Mitigation Measure AIR-MM-4: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Mitigation Measure AIR-MM-5: To the extent commercially available for the Project Site, renewable diesel fuel shall be used in Project construction equipment in lieu of conventional diesel.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

B. Cultural Resources

(1) Project Design Features

Project Design Feature CUL-PDF-1: Project Parameters—The following Project Parameters set forth the maximum permitted development footprint and building heights for new adjacent construction and additions to the Primary Studio Complex to ensure that the historic significance of the Primary Studio Complex is not adversely impacted by new construction. These Project Parameters will not limit the land uses or floor areas permitted under the proposed Specific Plan. Conceptual diagrams illustrating the Project Parameters set forth below are included in Section 9 of the Historical Resources Technical Report—TVC 2050 Project (Historic Report), provided in Appendix C of the Draft EIR.

Rehabilitation of the Primary Studio Complex and new construction adjacent to the Primary Studio Complex will comply with the following Project Parameters:

Rehabilitation of the Primary Studio Complex

- Preserve the existing character-defining features of the Primary Studio Complex, as detailed in designated Historic-Cultural Monument (HCM) No. 1167 (CHC-2018-476-HCM), and restore those character-defining features which, in some cases, have been compromised in the past (prior to this Project).¹
- Remove the non-historic Support Building addition on the west side of the Studio Building, thereby restoring the original volume of the Studio Building, revealing the currently obstructed portions of the Studio Building's original west wall and restoring areas that have previously been removed.
- Remove up to two bays of the Studio Building's west wall to allow for an interior east-west passage through the Primary Studio Complex.
- Remove the non-historic Mill Addition constructed in 1969 on the east side of the Service Building.

¹ The character-defining features of the Primary Studio Complex are set forth in the findings that were adopted as part of the HCM designation (CHC-2018-476-HCM), which is included in Appendix C of the Historic Report of the Draft EIR (Draft EIR Appendix C.1).

- Retain and rehabilitate the three-story office portion of the Service Building and its steel frame and glass curtain walls on the primary (north) and east façades.
- Remove the portion of the Service Building south of the three-story office, much of which has been altered since 1963.
- Replace the portion of the Service Building south of the three-story office with new construction that partially restores the original volume of the Service Building.
- Remove and/or extend the south façade of the Studio Building by up to 20 feet south.
- Remove portions of the roof of the Studio Building above the interior east-west passage to create a partial open-air corridor.

Rooftop Addition above the Primary Studio Complex

- Design any rooftop addition as a single rectangular volume.
- Design any rooftop addition to be a separate and distinct volume rather than as an integrated extension of the Primary Studio Complex.
- Limit the height of any rooftop addition to 36 feet in height when measured from the top of the parapet of the Studio Building (approximately 84 feet above Project Grade) to the roof of the rooftop addition.
- Set back any rooftop addition a minimum of 55 feet from the north façade of the Studio Building.
- Engineer the structural support of any rooftop addition so that it could be removed without impairing the essential form and integrity of the Primary Studio Complex.

Adjacent New Buildings

- Locate new buildings immediately adjacent to the Primary Studio Complex to the east and south of the Service Building and to the west of the Studio Building.
- For any new construction immediately east of the Service Building that exceeds the height of the Service Building, any occupiable structure will be set back southerly from the north façade of the Service Building by a minimum of 60 feet and separated from the east façade of the Service Building by a minimum of 15 feet.
- For any new construction immediately west of the Studio Building that exceeds the height of the Service Building, any occupiable structure will be set back southerly from the north façade of the Service Building by a minimum of 150 feet and separated from the west façade of the Studio Building by a minimum of 10 feet.

- Limit new construction on the west and east of the Primary Studio Complex to 225 feet in height above Project Grade.
- Design new construction to the west and east of the Primary Studio Complex as distinct volumes.
- Permit up to six open-air bridges at the interior floor levels (three on the east and three on the west) to provide pedestrian access to the Primary Studio Complex and any rooftop addition from the adjacent new buildings.
- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during construction
- **Action Indicating Compliance:** Submittal of compliance documentation to City of Los Angeles Department of City Planning/ Office of Historic Resources and subsequent issuance of applicable building permit

Project Design Feature CUL-PDF-2: Historic Structure Report—The Applicant will prepare a Historic Structure Report (HSR) that will further document the history of the Primary Studio Complex and guide its rehabilitation in compliance with the Secretary of the Interior's Standards for Rehabilitation (Rehabilitation Standards). The HSR will be completed prior to the development of the architectural and engineering plans for the Project. The HSR will be prepared based upon the National Park Service's Preservation Brief #43: The Preparation and Use of Historic Structure Reports. The HSR will thoroughly document and evaluate the existing conditions of the character-defining features of the Primary Studio Complex and make recommendations for their treatment. The HSR will also address changes to the buildings to suit new production techniques and modern amenities as well as their on-going maintenance after Project completion. The HSR will set forth the most appropriate approach to treatment and outline a scope of recommended work before the commencement of any construction. As such, the report will serve as an important guide for the rehabilitation of the Primary Studio Complex and will provide detailed information and instruction above and beyond what is typically available prior to the rehabilitation of a historical resource.

- **Enforcement Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources

- **Monitoring Agency:** City of Los Angeles Department of City Planning, Office of Historic Resources
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during construction
- **Action Indicating Compliance:** Submittal of compliance documentation to City of Los Angeles Department of City Planning/ Office of Historic Resources and subsequent issuance of applicable building permit

(2) Mitigation Measures

Mitigation Measure CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, plowing, drilling, tunneling, grading, leveling, removing peat, clearing, augering, stripping topsoil or a similar activity (Ground Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (Qualified Archaeologist) shall be retained by the Applicant to prepare a written Cultural Resource Monitoring and Treatment Plan (CRMTP) in accordance with the Secretary of the Interior's Standards for Archeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction, with an emphasis on potential historical-period materials. The Applicant shall also coordinate with the Gabrieleño Band of Mission Indians—Kizh Nation who shall act in the capacity of the Tribal Consultant. A copy of the executed contract shall be submitted to the Department of City Planning prior to the issuance of any permit necessary for the Ground Disturbance Activities.

The CRMTP shall include the professional qualifications required of key staff, applicable regulatory requirements, monitoring protocols, provisions for evaluating and treating archaeological materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements. Applicable regulations shall include but not be limited to Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The monitoring protocols shall include but not be limited to halting Ground Disturbance Activities within at least a 25-foot radius in the event resources are discovered so that the significance can be determined. Treatment provisions shall include but not be limited to the following: statement of the preference for preservation in place (i.e., avoidance) per CEQA Guidelines Section 15126.4(b)(3); description of methods for the adequate recovery of scientifically consequential information; requirements to coordinate with the Tribal Consultant to ensure that consideration is

given to the cultural values ascribed to a resource beyond that which is scientifically important in the event the resource is Native American in origin; and procedures for curating any archaeological materials at a public, non-profit curation facility, university or museum with a research interest in the materials. The CRMTP shall be approved by the Department of City Planning prior to commencement of any Ground Disturbance Activities.

Prior to commencing any Ground Disturbance Activities at the Project Site, the Applicant shall retain an archaeological monitor who is qualified to identify archaeological resources and shall work under the direction of the Qualified Archaeologist. The Tribal Consultant shall designate a Native American monitor who will work in tandem with the archaeological monitor to identify resources. If no Native American monitor is designated within 30 days, the activity shall commence without the designated Native American monitor.

Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities.

The Qualified Archaeologist shall coordinate the proper implementation of this mitigation measure during the demolition and excavation phases of the Project. The archaeological and Native American monitor shall observe all Ground Disturbance Activities until the Qualified Archaeologist and Tribal Consultant, in consultation with the archaeological and Native American monitors, determines monitoring is no longer necessary, as specified in the CRMTP. If Ground Disturbance Activities are occurring simultaneously at multiple locations on the Project Site, the Qualified Archaeologist shall determine if additional monitors are required for other locations where such simultaneous Ground Disturbance Activities are occurring.

Within 30 days of concluding the archaeological monitoring, the Qualified Archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the Applicant and the Department of City Planning. In the event that archaeological resources are identified, a full technical report shall be prepared documenting the

methods and results of all work completed under the CRMTP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. The report shall be prepared under the supervision of the Qualified Archaeologist and submitted to the Department of City Planning within one year of completion of the monitoring, unless other arrangements are required given the nature of the discovery. The final report shall be submitted to the South Central Coastal Information Center.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety; Metro
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** To be determined by consultation with the Qualified Archaeologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a Qualified Archaeologist; issuance of building permit(s)

C. Geology and Soils

(1) Project Design Features

Project Design Feature GEO-PDF-1: All development activities conducted on the Project Site will incorporate the professional recommendations contained in the Preliminary Geotechnical Engineering Investigation and all associated Addenda and/or alternative recommendations set forth in a site-specific, design-level geologic and geotechnical investigation(s) approved by the City Engineer, provided such recommendations meet and/or surpass relevant state and City laws, ordinances, and Code requirements, including California Geological Survey's Special Publication 117A and the City's Building Code. Such professional recommendations will include, but will not be limited to, the following and may be revised or superseded in accordance with an approved final geotechnical investigation(s):

- Excavated fill materials will be removed and exported or properly removed and recompacted as controlled fill for foundation and/or slab support of lightly loaded structures.
- Imported soil materials will have an Expansion Index of less than 50.

- At-grade structures with column loads less than 500 kips will be supported on conventional foundations bearing in an engineered fill pad.
- Foundation piles will be used for high-load office buildings and parking structures.
- Temporary dewatering will be utilized during construction.
- Permanent structures will be designed for hydrostatic pressure such that the temporary construction dewatering system will be terminated at the completion of construction.
- Temporary shoring, such as conventional shoring piles and tiebacks, will be installed for excavation of the subterranean levels.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure GEO-MM-1: The services of a Qualified Professional Paleontologist who meets the Society of Vertebrate Paleontology ([SVP] 2010) standards, shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. As defined by the SVP (2010), a Qualified Professional Paleontologist, also Principal Investigator, or Project Paleontologist, is described as:

A practicing scientist who is recognized in the paleontological community as a professional and can demonstrate familiarity and proficiency with paleontology in a stratigraphic context. A paleontological Principal Investigator shall have the equivalent of the following qualifications:

1. A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.

2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
3. Proficiency in recognizing fossils in the field and determining their significance.
4. Expertise in local geology, stratigraphy, and biostratigraphy.
5. Experience collecting vertebrate fossils in the field.”

The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Project Site. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens. The Paleontological Resource Mitigation and Treatment Plan shall be reviewed by the curatorial staff of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County and/or the La Brea Tar Pits and Museum. The Draft Paleontological Resource Mitigation and Treatment Plan will be provided to the curatorial staff no later than four weeks before the start of excavation. A Worker Environmental Awareness Program, or WEAP, shall be conducted at the preconstruction meeting for the Project.

No monitoring would be required during excavation within artificial fill. This Qualified Professional Paleontologist shall supervise a Qualified Paleontological Resource Monitor who shall monitor all ground disturbance activities within high sensitivity deposits (e.g., Pleistocene age deposits), including asphaltic deposits in order to identify potential paleontological remains. As defined by the SVP (2010), a Qualified Paleontological Resource Monitor has the following qualifications (or their equivalent):

1. BS or BA degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or
2. AS or AA in geology, paleontology, or biology and demonstrated two years of experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or

3. Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project.
4. Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques.

In the event of a paleontological resource discovery, the monitor has the authority to divert and/or re-direct ground-disturbing activities in the area of the find, and rope off a protective barrier of at least 50 feet in length to evaluate the unanticipated find.

If significantly disturbed deposits or younger deposits too recent to contain paleontological resources are encountered during construction, the Qualified Professional Paleontologist may reduce or curtail monitoring in those affected areas, after consultation with the Applicant and the Los Angeles Department of City Planning's Office of Historic Resources.

Post-construction, a report shall be prepared detailing paleontological resources discovered during construction. The paleontological resources must be prepared, identified, curated, and donated to a repository, such as the Natural History Museum of Los Angeles County or the La Brea Tar Pits and Museum.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during grading and excavation activities; to be determined by consultation with the Qualified Paleontologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a Qualified Paleontologist

D. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature GHG-PDF-1: The design of new buildings will incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program to be capable of meeting the standards of LEED Gold under LEED v4 or equivalent green building standards. Specific sustainability features that are integrated into the Project design will include, but will not be limited to, the following:

- a. Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light-emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems, such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment;
 - b. Use of Energy Star-labeled appliances (e.g., refrigerators, air conditioners, and water heaters) consistent with California Code of Regulations (CCR) Title 20 (Appliance Efficiency Regulations);
 - c. Reduce indoor water use by at least 20 percent;
 - d. Plumbing fixtures (water closets and urinals) and fittings (faucets) that exceed Los Angeles Municipal Code (LAMC) performance requirements; and
 - e. Weather-based irrigation system and water-efficient landscaping with use of drought tolerant plants in up to 60 percent of the proposed landscaping.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Phase:** Pre-construction; construction
 - **Monitoring Frequency:** Once at Project plan check; once during field inspection
 - **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature GHG-PDF-2: Upon buildout of the Project, the Project will provide photovoltaic panels on the Project Site capable of generating a minimum of 2,000,000 kilowatt-hours annually.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature GHG-PDF-3: The use of portable gasoline or diesel generators at basecamps or elsewhere on-site will be prohibited. Installation of a backbone electrical grid will be provided so that plugs (i.e., electrical hookups) are available at basecamp areas. In addition, four EV chargers will be installed for the four shuttle parking spaces in the Mobility Hub.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature GHG-PDF-4: The use of portable combustion equipment (e.g., street sweeper, forklifts, aerial lifts) including landscape equipment will be prohibited on-site.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

E. Hazards and Hazardous Materials

(1) Project Design Features

Project Design Feature HAZ-PDF-1: The Project Applicant will update, and the Project will comply with, the Consolidated Contingency Plan for the Project Site. This will include spill prevention measures such the use of secondary containment storage and storing materials away from drains in leak-proof containers with tight-fitting lids. Spill response measures will include the evacuation of unnecessary employees from a spill area, the use of absorbent materials in the case of small spills or evacuating all employees, calling 911, and reporting to Los Angeles

Fire Department (LAFD) in the case of large spills. Absorbent materials used to clean small spills will be placed in a leak-proof container that is compatible with the waste, labeled as hazardous waste, and lawfully disposed of as such. Notifications will be made to the Health Hazardous Waste Materials Division of the LAFD and the California Office of Emergency Services (Cal OES) as necessary.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance)
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature HAZ-PDF-2: The Project Applicant will update, and the Project will comply with, the Television Studios Emergency Action Plan and associated emergency exit and assembly maps. The Emergency Action Plan will include procedures for earthquakes, emergency evacuation, fires, medical emergencies, and active shooters.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance)
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature HAZ-PDF-3: The Project Applicant will update, and the Project will comply with, the Television Studios Safety Manual. This manual will include, among other measures, safety procedures and requirements for personnel working at heights and procedures that ensure the safety of crew members when servicing or repairing equipment that is capable of a spontaneous release of stored mechanical, electrical, or hydraulic energy, or which could be inadvertently energized.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance)
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature HAZ-PDF-4: The Project Applicant will update, and the Project will comply with, the Television Studios Injury and Illness Prevention Program (IIPP). The IIPP will include protocols regarding responsibility, compliance, employee communication, hazard assessment, accident/exposure investigation, hazard correction, training and construction, and recordkeeping.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance)
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature HAZ-PDF-5: Prior to demolition, existing buildings and structures will be tested to determine if they include asbestos-containing materials (ACMs). If present, ACMs will be removed and disposed of by a licensed and certified asbestos abatement contractor, in accordance with applicable federal, state, and local regulations. If required, the Project Applicant will submit a Hazardous Building Materials Demolition Assessment and Management Plan to the South Coast Air Quality Management District (SCAQMD) and LAFD for review and approval.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Fire Department; South Coast Air Management District
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of building permit; field inspection sign-off

Project Design Feature HAZ-PDF-6: Prior to demolition, existing buildings and structures will be sampled to determine if they contain lead-based

paint (LBP). If LBP is present, standard handling and disposal practices will be implemented pursuant to Occupational Safety and Health Act regulations. If required, the Project Applicant will submit a Hazardous Building Materials Demolition Assessment and Management Plan to LAFD for review and approval.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of building permit; field inspection sign-off

(2) Mitigation Measures

Mitigation Measure HAZ-MM-1: Soil Management Plan (SMP)—The Project Applicant shall implement the SMP prepared by Geosyntec, provided as Appendix B of the Site Summary Report, which shall be submitted to the City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The entire Project Site shall be subject to the general protocols described in the SMP regarding prudent precautions and general observations and evaluations of soil conditions to be implemented throughout earthwork, grading, excavation, or other soil disturbance activities on the Project Site.

The protocols in the SMP include, but are not limited to, the following:

- Special precautions shall be taken to manage soils that will be disturbed during Project earthwork activities in areas containing Chemicals of Concern (COCs) above screening levels (SLs). These areas include the former Texaco gas station and other select areas of the Project Site with elevated total petroleum hydrocarbons (TPH) and arsenic in shallow soil, as shown in the Site Summary Report. Soil in these areas of the Project Site with residual COCs above SLs shall either be excavated prior to commencing excavation and grading operations in these areas or segregated and stockpiled prior to off-site disposal.
- The following requirements and precautionary actions shall be implemented when disturbing soil at the Project Site other than imported backfill: no soil disturbance or excavation activities shall occur without a Project Site-specific Health and Safety Plan (HASP). Any soil that is disturbed, excavated, or trenched due to onsite construction activities shall be handled in accordance with

applicable local, state, and federal regulations. Prior to the re-use of the excavated soil or the disposal of any soil from the Project Site, the requirements and guidelines in the SMP shall be implemented. The General Contractor shall conduct, or have its designated subcontractor conduct, visual screening of soil during activities that include soil disturbance. If the General Contractor or subcontractor(s) encounter any soil that is stained or odorous (Suspect Soil), the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils (e.g., cover suspect soil with plastic sheeting) and inform the property owner's representative and the environmental monitor. The environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by the property owner prior to the beginning of work.

- If Suspect Soil is encountered on the Project Site, the environmental monitor shall collect samples for analysis to characterize the soil for potential on-site re-use or off-site disposal per the provisions provided in the SMP.
 - Prior to excavation activities, the General Contractor or designated subcontractor shall establish specific areas for stockpiling Suspect Soil, should it be encountered, to control contact by workers and dispersal into the environment, per the provisions provided in the SMP.
 - In the event of soil import to the Project Site, soil must be screened and evaluated in accordance with the Department of Toxic and Substance Control (DTSC) advisory regarding clean imported fill material. The General Contractor or designated subcontractor shall require that the source of the imported soil provide documentation of such evaluation.
- The General Contractor shall ensure that on-site construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Project Site conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its

employees who may directly contact Suspect Soil to perform all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential contaminants on the Project Site, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized on-site personnel not to enter the fenced area. It is anticipated that all soil will be immediately loaded onto trucks for disposal and stockpiling on-site would not be necessary. If soil needs to be temporarily stored on-site, the stockpiled soil will be stored on the Project Site interior away from public interfaces on the perimeter.

- The General Contractor shall implement the following measures as provided in the SMP to protect human health and the environment during construction activities involving contact with soils at the Project Site: decontamination of construction and transportation equipment; dust control measures; storm water pollution controls and best management practices; and proper procedures for the handling, storage, sampling, transport and disposal of waste and debris.
- In the event volatile organic compound (VOC)-contaminated soil is encountered during excavation onsite, a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit shall be obtained before resuming excavation. Rule 1166 defines VOC-contaminated soil as a soil which registers a concentration of 50 ppm or greater of VOCs as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane. Either a SCAQMD Various Locations permit and plan, or a Project Site-specific permit and plan shall be required, depending upon the volume of soil to be excavated. Notifications, monitoring, and reporting related to the SCAQMD Rule 1166 permit shall be the responsibility of the General Contractor. If a Rule 1166 permit is required, an air monitoring plan may be required by the SCAQMD. Air monitoring plans are intended to protect the surrounding community from harmful exposure to VOCs and typically entail stationary monitoring stations for sample collection for laboratory analysis. Protection of onsite construction workers shall be accomplished by the development and implementation of the HASP.
- Known below-grade structures at the Project Site (i.e., storm water infrastructure) shall be removed from the ground or cleaned, backfilled, and left in place as appropriate during grading and excavation. If unknown below-grade structures are encountered during Project Site grading and excavation, the General Contractor

shall promptly notify the property owner's representative the same day the structure is discovered. Based on an evaluation of the unknown below-grade structure by the appropriate professional (e.g., environmental monitor, geotechnical engineer), the property owner shall address the below-grade structure in accordance with applicable laws and regulations.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District; California Department of Toxic Substances Control
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

Mitigation Measure HAZ-MM-2: During construction activities at the Project Site, controls shall be in place to mitigate the effects of subsurface gases and impacted soil and groundwater on workers and the public. During construction, the following shall be implemented:

- Monitoring devices for methane and benzene shall be present to alert workers of elevated gas concentrations when basement or subsurface soil disturbing work is being performed;
- Contingency procedures shall be in place if elevated gas concentrations are detected such as the mandatory use of PPE, evacuating the area, and/or increasing ventilation within the immediate work area where the elevated concentrations are detected;
- Workers shall be trained to identify exposure symptoms and implement alarm response actions;
- Soil and groundwater exposed during excavations shall be minimized to reduce the surface area which could off-gas. This shall be achieved by staggering exposed excavation areas;
- Soil removed as part of construction shall be sampled and tested for off-site disposal in a timely manner. If soil is stockpiled prior to disposal, it shall be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP);
- Fencing shall be erected to limit public access and allow for gas dilution; and
- A HASP shall be prepared to describe the proposed construction activities and hazards associated with each activity. Hazard mitigation shall be presented in the HASP to limit construction risks

to workers. The HASP shall include emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory PPE requirements. The HASP shall be signed by all workers on-site to demonstrate their understanding of the construction risks.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

F. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices, consistent with manufacturers' standards. All equipment will be properly maintained to assure that no additional noise due to worn or improperly maintained parts will be generated.

- Construction contractors will schedule construction activities to avoid the simultaneous operation of construction equipment within 100 feet of receptor location R1 (Broadcast Center Apartments) to minimize noise levels resulting from operating several pieces of high-noise-level emitting equipment such as drilling rigs, excavators, and concrete pumps.
- Construction equipment staging areas will be located at least 100 feet from receptor location R1. Contractors will place stationary noise sources on the Project Site at least 100 feet from receptor location R1.
- A telephone hot-line for use by the public will be established to report any adverse noise conditions associated with the construction of the Project. The hot-line telephone number shall be posted at the Project Site during construction in a manner visible to passersby with a minimum spacing of one sign for each 200 feet of the perimeter. In the event that the noise complaint is Project construction-related, the Applicant shall:
 - Document and respond to each noise complaint;
 - Conduct an investigation to attempt to determine the source of noise related to the complaint;

- Take all reasonable measures to reduce the noise at its source; and
 - Submit a monthly summary report of the Project-related noise complaints to the City Planning Department or Building and Safety.
- Hydraulic tools will be used instead of pneumatic tools within 100 feet from receptor location R1, when commercially available.
 - All impact tools will be shrouded or shielded within 100 feet from receptor location R1.
 - Construction equipment will not be idled for extended periods of time (more than 5 minutes) within 100 feet of receptor location R1, as specified by CARB.
 - Music (i.e., workers' radios) from the construction site will not be audible at off-site noise-sensitive receptors.
 - Large 40-yard dumpsters will not be located within 200 feet from receptor location R1; or, if located within 200 feet of receptor location R1, a sound barrier blocking the line of sight to the dumpster from receptor location R1 will be required.
 - Within 100 feet from any sensitive receptor location, the Project would utilize electric or battery powered construction equipment for the following pieces of equipment: tower cranes; mounted placing booms; scissor lifts; welding machines once permanent power is in place; swing stages; light towers for limited durations; concrete saw; and some light material forklifts (except for heavy material lifting) once concrete is in place.
 - **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
 - **Monitoring Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Phase:** Construction
 - **Monitoring Frequency:** Once at plan check (provide proof of compliance); periodically during construction
 - **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature NOI-PDF-2: Project construction will not include the use of driven (impact) pile systems.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature NOI-PDF-3: Outdoor mounted mechanical equipment will be enclosed or screened by the building design (e.g., a roof parapet or mechanical screen) from the view of off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction, construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant prior to Certificate of Occupancy

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems for outdoor gatherings (non-production uses) on roof decks, if any, will be designed so as not to exceed a maximum noise level of 85 A-weighted decibels (dBA) (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems in any roof deck gathering areas located within 15 feet from the northern, southern and western property lines and within 40 feet from the eastern property line, and 95 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems within the interior portions of the Project Site². A qualified noise consultant will provide written documentation that the design of the system complies with these maximum noise levels.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection

² Based on the conceptual site plan shown in Section II, Project Description, of the Draft EIR, the potential roof decks along the perimeter were assumed to be at least 75 feet above adjacent grade and the roof decks within the interior portion of the Project Site were assumed to be at least 50 feet above grade.

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant prior to Certificate of Occupancy

Project Design Feature NOI-PDF-5: Outdoor studio production activities will be prohibited within 200 feet of the Shared Eastern Property Line adjacent to the existing multi-family residence located immediately east of the Project Site (receptor location R1) between the hours of 10 P.M. and 7 A.M.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant prior to Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the eastern property line of the Project Site between the construction areas and the adjacent residential and park uses to the east, the temporary sound barrier shall be designed to provide a minimum 16-A-weighted decibels (dBA) noise reduction at the ground level of receptor locations R1 and R2. In addition, the temporary sound barrier along the Shared Eastern Property Line (between the Project Site and the Broadcast Center Apartments (R1)) shall be 30 feet high. The sound barriers shall be constructed when construction activities are located within 700 feet and 560 feet of receptor locations R1 and R2, respectively.
- Along the northern property line of the Project Site between the construction areas and the motel (receptor location R3) and school (receptor location R4) on the north side of Beverly Boulevard and the residential uses along Orange Grove Avenue, Ogden Drive, Genesee Avenue, and Spaulding Avenue (represented by receptor location R5), the temporary sound barrier shall be designed to break the line-of-sight and provide a minimum 9-dBA, 5-dBA and 8-dBA noise reduction at the ground level of receptor locations R3, R4, and R5 respectively. The sound barriers shall be constructed

when construction activities are located within 280 feet, 300 feet, and 490 feet of receptor locations R3, R4 and R5, respectively.

- Along the western and a portion of the southern property lines of the Project Site between the construction areas and residential uses on Hayworth Avenue (receptor location R7) and the residential and motel uses on the west side Fairfax Avenue (receptor location R8), the temporary sound barrier shall be designed to break the line-of-sight and provide a minimum 15-dBA and 10-dBA noise reduction at the ground level of receptor locations R7 and R8, respectively. The sound barriers shall be constructed when construction activities are located within 700 feet and 340 feet of receptor locations R7 and R8, respectively.
- Along an approximately 250-foot segment of the southern portion of the Project property line between the construction areas and the Gilmore Adobe, a temporary sound barrier shall be designed to break the line-of-sight and provide a minimum 15 dBA noise reduction at the ground level of the Gilmore Adobe.³ The sound barrier shall be constructed when construction activities are located within 700 feet of the Gilmore Adobe.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance report from noise consultant

G. Public Services—Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: During Project construction, the Applicant will implement security measures including security fencing, low-level security lighting, locked entry, and security patrols.

³ The Gilmore Adobe (also referred to as the Rancho La Brea Adobe) is a commercial use. A commercial use is not a sensitive receptor for purposes of the noise analysis under CEQA. Nonetheless, the Gilmore Adobe was treated hypothetically as a residential use for informational purposes in response to comments on the Draft EIR.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature POL-PDF-2: During operation, the Project will incorporate a 24/7 security plan to ensure the safety of its employees and visitors. The Project's security plan will include, but will not be limited to, the following design features:

- Security fencing, walls, landscaping, and/or other elements to create a physical barrier at the Project Site perimeter;
- Points of entry will be secured by elements such as guard booths, key card passes, and pedestrian and vehicular access controls;
- A 24-hour security camera network to provide visual surveillance of outdoor areas, parking facilities, and other activity areas;
- Private on-site security staff, including at guard booths to control entry, and regular security patrols of the Project Site; and
- Appropriate staff training on security protocols, including site and building access control, managing and monitoring fire/life/safety systems, and patrolling the Project Site.
- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and submittal of compliance documentation by Applicant; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-3: The Project will include appropriate lighting of buildings and walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-4: The Project will include appropriate lighting of parking areas, elevators, and lobbies to maximize visibility and reduce areas of concealment.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-5: The design of the Project's entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways will be open and in view of surrounding sites.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-6: Prior to the issuance of a building permit, the Applicant will consult with Los Angeles Police Department's (LAPD's) Crime Prevention Unit regarding the incorporation of feasible crime prevention features appropriate for the design of the Project.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); prior to the issuance of applicable building permit
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-7: Upon completion of Project construction and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to LAPD's Wilshire Division Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); prior to the issuance of applicable building permit
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

H. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: A detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval prior to commencing construction. The

Construction Traffic Management Plan will formalize how Project construction will be carried out and identify specific actions that will reduce effects on the surrounding community. The Construction Traffic Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site and will include, but not be limited to, the following elements, as appropriate:

- The Project Applicant will designate a construction manager to serve as a liaison with the surrounding community and respond to any construction-related inquiries. Publicly visible signs will be posted at various locations with the liaison's contact information to contact regarding dust complaints. The South Coast Air Quality Management District's phone number will also be included to ensure compliance with applicable regulations.
- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets or in predominantly residentially zoned areas.
- Temporary pedestrian, bicycle, and vehicular traffic controls (e.g., flag people trained in pedestrian and bicycle safety at the Project Site's driveways) during all construction activities adjacent to Fairfax Avenue, Beverly Boulevard, and The Grove Drive, to ensure traffic safety on the public right-of-way.
- Scheduling of construction-related activities to reduce the effect on traffic flow on surrounding major roadways.
- Containment of construction activity within the Project Site boundaries, to the extent feasible.
- Coordination with the Los Angeles Department of Transportation (LADOT) Parking Meter Division to address any potential loss of metered parking spaces.
- Implementing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers.
- Rerouting construction trucks to reduce travel on congested streets.
- Provision of dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, subject to LADOT approval.
- Prohibition of haul truck staging on any streets adjacent to the Project Site, unless specifically approved as a condition of an approved haul route.
- Spacing of trucks so as to discourage a convoy effect.

- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind.
- Maintenance of a log, available on the Project Site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities and posting of the telephone number at the Project Site readily visible to any interested party during site preparation, grading, and construction.
- Obtaining the required permits for truck haul routes from the City prior to the issuance of any building permit for the Project.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading or building permit (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

Project Design Feature TR-PDF-2: The Project will implement a series of transportation demand management (TDM) measures that exceed the requirements established in the current TDM Ordinance. The TDM strategies will be implemented for the Project Site as a whole and will be available to both the existing and new employees on-site. The TDM Program will be subject to review and approval by the City, and the Project Applicant will record a Covenant and Agreement to ensure that the TDM Program will be maintained. The following TDM strategies will be implemented as proposed under the TDM Program:

- **Educational Programs/On-Site Coordinator:** A coordinator will reach out to employees directly to promote the benefits of TDM. The coordinator will provide information on public transit and any related incentives, flexible work schedules and telecommuting programs, pedestrian and bicycle amenities, rideshare/carpool/vanpool programs, and parking incentives. Marketing activities, including printed/posted materials and digitally distributed information, will ensure that employees and visitors at the Project Site are aware of the benefits of the TDM Program and all of the mobility options available on-site and in the surrounding area.

- **Transportation Information Center/Kiosks via Mobility Hub:** The Project will install a transportation information center at a Mobility Hub. The transportation information center will provide employees and visitors with information regarding transit, commute programs, and non-vehicular travel planning. Informational digital bulletin boards and wayfinding information will be displayed along pedestrian paths to direct pedestrians to the Mobility Hub, nearby transit stops, bicycle parking, and bikeshare facilities.
- **Bicycle Parking and Amenities:** In order to facilitate bicycle use, the Project will provide short-term and long-term bicycle parking spaces in accordance with the Los Angeles Municipal Code (LAMC), as well as valet service, showers, lockers, and bicycle service areas and repair stands within the Project Site. The Project will incorporate features for bicyclists, such as exclusive access points and secured bicycle parking facilities. The Project Applicant will also contribute toward the implementation of bicycle improvements within the Study Area in accordance with the Mobility Plan.
- **Pedestrian Amenities:** The Project will incorporate features for pedestrians, such as landscape improvements, exclusive access points, and upgraded pedestrian facilities and bus stops. Additionally, the Project Site will be designed to be a safe, friendly, and convenient environment for pedestrians. The Project will provide more pedestrian-friendly sidewalks and areas along Fairfax Avenue, Beverly Boulevard, and The Grove Drive and maintain internal walkways throughout the Project Site. The Project Applicant will also contribute toward pedestrian facilities improvements as part of Vision Zero.
- **Shuttle Service:** The Applicant will either operate or fund van or shuttle service for employees and visitors between the proposed Metro D (Purple) Line Wilshire/Fairfax Station and the Project Site. The shuttle will operate during typical commuter peak periods and provide service from or near the Project Site to the Metro D Line Wilshire/Fairfax Station. The shuttle service will enhance employee and visitor access to the Metro D (Purple) Line and, therefore, result in greater reductions in vehicle trips and vehicle miles traveled (VMT). Additionally, the Mobility Hub could support future shuttle services to connect to existing and future transit stations (e.g., the Metro B [Red] Line or Metro K [Crenshaw North] Line Extension).
- **Ride-Share Matching and Carpool/Vanpool Program:** The on-site TDM coordinator will provide ride-share matching services to match interested employees with similar commuters into carpools and vanpools.

- **Neighborhood Enhancements:** The Project will enhance the transportation mobility around the immediate Project Site area to encourage alternative transportation modes and connections to the Project Site from off-site locations. The Project will also enhance the existing crosswalks at the signalized intersections along Beverly Boulevard at Fairfax Avenue and Stanley Avenue/The Grove Drive to current LADOT standards with new continental crosswalks and black and white contrast markings.⁴
- **First-Mile/Last-Mile Options:** In recent years, there has been a proliferation of new options for personal transportation that help to address first-mile/last-mile connectivity issues with public transit. These options include motorized scooters, skateboards, and bicycles, as well as human-powered bicycles. Some of these options involve personal ownership (various types of electric skateboards, bicycles, and scooters) and some are publicly available for short-term rentals (electric scooters, Metro Bike Share pedal-powered bicycles). These services are rapidly evolving and gaining widespread acceptance, and it is anticipated that by the time the Project is completed, the landscape for these services, as well as the regulatory issues surrounding some of them, may look substantially different. The Applicant is committed to forward-thinking in the design and implementation of the Project and will provide support for such services at the Mobility Hub, as appropriate. Specifically, as required by LADOT, the Mobility Hub will include space to accommodate support uses, storage, maintenance, and staging facilities. These services will give employees and visitors a variety of travel mode choices and, therefore, encourage the use of non-automobile modes to and from the Project Site and reduce VMT.
- **Carpool/Vanpool Parking and Loading via Mobility Hub:** The Mobility Hub will provide safe and convenient passenger loading areas for employee carpools/vanpools along with access to the Project Site's internal roadway network to get to the parking structures. Additional passenger loading areas are also proposed on Fairfax Avenue, Beverly Boulevard, and the Southern Shared Access Drive for carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. Bus or shuttle loading and unloading would not occur within 75 feet of the Broadcast Center Apartments without a noise barrier in place.
- **Guaranteed Ride Home Program:** A Guaranteed Ride Home program assures that transportation service will be provided to

⁴ While LADOT recommended in their Assessment Letter for the Transportation Assessment (Draft EIR Appendix M.2) to improve the visibility of crosswalks, all crosswalks adjacent to the Project Site have since been improved with continental crosswalks.

individuals who commute without their personal automobiles. This program overcomes one of the primary concerns of those who may choose alternative modes of transportation, which is how to get home or to a child's school in the case of an emergency. In the event of personal or family emergencies, the individual will be reimbursed for a taxi ride, ride-share ride, or short-term car rental. This program will cover all employees participating in the carpool/vanpool program or using transit to and from the Project Site. A support service, such as Guaranteed Ride Home, is an important part of TDM implementation that assures an individual will not be dependent on a carpool or transit schedule in the event of an emergency.

- **Transit Infrastructure Improvements:** The Project will improve the existing transit infrastructure at bus stops located within the immediate vicinity of the Project Site along Fairfax Avenue and Beverly Boulevard. This will include, where applicable, upgrades to provide adequate benches, shelters, lighting, light-emitting diode (LED) displays, and signage.
- **Enforcement Agency:** City of Los Angeles Department of Transportation, City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit (provide proof of compliance); once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Approval of TDM program from LADOT; issuance of Certificate of Occupancy; submittal of compliance documentation by Applicant

Project Design Feature TR-PDF-3: The Project will include the following off-site Vision Zero safety improvements:⁵

- Where applicable, the Project will improve the existing pedestrian infrastructure at the bus stops located around the Project Site perimeter along Fairfax Avenue and Beverly Boulevard to include adequate benches, shelters, lighting, LED displays, and signage to the extent feasible under the City of Los Angeles' current bus shelter contract.
- The Project Applicant will contribute toward the funding of pedestrian facilities and safety improvements within the Study

⁵ While LADOT recommended in their Assessment Letter for the Transportation Assessment (Draft EIR Appendix M.2) to improve the visibility of crosswalks, all crosswalks adjacent to the Project Site have since been improved with continental crosswalks.

Area, including a pedestrian hybrid beacon at Stanley Avenue and Melrose Avenue.

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy for the appropriate development phase according to the Transportation Improvement Program Schedule in the Transportation Assessment
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy for the appropriate development phase according to the Transportation Improvement Program Schedule in the Transportation Assessment

Project Design Feature TR-PDF-4: The Project Applicant will contribute \$1.34 million toward transportation systems management (TSM) improvements within the Project area that may be considered to better accommodate intersection operations and increase network capacity throughout the Study Area. LADOT's Automated Traffic Surveillance and Control (ATSAC) Section has identified the following improvements within the Project area along Fairfax Avenue, Beverly Boulevard, and The Grove Drive:

- Fairfax Avenue and Beverly Boulevard—Signal upgrades, 351 cabinet with new signal controller, system loop, flashing yellow arrow at Beverly Boulevard for the westbound left-turn.
- Fairfax Avenue and Oakwood Avenue—Northbound and southbound system loops.
- Fairfax Ave and 3rd Street—Signal upgrades, new cabinet, flashing yellow arrow for eastbound and westbound left turn.
- The Grove Drive and 3rd Street—New signal controller for leading pedestrian interval.
- The Grove Drive and Beverly Boulevard—Closed Circuit TV (CCTV) camera, new cabinet and signal controller for leading pedestrian interval.
- The Grove Drive Corridor—Signal communication including conduit, 25 pair interconnect, 24SM single mode fiber, pull boxes, and ground cables.
- Beverly Boulevard and Genesee Avenue—System loops for eastbound and westbound, and new cabinet and westbound left turn phasing (if warranted).

- Beverly Boulevard and Gardner Street—System loops for eastbound and westbound.
- Beverly Boulevard and Curson Avenue—System loops for eastbound and westbound.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of applicable Certificate of Occupancy for the earliest of the three Project features identified in the Transportation Improvement Program Schedule in the Transportation Assessment
- **Action Indicating Compliance:** Written verification of payment of fees to the City of Los Angeles Department of Transportation or implementation of TSM improvements; issuance of Certificate of Occupancy for the earliest of the three Project features identified in the Transportation Improvement Program Schedule in the Transportation Assessment

Project Design Feature TR-PDF-5: The Project will install left-turn signal phases at the following three key intersections: Fairfax Avenue and 3rd Street, Martel Avenue/Hauser Boulevard and 3rd Street, and La Brea Avenue and 3rd Street.

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy for the appropriate development phase according to the Transportation Improvement Program Schedule in the Transportation Assessment
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy for the appropriate development phase according to the Transportation Improvement Program Schedule in the Transportation Assessment

I. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

Project Design Feature WAT-PDF-1: In addition to any existing applicable regulatory requirements, the Project design will incorporate the following water conservation features to support water conservation:

- High-Efficiency Toilets with a flush volume of 1.1 gallons per flush or less.
- Showerheads with a flow rate of 1.5 gallons per minute or less.
- ENERGY STAR Certified Residential Dishwashers—standard with 3.0 gallons/cycle or less.
- Drip/Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- **Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

TVC 2050 Specific Plan

APPENDIX C: Alcohol Conditions

APPENDIX C

ALCOHOL APPROVAL CONDITIONS

A. Conditions for On-Site Alcohol Consumption

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning (City Planning) and the Department of Building and Safety (LADBS) for purposes of having a building permit issued at any time during the term of this grant.
3. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
4. Prior to the effectuation of this grant, a Covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office.
5. The Covenant and Agreement ([CP-6770](#)) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in the case file.
6. All regulations of the State of California prohibiting the sale of alcoholic beverages to minors shall be strictly enforced.
7. Electronic age verification device(s) may be used to determine the age of any individual attempting to purchase alcoholic beverages. If utilized, these devices shall be installed or utilized as handheld devices on the premises, maintained in an operational condition, and all establishment employees shall be instructed in their use.
8. Each employee of said establishment/permittee who sells or serves alcoholic beverages shall enroll in, attend and complete a certified, State Department of Alcoholic Beverage Control (ABC)-recognized, training program for the responsible sale and service of alcohol. This training shall be scheduled for new employees within 30 days of the opening of the establishment, or within 30 days after the start

of employment, whichever applies. A record of the completion of this training program shall be maintained on the premises and shall be presented upon request of the Director.

9. A copy of these conditions shall be retained on the premises at all times and be immediately produced upon the request of any peace officer, employee of the ABC, the LADBS, or City Planning. The on-site manager and employees shall be knowledgeable of the conditions herein.
10. **MViP – Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per Section 19.01 E.3 of the Code - Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations and Section 19.04 of the Code - Miscellaneous ZA Sign Offs shall be paid to the City.
11. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.
12. The owner and operator shall be notified of any deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by LADBS which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the decision-maker..
13. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective owner/operator shall be submitted to City Planning in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to City Planning within 30 days of the beginning day of his/her new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.
14. At any time during the period of validity of this grant, should documented evidence be submitted showing continued violation of any condition of this grant and/or the ABC license of the location, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring

properties, the Zoning Administrator (upon his/her initiative, or upon written request by the Los Angeles Police Department [LAPD] or ABC) reserves the right to call for a public hearing requiring the applicant to file for a plan approval application together with associated fees pursuant to Code Section 19.01 E of the Code, the purpose of which will be to review the applicant's compliance with and the effectiveness of these conditions.

15. The applicant shall prepare a radius map and cause notification to be mailed to all owners and occupants of properties within a 300-foot radius of the property, the Council Office and LAPD's corresponding division. The applicant shall also submit a summary and any supporting documentation of how compliance with each condition of this grant has been attained. Upon this review, the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.
16. **Complaint Log.** A telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations:
 - i. Entry, visible to pedestrians.
 - ii. Customer service desk, front desk or near the reception area.

Complaints shall be responded to within 24 hours. The applicant shall maintain a log of all calls and emails, detailing: (1) date complaint received; (2) nature of complaint; and (3) the manner in which the complaint was resolved.

17. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or ABC "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request LAPD or ABC to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
18. At least one on-duty manager with authority over the activities within the facility shall be on the premises during business hours. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by ABC and the conditional use herein. Every effort shall be undertaken in managing the subject premises and the facility to discourage illegal and

criminal activities and any exterior area over which the building owner exercises control, in effort to ensure that no activities associated with such problems as narcotics sales, use or possession, gambling, prostitution, loitering, theft, vandalism and truancy occur.

19. The applicant shall be responsible for maintaining the premises over which they have control, including the adjoining sidewalk and any public or temporarily closed alleys abutting the site, free of debris or litter.
20. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.

Restaurant Conditions

21. Restaurants with sales and service of alcohol shall be maintained as a bona fide eating place (restaurant) with an operational kitchen and shall provide a full menu containing an assortment of foods normally offered in such restaurants. The establishment shall provide seating and dispense food and refreshments primarily for consumption on the premises and not solely for the purpose of food takeout or delivery.
22. A restaurant, café, or food hall shall be considered a single permit and shall be permitted to sell a full line of alcoholic beverages from one or more bars, lounges, or restaurants/stalls within a single restaurant, cafe or food hall establishment.
23. No enclosed room, other than restrooms, intended for use by patrons or customers shall be permitted. No private dining room with a separate access door shall be permitted.
24. **Amplified Sound.** Outdoor amplified sound shall comply with the City of Los Angeles Noise Ordinance as codified in Chapter XI of the Code.

Bar/Lounge Conditions

25. **Designated Driver Program.** Prior to the utilization of this grant, establishments that do not serve food with alcohol sales shall establish a "Designated Driver Program" which shall include, but not be limited to, signs/cards, notation on websites/social media, notifying patrons of the program. The signs/cards/website/social media shall be visible to the customer and posted or printed in prominent locations or areas. These may include signs/cards on each table, at the entrance, at the host station, in the waiting area, at the bars, or on the bathrooms, or a statement in the menus, a website, or on social media.

26. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by LAPD.
27. Only the front door shall be used for patron access to bar/lounge uses. All other doors shall be equipped on the inside with an automatic locking device and shall be kept closed at all times, other than to permit access for deliveries, trash removal, and emergency access.
28. All exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space. Lighting shall be directed onto the site without being disruptive to persons on adjacent properties.
29. The exterior windows and glass doors of the establishments shall be maintained substantially free of signs and other materials from the ground to at least 6 feet in height above the ground so as to permit surveillance into the store by Police and/or private security.
30. The applicant shall utilize social media, webpages, or other media to provide travel information to the establishment. Such information shall promote the use of alternate travel means to automotive transportation (walk, bike, public transit, rideshare/service, or carpool).

B. Conditions for Off-Site Alcohol Consumption

1. A copy of these conditions shall be retained on the premises at all times and be immediately produced upon request of the peace officer, employee of ABC, LADBS, or City Planning. The on-site manager and employees shall be knowledgeable of the conditions herein.
2. **Hours of sales.** Alcoholic beverages may be sold as permitted by State law.
3. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the LAPD "Standardized Training for Alcohol Retailers" (STAR) or ABC "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request LAPD or ABC to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all

new hires within three months of their employment.

4. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
5. Establishments with off-site sales shall maintain windows and other openings from 30 inches to 84 inches at the ground floor free of coverings, advertisements, or any other such screening from obscuring, blocking, or otherwise obstructing line of sight into the establishment.

TVC 2050 Specific Plan

APPENDIX D: Design Standards

APPENDIX D: DESIGN STANDARDS

SECTION 1. BUILDING DESIGN

This section provides standards for building design with particular emphasis on facade materials and rooflines visible from the public right-of-way. A pedestrian-scale, inviting, and well-designed ground floor facade along public street frontages is essential to sustaining street-level interest, public realm engagement, and pedestrian safety, while maintaining studio security, privacy, and operations.

A. Pedestrian Entrances. Well-marked pedestrian entrances shall be provided to cue access and use.

- 1. Building Entrances.** The treatment of primary building entrances or lobbies shall be accentuated and differentiated through changes in the building plane, material, treatment, or articulation. Building entrances shall provide shading and weather protection, such as a cantilevered floor plate above the ground level, and utilize weather-resistant, woven fabric, glass, metal, or other permanent material compatible with the building architecture. When said shading and weather protection elements correspond to publicly accessible uses (including but not limited to retail, office, and community uses) these areas shall provide opportunities for publicly accessible amenities that encourage, safe, attractive, accessible, and enjoyable walking such as sidewalk cafes, retail courtyards, covered walkways, or spaces for outdoor dining or seating. Internally illuminated, vinyl awnings are not permitted.
- 2. Project Gateways.** Project Gateways are located on private property and shall function as extensions of the Project Setbacks (Frontages). Project Gateways shall be improved with landscape, hardscape, and open space. Gateways shall support and facilitate attractive, accessible, and enjoyable spaces of respite for pedestrians, visitors/tourists, and employees. Project Gateways along major frontages (Fairfax Avenue, Beverly Boulevard, and The Grove Drive) shall be provided as follows:
 - a. Fairfax Avenue:** A minimum of two, 30-foot-wide x 15-foot-deep, publicly accessible open spaces between buildings. (Note: The two open spaces may be combined into a single open space area if the total minimum size requirements are adhered to.)
 - b. Beverly Boulevard:** A minimum 45-foot-wide x 15-foot-deep publicly accessible open space adjacent to or within the viewshed restoration area.
 - c. The Grove Drive:** A minimum 15-foot-wide x 15-foot-deep publicly accessible open space.

B. Building Facades along Public Street Frontages. Any building facade located within 50 feet from the property line within Subareas A, B, or C and fronting a public street shall incorporate the following architectural features into the building facade:

1. Facade Articulation. Each building facade fronting the public right-of-way shall incorporate modulation or breaks at a minimum of every 45 feet in length to create variations in material that correspond to interior building programming, such as wall offsets, bays, projections, recesses, stair towers, terraces, or similar architectural treatments. Facade articulation shall not be achieved through the use of color or material application alone.

a. **Exemptions.** New buildings (or portions thereof) constructed for sound stage and production support uses shall be exempt from these requirements.

2. Transparency. The first 20 feet of vertical height, as measured from the grade of the nearest adjacent sidewalk, of all ground floor facades fronting the public right-of-way, shall include transparent wall openings including, but not limited to, windows or doors, comprising at least 50 percent of the aggregate ground floor facade area.

a. **Exemptions.** New buildings (or portions thereof) constructed for sound stage and production support uses, the Mobility Hub, and stand-alone parking structures, shall be exempt from these requirements.

3. Windows and Glass. Windows (and other openings such as doors) using glass shall be inset or offset from the building facade at a minimum of three inches to delineate shadows and visual depth. Mirrored glass or reflective glass coatings are prohibited. Alternatively, flush finish window installations are permitted when a glass curtain wall, store front, spandrel glass, or other similar design approach is used.

a. **Exemptions.** New buildings (or portions thereof) constructed for sound stage and production support uses, the Mobility Hub, and stand-alone parking structures shall be exempt from these requirements.

C. Glass/Glazing. Any building facade(s) which exceeds 88 feet in height, as measured from Project Grade, shall provide glass/glazing for a minimum of 50 percent of the area of the building facade. Facade materiality performance shall meet or exceed Title 24, or other similar energy efficiency standards, as applicable.

1. Exemptions. New buildings (or portions thereof) constructed for sound stage and production support uses, the Mobility Hub, and stand-alone parking structures shall be exempt from these requirements.

- D. Roof Form.** Each building exceeding 88 feet in height, as measured from Project Grade, shall have a defining rooftop element divergent from its prevailing roof line. Where accessible rooftop decks are provided, vegetated roofs, cool roofs and/or other approaches to sustainable construction shall be provided in order to reduce urban heat island effects and capture stormwater. (An accessible rooftop shall be one that has an identified Los Angeles Building Code [LABC] occupancy and shall not include rooftops accessible merely to allow for service of mechanical, electrical, parking, or photovoltaic [PV] systems.)

SECTION 2. PARKING AND LOADING

- A. Automobile Parking (Structured).** Parking shall be fully integrated into the design and form of the Project. Materials used in parking design shall be similar in opacity, quality, and theme to the materials used in the overall design elements elsewhere in the Specific Plan area, and shall be utilized in a manner to enhance, and not restrict, the natural ventilation requirements stated in the Los Angeles Building Code (LABC). In order to minimize the visibility of parking:
1. All above-grade parking fronting the public right-of-way (except where entrances, exits, driveways, drive aisles and the like are located) shall incorporate ground-floor, non-parking uses (including but not limited to Basecamp uses) for the first 20 feet in depth of the ground floor; or, alternatively, shall utilize the same architectural materials as used in design elements elsewhere in the Specific Plan area for screening purposes; provided, however, that no more than 50 percent of any facade shall be covered with mesh screening, including, but not limited to, perforated mesh, grating, or other screening.
 2. Any above-grade parking facade fronting the public right-of-way (except where entrances, exits, driveways, drive aisles and the like are located) shall have an external skin, designed to improve the building's appearance. Facades of parking structures shall be screened to minimize their visual impact on the public realm. This can include heavy-gauge metal screens, pre-cast panels, laminated glass or PV panels, or other material consistent with or complementary to development within the Specific Plan area, as determined by the Director or Planning.
 3. A low screening element, measuring a minimum of 36 inches in height, shall be provided within the garage that blocks views of parked vehicle bumpers and headlights from the public right-of-way.
 4. Vertical circulation cores (entrances, elevators, and stairs) shall, as feasible, be located on facades of the building and/or corners so users can easily find and access entry points. Code-required exit stairs shall be exempt from this regulation.
 5. If facade plant materials are provided, they shall be properly maintained and equipped with an automatic irrigation system. Plant materials shall only be

permitted on facades up to the second level of a building, unless dedicated maintenance and watering infrastructure is provided for upper-level plant material. All planters for facade plant materials shall be secured to the ground or building structure.

- B. Automobile Parking (Surface).** New surface parking areas (excluding areas utilized for Basecamp) shall not be located within 30 feet of a public right-of-way.
- C. Commercial Loading.** All commercial loading and unloading activities shall occur within the Specific Plan area. No commercial loading or unloading is permitted within the public right-of-way.

SECTION 3. SETBACK (FRONTAGE AREAS), PROJECT GATEWAYS, AND SITE ACCESS

This section provides standards on the design of setbacks (frontage areas), project gateways, and site access.

- A. Setback Area and Project Gateway Design.** Setbacks, as defined in Section 5.4.A (Setbacks [Frontage Areas]) of this Specific Plan, and Project Gateways shall provide a mix of landscape, hardscape, and interactive cultural amenity elements, including but not limited to sculptures, art works, plaques, electronic kiosks, and thematic landscape and hardscape materials, that are responsive to the cultural history of the studio Project Site and neighborhood.
 - 1.** Prior to the issuance of the first building permit of a Project in the Specific Plan, a Cultural Amenities Plan shall be submitted for review and approval by the Department of City Planning, in consultation with the Office of Historic Resources, to be used as an implementation guide with principals and standards for the cultural amenities to be provided along each applicable Frontage Area and Project Gateway.
 - 2.** Cultural amenities and interactive elements, both permanent and semi-permanent, include, but are not limited to the following:
 - a. Sculpture
 - b. Art work
 - c. Plaques
 - d. Digital and non-digital kiosks
 - e. Thematic landscape and hardscape materials
 - f. Wayfinding signage

B. Perimeter Fences and Freestanding Walls in Setback Areas.

- 1. Height.** Fences and freestanding walls shall not exceed 12 feet in height, as measured from the grade of the nearest adjacent sidewalk.
- 2. Transparency.**
 - a. Fencing and freestanding walls located within Subarea A (Viewshed Restoration Area) that are visible from Beverly Boulevard shall maintain a minimum transparency of 50 percent as defined by the linear distance in feet.
 - b. Fencing and freestanding walls with less than 50 percent transparency per fence face, located within all other Subareas, shall be located at the setback line furthest from the public right-of-way, to ensure adequate space in the setback area for the installation of landscaping for screening.
 - c. Fencing and freestanding walls with 50 percent or greater transparency per fence face, located within all other Subareas, may be located within any portion of the setback area.
- 3. Security.** The use of barbed wire or chain link for any fencing or freestanding walls shall be prohibited.
- 4. Maintenance.** Fencing and freestanding walls shall be maintained in a clean and well-kept manner, including through the repair of broken walls and removal of graffiti, and improved with either low maintenance landscaping, hardscape, or a combination of both.
- 5. Landscape.** The requirements set forth in this Section shall apply to the setback areas. A minimum of 75 percent of new landscaping shall be climate adapted or native to the region or to the State of California, as measured by area coverage. Any landscape plan shall identify whether the plan species are listed from CalScape (<https://calscape.org/>) for the Project's specific location and environmental conditions. Species shall be selected based upon their suitability per the [Sunset Climate Los Angeles Zone Region map](#) and the Project's location. No species rated as "moderate" or "high" by California Invasive Plant Council's inventory shall be used in required landscape areas. (See: [The Cal-IPC Inventory – California Invasive Plant Council](#)).

6. Trees.

- a. A minimum of one tree shall be planted for each 300 square feet of setback area. Trees provided within the setback area shall be the same as, or complementary to, the species identified in the Streetscape Plan requirements and spacing set forth by the City of Los Angeles Public Works Department, Urban Forestry Division.
- b. All required trees shall have a minimum 15-gallon container size and a minimum caliper of 1 inch at the time of planting or as specified by ASNS (American Standard for Nursery Stock).
- c. Understory shrubs, grasses and/or ground covers, or organic mulch of 3 to 5 inches in depth shall be provided to shade soil and provide a more favorable microclimate at the base of on-site trees.
- d. The Project shall use climate-adapted or locally native tree and tall shrub species that achieve at least 40 percent shade cover of outdoor areas, within 10 years from planting (measured on June 21st at noon). Where planting is not feasible, shade shall be provided by alternative means.

7. Hedges and Vines. Hedges or vines shall be provided along any fencing and/or freestanding walls.

C. Site Access

1. **Vehicular Access.** Vehicular access to the Specific Plan area, including signalized and non-signalized entrances, shall be consistent with the following requirements.
 - a. **Driveways.** The driveway approach widths ("W") for vehicular access shall be limited as follows:

Street Frontage	Entrances	Maximum Driveway Width ("W")
Beverly Boulevard (limit of three)	Signalized Entrance Non-signalized Entrance	70 feet 30 feet
Fairfax Avenue (limit of three)	Signalized Entrance Non-signalized Entrance	70 feet 30 feet
The Grove Drive (limit of two)	Signalized Entrance Non-signalized Entrance	60 feet 30 feet
Southern Shared Access Drive (limit of two)	Non-signalized Entrance	36 feet

2. **Pedestrian Access.** Pedestrian access, including primary and secondary gates, to the Specific Plan area shall be located as provided in Appendix A (Initial Development Plans) of this Specific Plan.

SECTION 4. INFRASTRUCTURE

A. Utilities and Equipment.

1. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) to accommodate the under-grounding of utility lines. All work shall be in compliance with LADWP's Rules Governing Water and Electric Service.
2. Utility equipment, disposal areas, and storage areas shall be located away from, or screened from, the public right-of-way.

B. Rooftop Appurtenances. All ventilation, heating, or air conditioning ducts, tubes, equipment, or other similar rooftop appurtenances shall be screened from public rights-of-ways.

C.

1. **Exemptions.** This standard shall not apply to Communication Facilities such as those for television, radio, or other media broadcasting facilities or transmission equipment.

D. Electrical Transformers. Electrical transformers, mechanical equipment, and other equipment shall be located within a building or structure, such as a utility room or parking area, provided no portion of the equipment faces a public street frontage unobstructed.

1. If electrical transformers, mechanical equipment, and other equipment cannot be feasibly located within a building or structure, it may be located outdoors and above or below grade provided that the equipment be screened with a fence/wall or landscape screen. Fence/walls and landscape screens may be combined to achieve full screening of the subject equipment, and shall meet the following standards:
 - a. Form a screening enclosure that creates a contiguous perimeter around all visible elements of the subject equipment from the public right-of-way for a height no less than 6 inches taller than the topmost point of the equipment. In no case may the screening enclosure be less than 3 feet in height.
 - b. Have a minimum opacity of 90 percent.
 - c. Screening must comply with all applicable access and clearance standards as required by LADWP. Equipment shall be screened with

materials that are compatible with the building they are housed in or serve. In addition to screening materials, landscaping should also be incorporated.

E. Cellular Facilities.

1. Cellular Facility areas shall be concealed and visually integrated within the design or architecture of the building or structure housing the equipment and not visible from the public right-of-way.
2. No Cellular Facility shall be constructed as a standalone building or structure.
3. These standards shall apply to Cellular Facilities constructed for the purposes of cellular device connectivity and not to Communication Facilities such as those for television, radio, or other media broadcasting facilities or transmission equipment.

TVC 2050 Specific Plan

APPENDIX E: Streetscape Plan

Appendix E: Streetscape Plan

0.0 Introduction

The TVC 2050 Specific Plan (Specific Plan) establishes studio land uses that reinforce and engage with the high-activity nature of Fairfax Avenue and Beverly Boulevard and integrate with the transitional form of The Grove Drive from urban to public open space at Pan Pacific Park.

Each public frontage along the Specific Plan area boundary accounts for the existing surrounding uses, urban form, and streetscape to highlight and improve the pedestrian experience while increasing safety and activity along the street. By elevating the vitality of the street edge and enhancing its treatment, the Specific Plan advances and reinforces the character of Los Angeles' public streets.

The Specific Plan prioritizes a multi-modal approach to transportation and mobility through modernized and safe sidewalks, areas for future transit integration, on-site parking that is appropriately screened, street trees and additional landscaping, lighting, and street furnishings. The following sections outline objectives and regulations for public streetscape improvements along the Specific Plan public right-of-way areas. All improvements shall be consistent with Urban Forestry guidelines and Bureau of Street Services requirements.

1.0 Street Trees

Street trees provide wide-ranging and extensive benefits within the Specific Plan area. Their arrangement and rhythm will reinvigorate sections of sidewalk previously underutilized by pedestrians due to issues such as a lack of shade and uncomfortable thermal conditions. Street trees help integrate the public and private aspects of the Specific Plan area along public frontages. They create a sense of place and anchor the Specific Plan area edges. Additionally, street trees provide shade and cooling for street segments which were historically designed solely for the automobile.

Street trees contribute to the Specific Plan area's identity and as such, great care shall be placed in ensuring their quality and influence on the public realm.

General Requirements:

Installation of street trees shall be consistent with Urban Forestry guidelines and is subject to Urban Forestry approval. All improvements shall be consistent with Urban Forestry guidelines and Bureau of Street Services requirements.

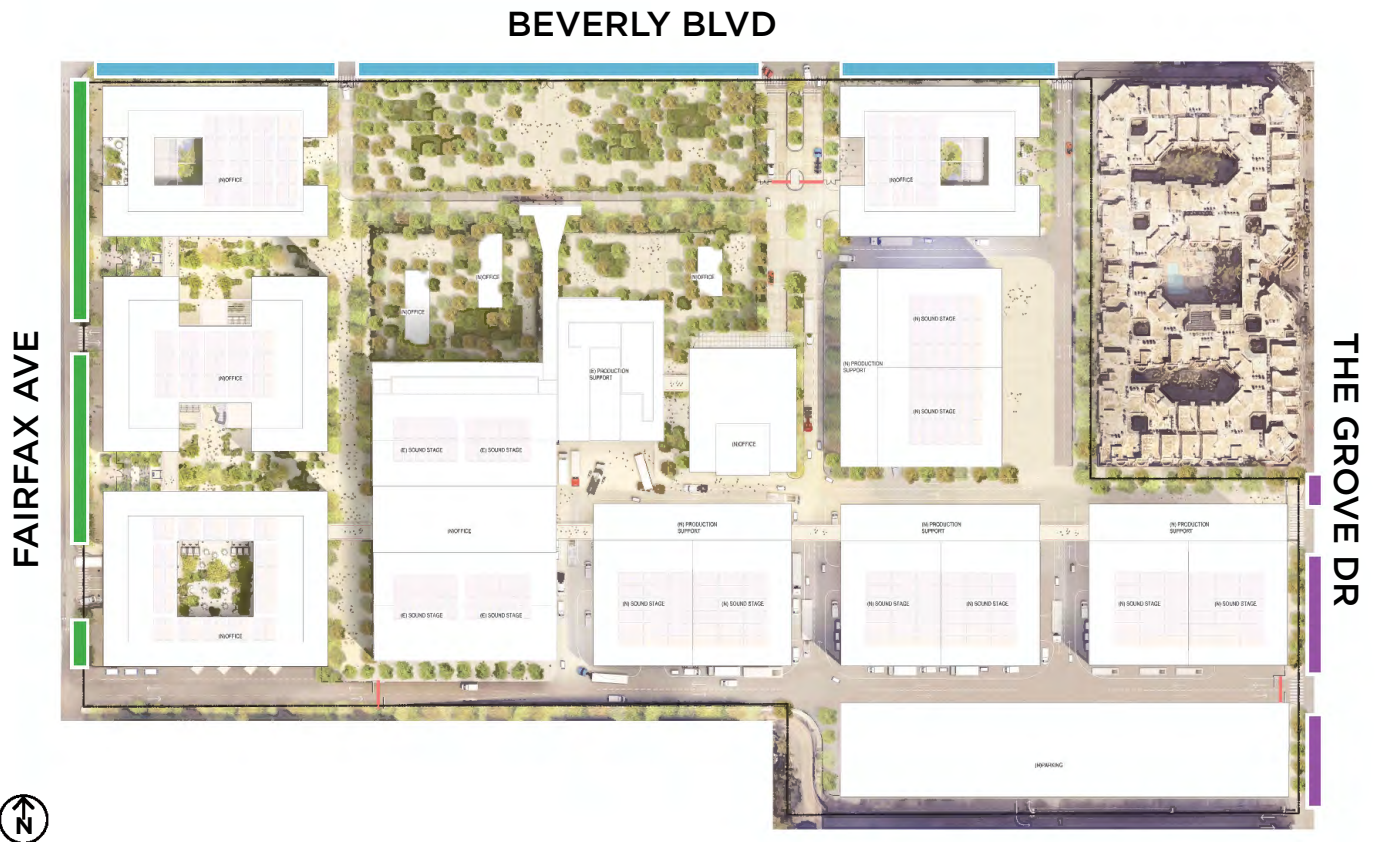
Street tree spacing shall be consistent along each frontage. If required, spacing may be modified in situations where the consistent spacing is interrupted or deemed infeasible due to utilities, lighting, driveways, security, or similar considerations.

Street trees shall be limbed up to seven feet at installation in compliance with the Urban Forestry Guidelines.

Minimum installation size shall be a 24" box in compliance with the Urban Forestry Guidelines.

LEGEND

PRIMARY STREET TREE SPECIES; REFER TO SECTION 1.1 OF THIS DOCUMENT



1.1 Street Trees

LEGEND



CHINESE ELM
(*ULMUS PARVIFOLIA*)

A



SOUTHERN MAGNOLIA
(*MAGNOLIA GRANDIFLORA*)

B



VICTORIAN BOX
(*PITTOSPORUM UNDULATUM*)

C



STRAWBERRY TREE
(*ARBUTUS MENZIESII/MADRONE*)

D



OLIVE TREE
(*OLEA EUROPAE*)

E



PAPERBACK TREE
(*MELALEUCA QUINQUENERVIA*)

F

1.2 Streetscape Improvements

Public right-of-way streetscape improvements shall be designed to incorporate pedestrian amenities, such as, but not limited to, street furniture, trash receptacles, and street and/or pedestrian lighting. While individual design elements may be implemented on a specific public street frontage (i.e., Beverly Boulevard, Fairfax Avenue, or The Grove Drive), lighting, furniture, and pavement treatments/materials shall generally be consistent throughout the Specific Plan area.

Improvements listed in this document may be substituted for other improvements which are consistent with the material, form, and quality of those listed if they are Approved Products for use in the public right-of-way by the Bureau of Engineering or the Bureau of Street Services. Improvements not found to be approved may be applied for and be granted approval by the City's Engineer of Design. Such substitutions shall be made consistently throughout the Specific Plan area. See Section 1.4 for additional details.



1.2.1 BUS STOP SHADE
STRUCTURE



1.2.2 STREET BENCHES



1.2.3 TRASH AND
RECYCLING RECEPTACLES



1.2.4 STREET SIGNALS



1.2.5 STREET LIGHTS



1.2.6 STREET POLE BANNERS






1.2.7 BICYCLE RACK

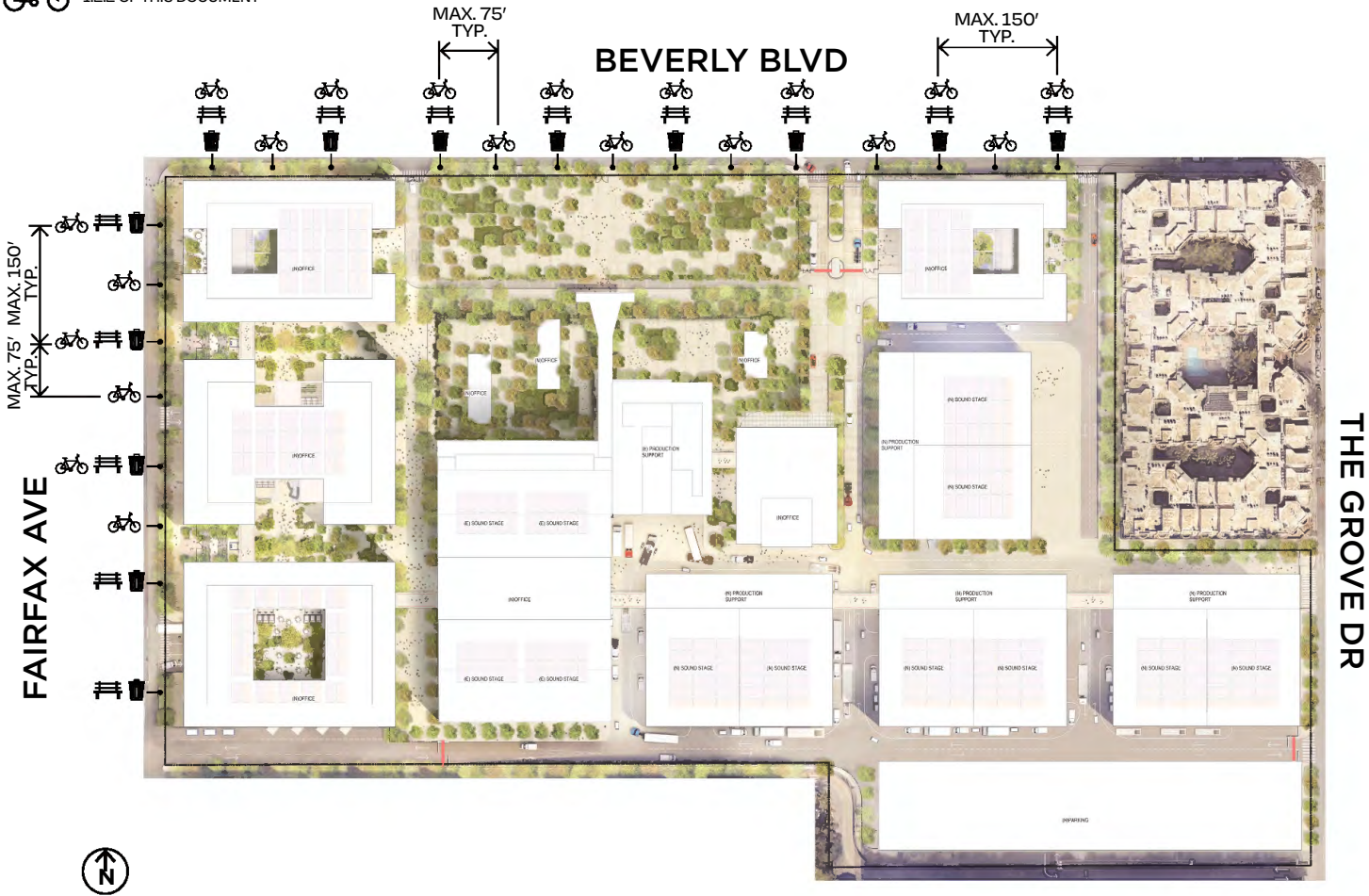


1.2.8 LIGHT BOLLARDS

1.2.1 Streetscape Improvements

LEGEND

-  STREET BENCHES; REFER TO SECTION 1.2.2 OF THIS DOCUMENT
-  TRASH AND RECYCLING RECEPTACLES; REFER TO SECTION 1.2.2 OF THIS DOCUMENT
-  BICYCLE RACKS; REFER TO SECTION 1.2.2 OF THIS DOCUMENT



1.3.1 Fairfax Avenue

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. These streetscape guidelines will ensure that the Specific Plan area and its improvements provide a high-quality public realm and ensures the vibrancy and safety of all users while creating a unique sense of place within each frontage.

Streetscape improvements are configured into two primary spatial zones: 1) the detail band, in which elements such as trees and site furnishings are located, and 2) the pedestrian clear zone, which allows for unobstructed pedestrian circulation free of obstacles. These two zones run parallel to the curb and street.

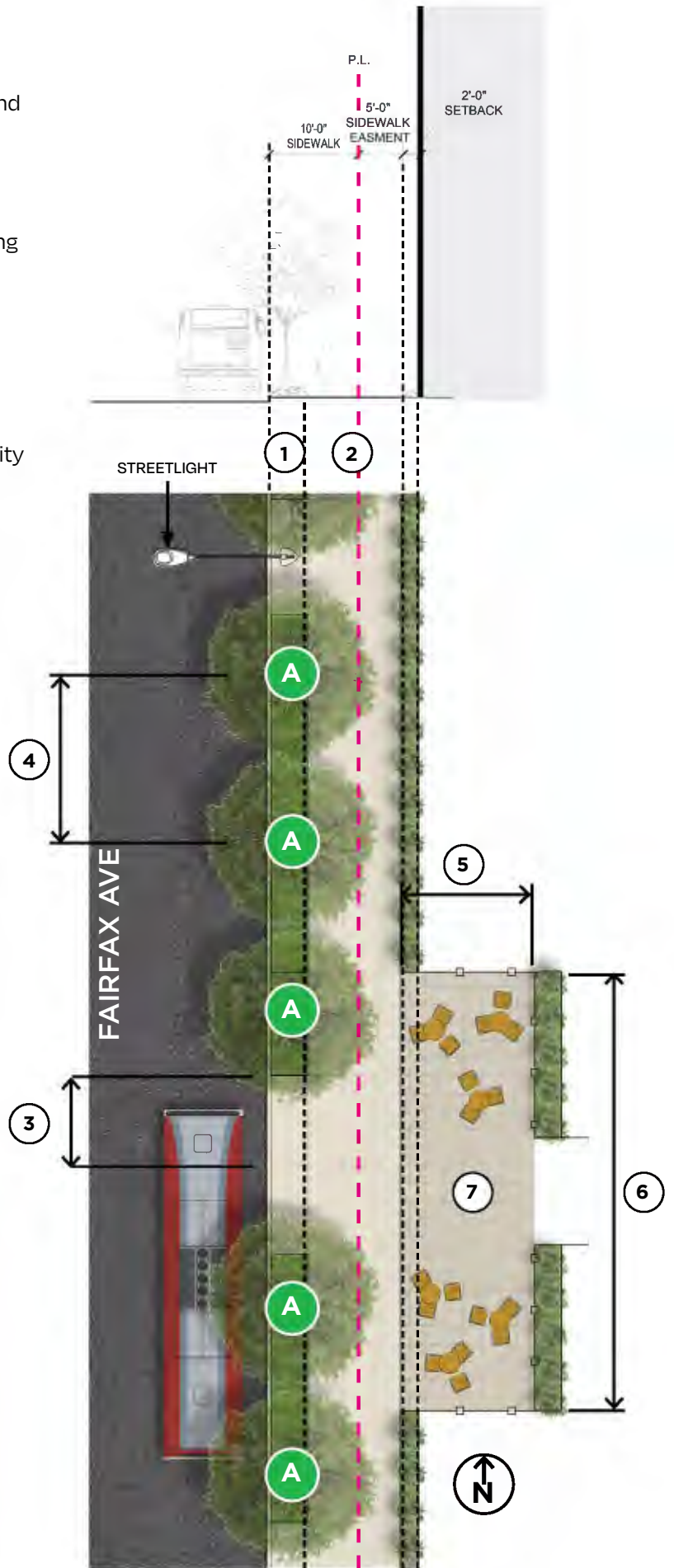
Fairfax Avenue is designated as an Avenue II in the Mobility Plan 2035. It is lined with numerous existing retail establishments to the north and south of the Specific Plan area. It acts as a major automobile and pedestrian thoroughfare, running north/south adjacent to the Specific Plan area.

CONFIGURATION & HARDSCAPE PUBLIC RIGHT-OF-WAY		
1	DETAIL BAND	4'-6"; CITY APPROVED SIDEWALK PAVING
2	PEDESTRIAN CLEAR ZONE	10'-6" MIN; CITY APPROVED SIDEWALK PAVING
3	JOINT SPACING	VARIES, CITY APPROVED SPACING

STREET TREES PUBLIC RIGHT-OF-WAY		
4	SPACING	MINIMUM 20' PER URBAN FORESTRY GUIDELINES
	PARKWAY W/ TREE WELLS	4'-0" x 4'-0" MIN; LENGTH VARIES
	PRIMARY SPECIES	CHINESE ELM OR ALTERNATE

PROJECT GATEWAY PRIVATE PROPERTY (PUBLICLY ACCESSIBLE)		
5	DEPTH. 15' (TYP.)	
6	WIDTH. 30' (TYP.)	
7	OVERALL MIN. SQUARE FOOTAGE 900 SQUARE FEET	

KEY PLAN



1.3.2 Beverly Boulevard

AREAS ADJACENT SUBAREA 'C'

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. These streetscape guidelines will ensure that the Specific Plan area and its improvements provide a high-quality public realm and ensures the vibrancy and safety of all users while creating a unique sense of place within each frontage.

Streetscape improvements are configured into two primary spatial zones: 1) the detail band, in which elements such as trees and site furnishings are located, and 2) the pedestrian clear zone, which allows for unobstructed pedestrian circulation free of obstacles. These two zones run parallel to the curb and street.

Beverly Boulevard is designated as a Modified Avenue I in the Mobility Plan 2035. It is lined with a combination of existing commercial uses of varying scales and sizes. It functions as a major transit corridor with numerous mass transit (bus) stops within close proximity to the Specific Plan area.

CONFIGURATION & HARDSCAPE PUBLIC RIGHT-OF-WAY		
1	DETAIL BAND	4'-6"; CITY APPROVED SIDEWALK PAVING
2	PEDESTRIAN CLEAR ZONE	7'-6" MIN; CITY APPROVED SIDEWALK PAVING
3	JOINT SPACING	VARIES, CITY APPROVED SPACING

STREET TREES PUBLIC RIGHT-OF-WAY		
4	SPACING	MINIMUM 20' PER URBAN FORESTRY GUIDELINES
	PARKWAY W/ TREE WELLS	4'-0" x 4'-0" MIN; LENGTH VARIES
	PRIMARY SPECIES	SOUTHERN MAGNOLIA OR ALTERNATE

KEY PLAN



AREAS ADJACENT SUBAREA 'A'

CONFIGURATION & HARDSCAPE
PUBLIC RIGHT-OF-WAY

1	DETAIL BAND	4'-6"; CITY APPROVED SIDEWALK PAVING
2	PEDESTRIAN CLEAR ZONE	7'-6" MIN; CITY APPROVED SIDEWALK PAVING
3	JOINT SPACING	VARIES, CITY APPROVED SPACING

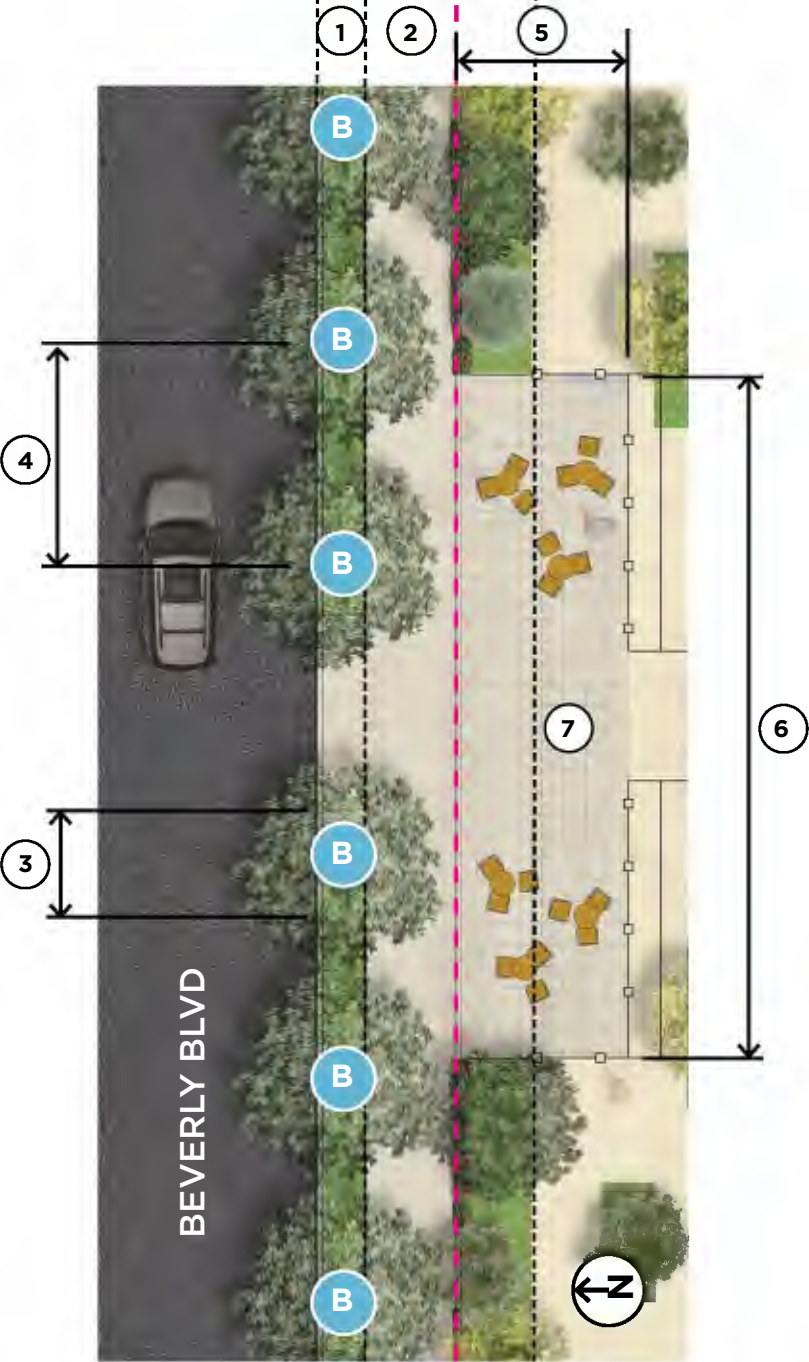
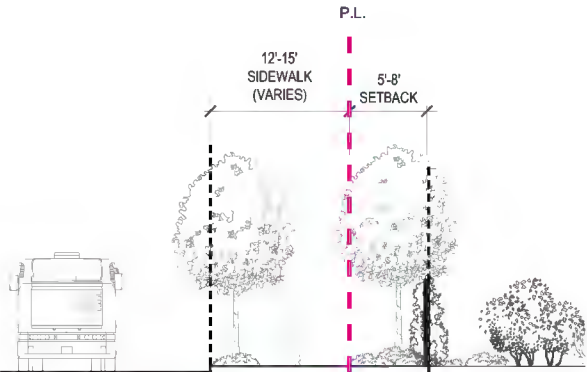
STREET TREES
PUBLIC RIGHT-OF-WAY

4	SPACING	MINIMUM 20' PER URBAN FORESTRY GUIDELINES
	TREE WELLS	4'-0" x 4'-0" MIN; LENGTH VARIES
	PRIMARY SPECIES	SOUTHERN MAGNOLIA OR ALTERANTE

PROJECT GATEWAY
PRIVATE PROPERTY (PUBLICLY ACCESSIBLE)

5	DEPTH. 15' (TYP.)
6	WIDTH. 45' (TYP.)
7	OVERALL MIN. SQUARE FOOTAGE 675 SQUARE FEET

KEY PLAN



1.3.3 The Grove Drive

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. These streetscape guidelines will ensure that the Specific Plan area and its improvements provide a high-quality public realm and ensures the vibrancy and safety of all users while creating a unique sense of place within each frontage.

Streetscape improvements are configured into two primary spatial zones: 1) the detail band, in which elements such as trees and site furnishings are located, and 2) the pedestrian clear zone, which allows for unobstructed pedestrian circulation free of obstacles. These two zones run parallel to the curb and street.

The Grove Drive is designated as a Collector in the Mobility Plan 2035. The Grove Drive frontage is adjacent to a mix of uses and fronts the Holocaust Museum Los Angeles and Pan Pacific Park to the east. It is intended to provide safe and pleasant pedestrian connections between the Specific Plan area and the public open space and cultural uses across the street at Pan Pacific Park.

CONFIGURATION & HARDSCAPE PUBLIC RIGHT-OF-WAY

①	DETAIL BAND	4'-6"; CITY APPROVED SIDEWALK PAVING
②	PEDESTRIAN CLEAR ZONE	5'-6" MIN; CITY APPROVED SIDEWALK PAVING
③	JOINT SPACING	VARIES, CITY APPROVED SPACING

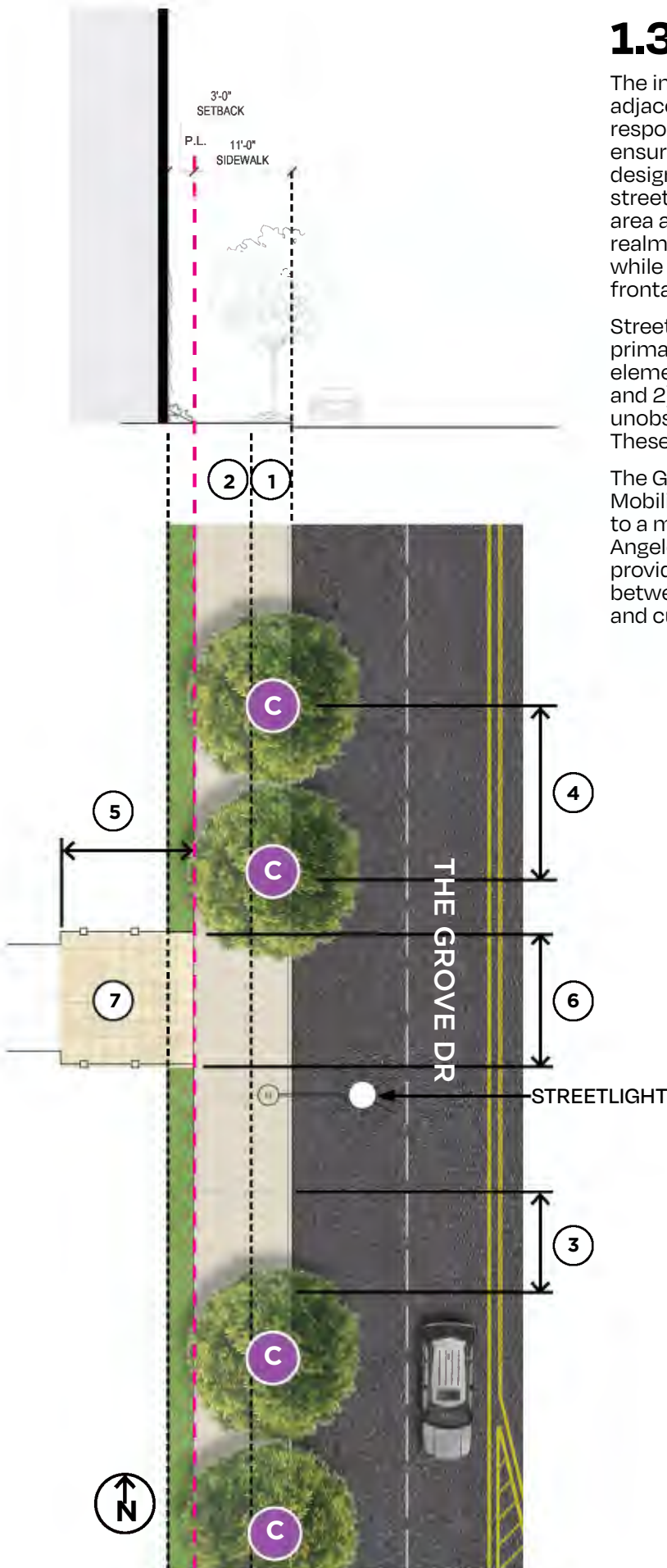
STREET TREES PUBLIC RIGHT-OF-WAY

④	SPACING	MINIMUM 20' PER URBAN FORESTRY GUIDELINES
	TREE WELLS	4'-0" x 4'-0" MIN; LENGTH VARIES
	PRIMARY SPECIES	VICTORIA BOX OR ALTERNATE

PROJECT GATEWAY PRIVATE PROPERTY (PUBLICLY ACCESSIBLE)

⑤	DEPTH. 15' (TYP.)
⑥	WIDTH. 15' (TYP.)
⑦	OVERALL MIN. SQUARE FOOTAGE 225 SQUARE FEET

KEY PLAN



1.4 Design Elements

Public right-of-way streetscape improvements shall be designed to incorporate pedestrian amenities, such as, but not limited to, street furniture, trash receptacles, and street and/or pedestrian lighting. While individual design elements may be implemented on a specific public street frontage (i.e., Beverly Boulevard, Fairfax Avenue, or The Grove Drive), lighting, furniture, and pavement treatments/materials shall generally be consistent throughout the Specific Plan area.

Improvements listed in this document may be substituted for other improvements which are consistent with the material, form, and quality of those listed if they are Approved Products for use in the public right-of-way by the Bureau of Engineering or the Bureau of Street Services. Improvements not found to be approved may be applied for and be granted approval by the City's Engineer of Design. Such substitutions shall be made consistently throughout the Specific Plan area, and once an improvement has been installed within the Specific Plan area boundaries or frontages, that improvement shall be allowed anywhere within the Specific Plan area. All improvements shall be consistent with Urban Forestry guidelines and Bureau of Street Services requirements.

- A. Bike Racks
- B. Trash Receptacles
- C. Paving
- D. Banners
- E. Soil
- F. Irrigation
- G. Public Benches

1.4.A Bicycle Racks

- a. In general, bicycle racks shall be located within the 4.5-foot-wide zone of the sidewalk between the curb and pedestrian zone.
- b. Additional Bicycle racks may be placed on private property adjacent to the public right-of-way.
- c. Maximum size of an individual bicycle rack may not exceed eight (8) bicycles.
- d. One bike rack per 75 feet of frontage shall be required. Bike racks shall be installed per the City Department of Transportation's requirements. Simple bike racks shall be painted a consistent/uniform color in keeping with other street furniture elements.

1.4.B Trash Receptacles

- a. In general, trash receptables shall be located within the 4.5-foot wide zone of the sidewalk between the curb and pedestrian zone.
- b. Trash receptacles may be placed on private property adjacent to the public right-of-way.
- c. An individual trash receptacle may provide a single container for refuse or may provide multiple containers for refuse, recycling, etc.
- d. One trash receptacle, painted a consistent/uniform color in keeping with other street furniture elements, per 150 feet of frontage along Fairfax Avenue and Beverly Boulevard, to be maintained and emptied by the Project owner, and placed in the public right-of-way, according to the requirements of the City Department of Public Works.

1.4.C Paving

- a. In general, paving joints shall be spaced in a consistent manner, conforming to the requirements listed in this document.
- b. Paving joints shall align to adjacent design elements and architectural features to minimize uncontrolled cracking in the pavement.
- c. Surfaces shall comply with all applicable Americans with Disabilities Act (ADA) requirements.
- d. Concrete shall be finished uniformly along each frontage to allow for individuality while ensuring a high level of consistency of materials and configuration throughout the Specific Plan area.

1.4.D Banners

- a. Street banners in the public right-of-way shall be in compliance with Section 62.132 of the Code.

1.4.E Soil

- a. Soil shall be clean planting soil.
- b. Soil volumes for each planting area (parkway, tree well, etc.) shall be adequate to support the palette of trees, shrubs, and/or grasses.
- c. The minimum amount of soil volume for trees shall be:
 - 1. 60 cubic feet for a small tree (less than 25 feet tall at maturity).
 - 2. 90 cubic feet for a medium tree (25–40 feet tall at maturity).
 - 3. 120 cubic feet for a medium tree (more than 40 feet tall at maturity).
- d. The minimum depth for trees shall be 30 inches.
- e. The minimum depth for shrubs shall be 18 inches.
- f. Grasses, flowering plants, ground cover, etc. shall have no minimum depth.

Note: Minimum soil volume, minimum depth, and criteria for “clean planting soil” can be amended (from time to time) by submitting a statement from a licensed landscape architect or tree specialist as part of a future design or building permit submittal.

1.4.F Irrigation

- a. All planting areas, tree wells, and planters shall be permanently irrigated.
- b. All planting areas, tree wells, and planters shall include proper drainage.
- c. A timed or weather-based irrigation controller (consistent with current CalGreen requirements) shall be used to control/limit excess watering of planting areas, tree wells, and planters.

1.4.G Public Benches

- a. One public bench, painted a consistent/uniform color in keeping with other street furniture elements, for every 150 feet of frontage along Fairfax Avenue and Beverly Boulevard, shall be required and placed in the public right-of-way according to the requirements of the City Department of Public Works.

TVC 2050 Specific Plan

APPENDIX F: Historic Sign Guidelines



Architectural
Resources Group



Television City

Historic Sign Guidelines

Prepared by
Architectural Resources Group

September 2024

Table of Contents

1. Introduction & Methodology.....	1
2. Regulatory Framework.....	5
2.1 Cultural Heritage Ordinance	
2.2 Los Angeles Sign Ordinance	
2.3 Procedures for Sign Modifications	
3. Historical Background & Existing Conditions.....	7
3.1 Summary of Significance & Designation	
3.2 Signage Description	
3.3 Signage Chronology	
4. Sign Guidelines.....	17
4.1 Guidelines for Maintenance of Historic Character-Defining Signs	
4.2 Guidelines for Replacement Signs in Character-Defining Sign Locations	
4.3 Guidelines for Signs on the Historic Building (Where Signs Did Not Historically Exist)	
4.4 Guidelines for Signs on the Development Site (As Needed for Compatibility with the Historic Portion of TVC)	
4.5 Sign Locations	

1. Introduction & Methodology

Architectural Resources Group (ARG) has prepared these Historic Sign Guidelines for Television City (TVC), located at 7800 Beverly Boulevard in the City of Los Angeles. TVC, which was formerly known as CBS Television City, was formally adopted a Los Angeles Historic-Cultural Monument (HCM #1167) in 2018. As an HCM, future work on the historic property is subject to review by the Department of City Planning's Office of Historic Resources.

These Historic Sign Guidelines acknowledge the need to modify and adapt signage on the complex as owners and tenants change, while also preserving those qualities of the historic sign program that contribute to the property's architectural and cultural significance. To this end, these guidelines were created to accomplish the following goals:

- Establish a chronology of signs on the TVC property and a thorough understanding of which signs date to the period of significance of the property, which are character-defining, and which are not.
- Outline the regulatory framework for future sign design and modification.
- Provide guidelines for sign removal and replacement, and the design and installation of new signs on the historic complex.
- Comply with the Secretary of the Interior's Standards for Rehabilitation in all recommendations provided herein.



Fig. 1. Northwest corner of the Service Building with bridge in foreground. 1955.



Fig. 2. Betty Luster with CBS Television City architectural scale model, 1952.

The historic signs at TVC have always communicated more than simply the occupant of the complex. Signage was part of a unified brand woven into the architecture, marketing, and corporate identity of the Columbia Broadcasting System (CBS). Future signage at the complex should reflect the rich history of graphic and architectural synergy. The purpose of these Historic Sign Guidelines is to preserve the historic and architectural character of TVC by providing standards, resources, and recommendations for signage at the complex.

For the preparation of this report, ARG performed the following tasks for research, documentation, and analysis:

- Reviewed federal, state, and local technical bulletins, ordinances, preservation briefs, and other materials related to the treatment of historical resources.
- Reviewed ARG's CBS Television City Historic Resource Assessment (2018) of the history of the complex and its significance.
- Reviewed the LA Conservancy's nomination for Los Angeles Historic-Cultural Monument adoption (2018).
- Conducted primary and secondary source research related to the history of the property, particularly as it relates to the evolution of signage.

ARG staff consulted the following archives and repositories as part of their research for this project: University of Southern California (USC) Digital Archives; Los Angeles Public Library (multiple collections); ProQuest, including historic Los Angeles Times database; City of Los Angeles Department of Building and Safety Online Building Records; and ARG's in-house collection of books and periodicals. ARG also benefited from extensive primary and secondary source material provided by CBS Studios' archive and collections.



Fig. 3. Aerial view of the north/west elevations of Studio Complex and Bridge. c. 1960

2. Regulatory Framework

2.1 Cultural Heritage Ordinance

Television City was designated a Los Angeles Historic-Cultural Monument (HCM) by City Council on June 26, 2018. The City's HCM program is coordinated and administered by the Department of City Planning's Office of Historic Resources (OHR), and work on designated HCMs is subject to review by OHR staff. In addition, the five-member, mayoral-appointed Cultural Heritage Commission (CHC) oversees the designation and protection of local HCMs. Minor work to designated HCMs is typically given clearance by OHR staff, while substantial work is often reviewed by the CHC before given clearance. Whether or not work should be reviewed by the CHC is generally at the discretion of City Staff. The City's Cultural Heritage Ordinance, Section 22.171 of the Los Angeles Administrative Code (LAAC), provides the process for designation and protection of HCMs.

Generally, work on HCMs must comply with the Secretary of the Interior's Standards for Rehabilitation (see Section 22.171.14, LAAC), which are standards and guidelines developed and approved by the United States Secretary of the Interior for the treatment of Historic Properties.

The Secretary of the Interior's Standards for Rehabilitation are as follows:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.



Fig. 4. Aerial view. c. 1960.



Fig. 5. Elvis Presley in front of the Primary Studio Complex, 1956.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The recommendations and guidelines provided in these Sign Guidelines were designed to comply with the Standards.

2.2 Los Angeles Sign Regulations

Any permit for alteration to existing signs or addition of new signs on the TVC complex will be subject to the Los Angeles Sign Regulations, Article 4.4 of Chapter 1 of the Los Angeles Municipal Code.

2.3 Procedures for Sign Modifications

Permit applications for new or replacement signs on the HCM site will be subject to review and clearance by OHR staff. At that time, OHR staff will review the sign proposal for consistency with these Historic Sign Guidelines and compliance with the Secretary of the Interior's Standards. Additional review by the Cultural Heritage Commission should not be necessary as long as proposed replacement or new signs comply with these Guidelines and the Standards.

3. Historical Background and Existing Conditions



Fig. 6. CBS television advertisement, 1951.



Fig. 7. View of the southwest corner of Studio Building, c. 1958.

3.1 Summary of Significance & Designation

In the late 1940s, Columbia Broadcasting System (CBS) was a network of popular television programming with a lack of adequate production space. After an initial study by William Pereira concluded that the network would benefit most from purpose-built facilities designed specifically to meet the needs of broadcast television, CBS embarked on the development of “Television City” in the Beverly-Fairfax neighborhood of Los Angeles. The 1952 Corporate International Style complex, designed by the architectural partnership of Pereira & Luckman, became both the location of many watershed moments in popular culture and an icon of architectural and graphic branding.

CBS’ corporate image was a driving force in Pereira & Luckman’s design for TVC in the early 1950s, and the completed building became the first architectural representation of the network’s business identity. In 1951, William Golden was instructed to create a unique brand for CBS’ television operations. That same year, Golden debuted the network’s now legendary “eye logo,” which continues to represent CBS, albeit in a slightly modified form, to this day. The significance of the “eye logo” was two-fold: it symbolized the visual impact that television would have on the broadcasting industry, and “communicated the idea of television with the utmost simplicity and clarity of form.”¹ By incorporating the network’s new logo in the building’s primary signage, architects Pereira and Luckman hoped to directly communicate CBS’ corporate message, as well as “the growing relationship between modern graphic and architectural design.”²

Signage at TVC was calculated to advertise CBS as prestigious and modern. Original wall signs highlighted prominent corners of the rectangular building forms and the individually mounted letters of “CBS Television” on the primary façade complemented the horizontal emphasis of the complex. Wall signage was redesigned and unified into a singular logo in the 1960s. Since that time the formatting of wall signs has remained consistent, as has the overall siting of signage at building corners (though exact placement has changed due to building additions). The only sign to remain the same since the building’s inception is the “Television City” bridge sign at the entrance of complex’s bridge (see Figure 8 on page 8 for a historic photo).

¹ Lynn Spigel, *TV by Design: Modern Art and the Rise of Network Television* (Chicago: University of Chicago Press, 2008), 85.

² Spigel, *TV By Design*, 126-127.



Fig. 8. View of the north elevation of Service Building and Bridge. c. 1978. Visible in foreground is the Television City sign, still extant today.



Fig. 9. View of northeast corner of the Service Building, c. 1953.

Citing the property's cultural and architectural significance, the LA Conservancy nominated TVC for HCM designation and in June 2018 it was formally adopted by City Council. The HCM designation applies to APN 5512-001-003 and is limited to the exterior of the original 1952 buildings: the adjoining Studio Building (to the west) and Service Building (to the east). These historic buildings are collectively referred to herein and in the HCM nomination as the Primary Studio Complex. Although included on the same legal parcel, the 1976 Support Building (primarily used for storage) and other post-1963 structures are not contributing features of TVC.

The Cultural Heritage Commission's Report (CHC Report), dated May 22, 2018, states that TVC meets all four Cultural Heritage Ordinance Criteria and retains a high level of integrity. It does not cite a period of significance for the property. For the purposes of these Historic Sign Guidelines, a period of significance of 1952-1963 is utilized, as it encompasses TVC's architectural and institutional significance.

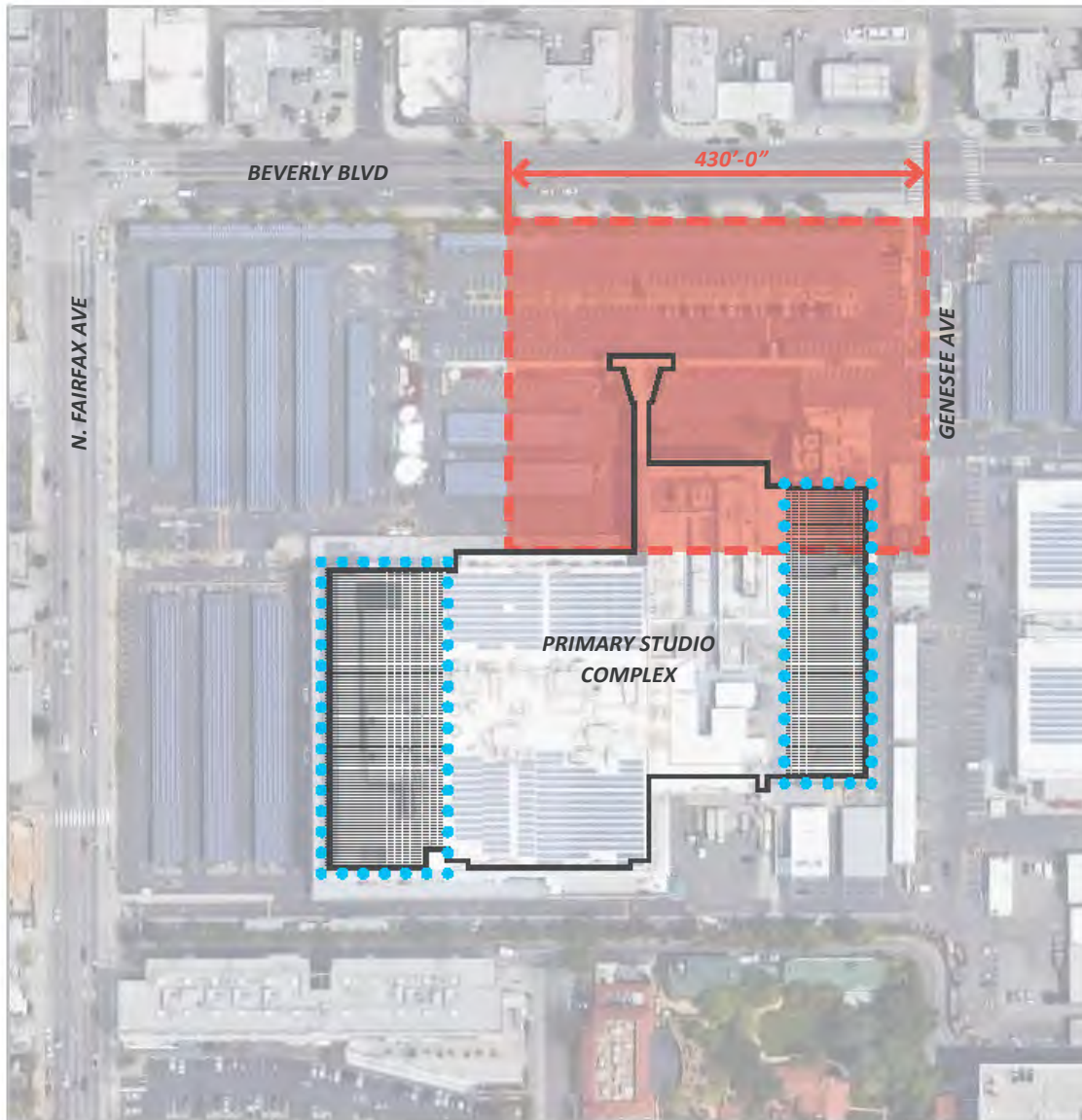
The CHC Report identifies the following character-defining feature related to historic signs:

- Prominent wall-mounted signage at corners of the Service Building

The CHC Report also states that although there has been substantial alteration of the site along Beverly Boulevard over time, in the case of future development of the property a Future Viewshed Restoration Area should be taken into consideration. This area extends approximately 430 linear feet along Beverly Boulevard from 7811 Beverly Boulevard on the west to Genessee Avenue on the east.

In consideration of this Future Viewshed Restoration Area, the CHC Report includes a list of "future exterior viewshed features" of the Primary Studio Complex as seen from adjacent public areas along Beverly Boulevard, which should be retained in the case of future development of the site (both signs are visible in Figure 8, at left):

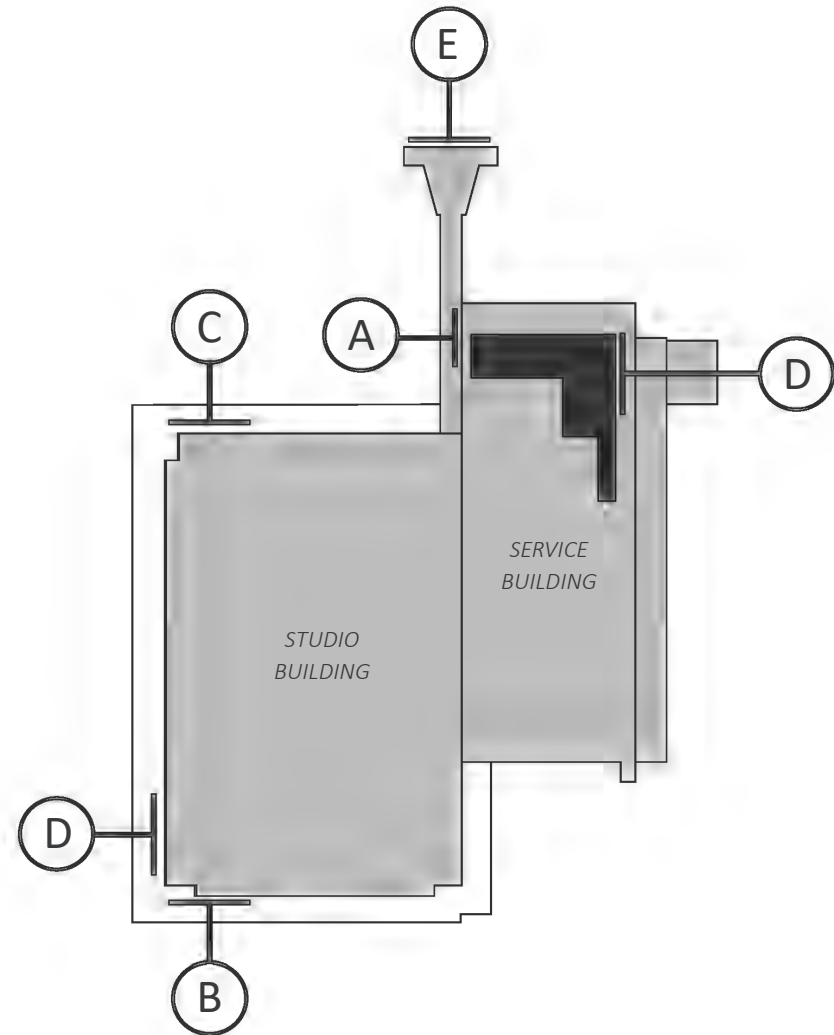
- Signage at the central entryway bridge
- Signage at the western corner of the Service Building



Although it identifies sign locations in general as being character-defining features, the HCM documentation does not cite which signs actually date to the period of significance and which do not. As part of this in-depth analysis of signs on the complex, future sign planning should consider the history of signage across the entire Primary Studio Complex. For instance, the prominent signs at the east and west corners of the Service Building are considered “Character-Defining Sign Locations,” since in both cases the signs themselves do not date to the period of significance but signs have always been present at these locations and are visible within the Future Viewshed Restoration Area (see Section 4.5 of this report for diagrams illustrating sign locations). The Television City sign on the bridge is original and should be retained.

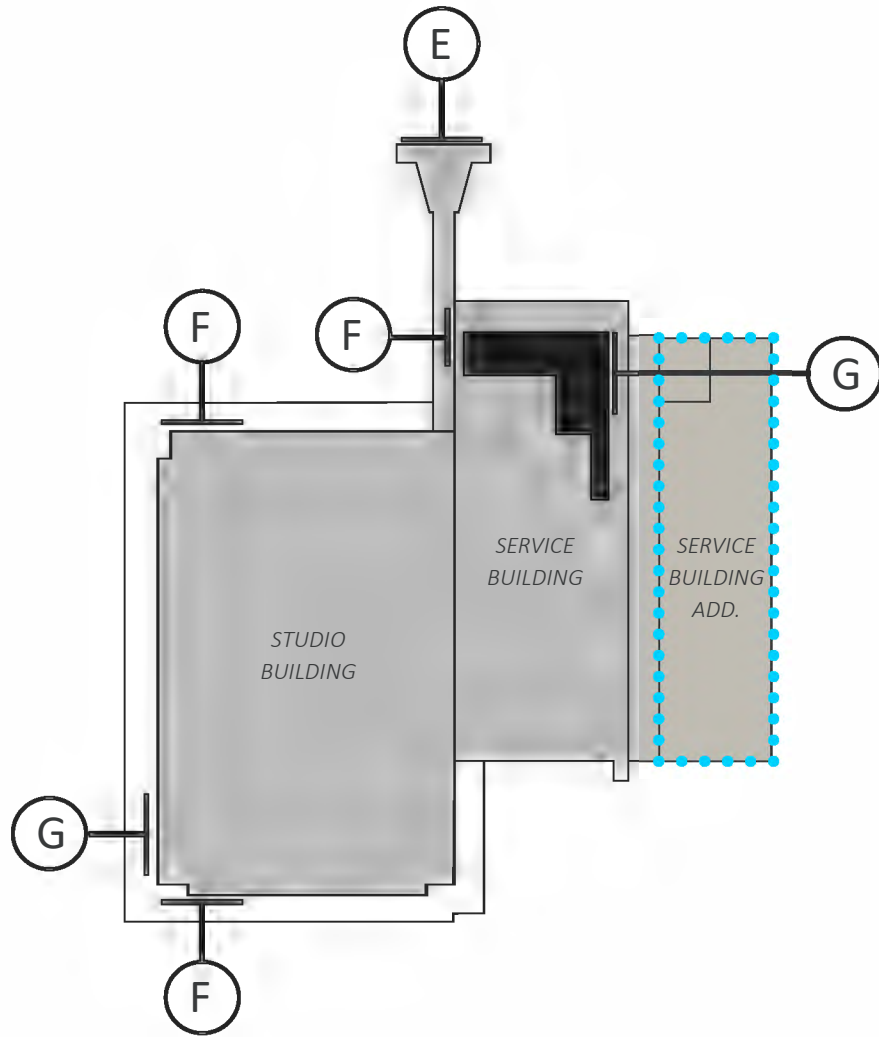
Fig. 10. At left: TVC Primary Studio Complex, with the future exterior viewshed area indicated in red. The portions of the building outlined in dotted blue are later additions and are not included in the HCM designation.

3.2 Signage Chronology




1951

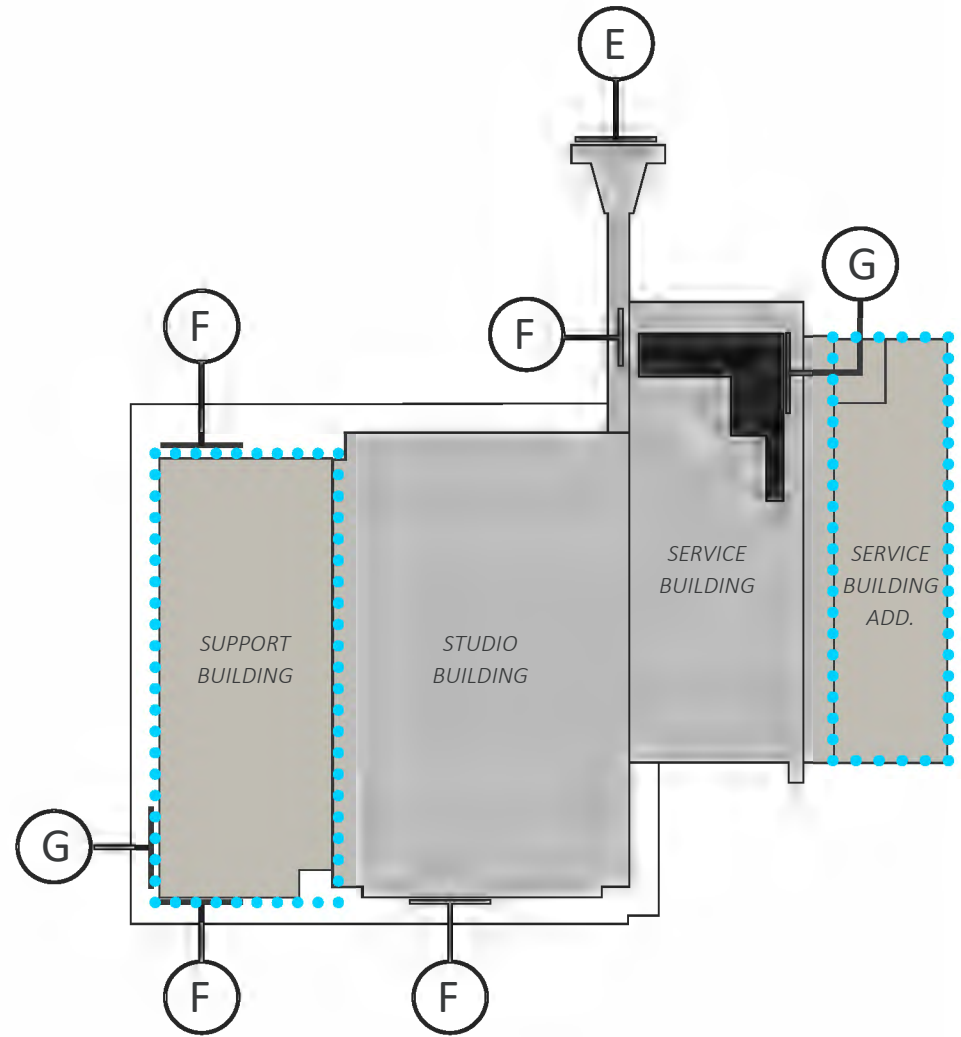
Permit issued for construction of two connected studio buildings at 7800 Beverly Boulevard: a three-story Service Building and a two-story Studio Building.



1960s

Wall signage is redesigned so that there is one unified logo.

 Non-historic building additions



1976

Support building constructed at west elevation of Studio Building.

3.2 Signage Description

Sign Hierarchy

The signage at CBS Television City has always been a combination of larger, CBS branded signs, and smaller, directional/wayfinding signs. This layering of signage has allowed visitors to obtain the information that they need while adding to the studio complex's unique visual character.

Placement

The location of the signage at Television City is an integral design feature of the overall façades and has changed only minimally in the building's nearly 70 year history. With the exception of the "Television City" bridge sign and a "CBS" wall sign in the center of the Primary Studio Complex's south elevation, all of the branded signs are mounted on key corners of the building. All signage has consistently been oriented on a horizontal axis. The horizontal focus was more greatly emphasized in the original lettering arrangement wherein "CBS Television" was spelled out instead of the shorter "CBS".

Scale

The scale of the letters of the branded signage has shifted slightly since the building's construction in 1952. Original letters were smaller in scale than the eye logo. In the mid-1960s the new "CBS" signs featured an enlarged font size where the letters' cap height is approximately the same length as the logo's diameter. The dimensions of the eye logo appear to have remained consistent since 1952. The original signs mounted to the building had a cap height of approximately 6' for the lettering with a much larger eye logo; the replacement signs that exist today have a cap height of approximately 18'.



Fig. 11. View of the northwest corner of the Studio Complex. c. 1958.



Fig. 12. View of southwest corner of the Studio Building. 1952.

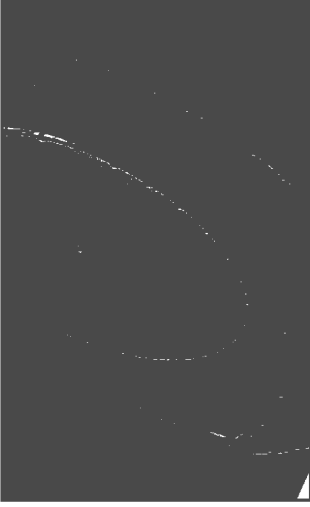


Fig. 13. Detail of the sign on the west elevation of the Studio Building. 2017.

Materiality

All branded signs at CBS Television City are individually mounted letters made of sheet steel.

Mounting

None of the signs at Television City have a dimensional appearance. The metal letters and symbols are very slightly projected from the wall with minimal stud spacers. At times it is possible to see a shadow between the mounted letters and the wall, but it is clear that the mounting brackets are relatively small.

Color

The letters of the signs on the building are exclusively black or white. On the Primary Studio Complex the white concrete walls feature black lettering and the black steel walls feature white lettering. The historic bridge sign is only one composed of white letters on red corrugated steel. The original building design featured two instances of the eye logo; both were black metal mounted on white concrete. In the original design none of the black corrugated steel walls featured the eye logo. When the primary signage was redesigned in the 1960s, every sign on the Primary Studio Complex became the same letter/symbol combination (“CBS[®]”) in either white or black.



Fig. 14. View of north elevation of Service Building and Bridge. c. 1978.

Illumination

All signs at Television City have been non-electric since the building’s construction. The primary signs are externally lit with unobtrusive spotlights projecting over or under the lettering.

Branded Signage Typeface

Branded signage at Television City currently comprises six wall signs and one bridge sign. The extant wall signs all bear the same text, and were all erected after the complex's period of significance. William Golden, designer of the "eye logo," selected Didot Bodoni as the typeface for all CBS corporate applications. Didot Bodoni is Golden's combination of the Didot and Bodoni fonts into a singular high contrast typeface with hairline strokes, vertical stress, and flat, unbracketed serifs. The font was lightly modified in the 1960s and is now known as CBS Didot. All primary signage at CBS Television City has consistently featured capital letter text in Didot Bodoni typeface.

Directional/Wayfinding Signage Typeface

Directional/wayfinding signage at Television City has historically been minimal. In the 1950s the entrances to studios were sometimes denoted with mid-size flush-mounted metal letters and numerals. The typeface for these studio signs was a geometric sans serif and the letters were capitalized. The studio signs are no longer extant. Smaller wayfinding signs have been consistently present, though small and unobtrusive.

Iconic Signage

At the time of the building's original construction, the "eye logo" symbol was used alone, without the letters "CBS," at the top corner of the east elevation over the entrance bridge. All current wall-mounted signs feature the "eye logo".



Fig. 15. View of the north elevation of the Studio Complex and Bridge. 1956.



Fig. 16. Detail of the west elevation of the Studio Building. 1952.

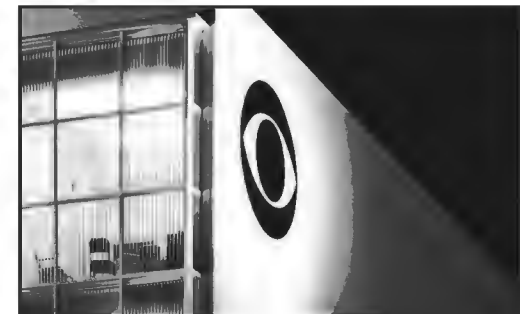


Fig. 17. Detail of the northwest corner of the Service Building. 1955.

4. Sign Guidelines



Fig. 18. Detail of the Bridge. 2017.



Fig. 19. Detail of the Bridge. 2017.

Signage at Television City should be compatible with the cohesive design of the Primary Studio Complex. Historic signs are valued aspects of community memory and new signs should promote continuity within the space. Where new signage is required, those signs should match with the overall historic character of the building's original sign program in placement, scale, color, illumination, and material.

4.1 Guidelines for Maintenance of Historic Character-Defining Signs

The “Television City” sign at the bridge entrance of the TVC complex is historic, unaltered, and character-defining. As the only sign intact since the 1952 to 1963 period of significance, this sign is to remain in its current location and should be maintained in good condition and appearance. A historic preservation professional meeting the Secretary of the Interior’s Professional Qualification Standards¹ should be consulted if the sign requires restoration or repair. It may be possible to add supplemental letters to the existing sign, on either side of “Television City,” in order to announce future tenants; this too should be overseen by a historic preservation professional.

¹ See https://www.nps.gov/history/local-law/arch_stnds_9.htm.



Fig. 20. View of the north elevation of the Studio Complex. c. 1953.

4.2 Guidelines for Replacement Signs in Character-Defining Locations

According to the HCM nomination, prominent wall-mounted signage at the east and west corners of the Service Building are considered character-defining features. However, none of the existing corner signs date to the period of significance, and they contain corporate identity that cannot be expected to remain on the building if CBS is no longer an occupant. Therefore, all of the signs at these locations may be removed, and replacement signs should adhere to the following guidelines.

Placement

- It is recommended that new branded signs be placed at the east and west corners of the Service Building, in the character-defining sign locations.
- Additional signage consistent with historic placement and scale, such as painted rooftop signs, is acceptable.
- It is recommended, although not required, that other replacement signs throughout the Primary Studio Complex generally be located in the same locations of signs throughout the complex's history.
- It is recommended that all new signage be aligned on a horizontal axis.

Scale

- It is recommended that new signs be scaled to match historic signage.
- It is recommended that new signs mounted on the appropriate corners of the building have letters or symbols that have a cap height larger than 6' and smaller than 10'.



Fig. 21. Cap Height Diagram.

Materiality

- It is recommended that new signs be fabricated from sheet metal, or a material of similar quality, durability, texture, and aesthetic character.

Color

- It is recommended that all new signs are composed of white lettering on a black background or black lettering on a white background. The introduction of a new accent color may be acceptable.

Mounting

- It is recommended that all new signs are flush mounted or only minimally disengaged from wall surfaces.
- The attachment method should minimize damage to the historic fabric and be reversible wherever possible.

Illumination

- It is recommended that new signs be non-electric. However, internally illuminated signs that meet all other recommendations in these Sign Guidelines regarding placement, scale, color, and mounting may be acceptable.
- It is recommended that new signs be illuminated by unobtrusive projecting spotlights.
- Using extant spotlights wherever possible is encouraged. The installation of exposed conduit, races, or junction boxes on any historic elevations is discouraged.
- No sign shall be arranged and illuminated in a manner that will produce a light intensity greater than that permitted by the City of Los Angeles Municipal Code.



Fig. 22. Detail of the east elevation of the Service Building. 2017.

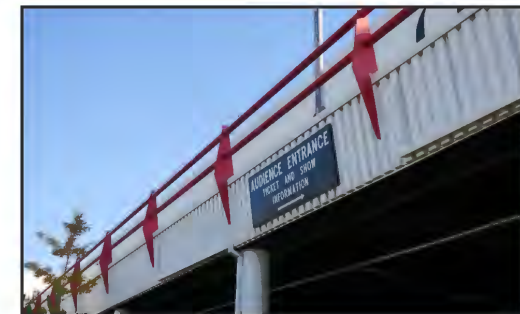


Fig. 23. Detail of the north elevation of the Studio Building, showing red accent color. 2017.



Fig. 24. Detail of the south elevation of the Studio Building. c. 1958.



Fig. 25. View of the northwest corner of the Service Building and the Bridge. c. 1980.



Fig. 26. View of the northwest corner of the Service Building. 2017.

Typeface

- It is recommended that typeface be consistent across all branded signage.
- It is not required that the original CBS font, Didot, be used in new signage.
- It is not required that all signage text be identical.
- Building wayfinding signs should correspond with the design, materials, and quality of other signage, but at the minimum size necessary to achieve wayfinding goals.
- Building wayfinding signs should promote a unified appearance.

Iconic Signage

- The use of a graphic icon in addition to, or lieu of, lettering would be an appropriate choice for new signage.
- Any new graphic icon should be designed to be compatible with new signage as well as the historic character of the building. Material, color, size, placement, and illumination should all match with the text of primary signage.

4.3 Guidelines for Signs on the Historic Building (Where Signs Did Not Historically Exist)

Adding new signs in locations on the historic building where they did not historically exist is discouraged. As a major icon of the International Style in Los Angeles, TVC should retain its qualities of direct, functional signage and minimal ornamentation. Rather, adding replacement signs in locations where secondary signs historically existed (rather than in new locations) is encouraged.

Outside the historic viewshed, new signs on the historic building are encouraged to be compatible with historic and existing signage. Consultation of the character-defining sign guidelines is recommended. New, reversible, iconic signage for tenant identification outside of the historic viewshed may be acceptable, and will be subject to the City of Los Angeles Municipal Code.

4.4 Guidelines for Signs on the Development Site (As Needed for Compatibility with the Historic Portion of TVC)

Signs within the historic viewshed area should be consistent and compatible with Historic Sign Guidelines and the viewshed requirements specified in the HCM resolution.

Outside of the historic viewshed area, it is recommended that new signs are consistent and compatible with the overall sign program for the site. All new signs must comply with the City of Los Angeles Municipal Code.



Fig. 27. View of the northeast corner of the Studio Complex. 1979. Julius Shulman. Getty Collection.



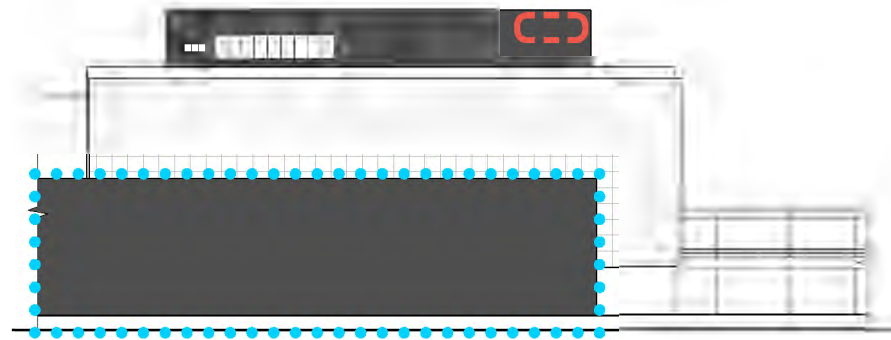
Fig. 28. View of the northwest corner of the Studio Complex. 1952.

4.5 Sign Locations

-  Character-defining sign locations
-  Secondary sign locations
-  Non-historic building additions

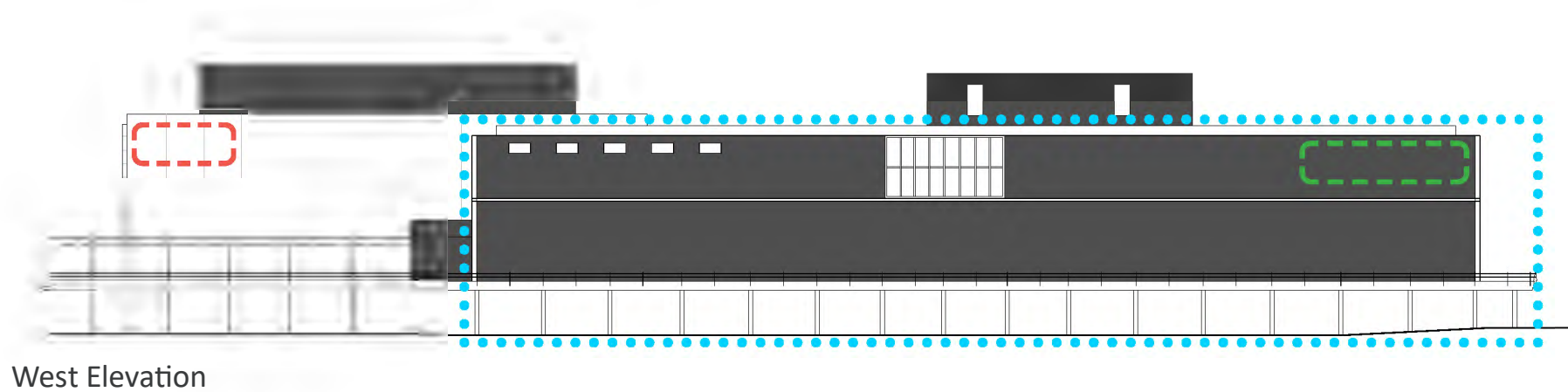
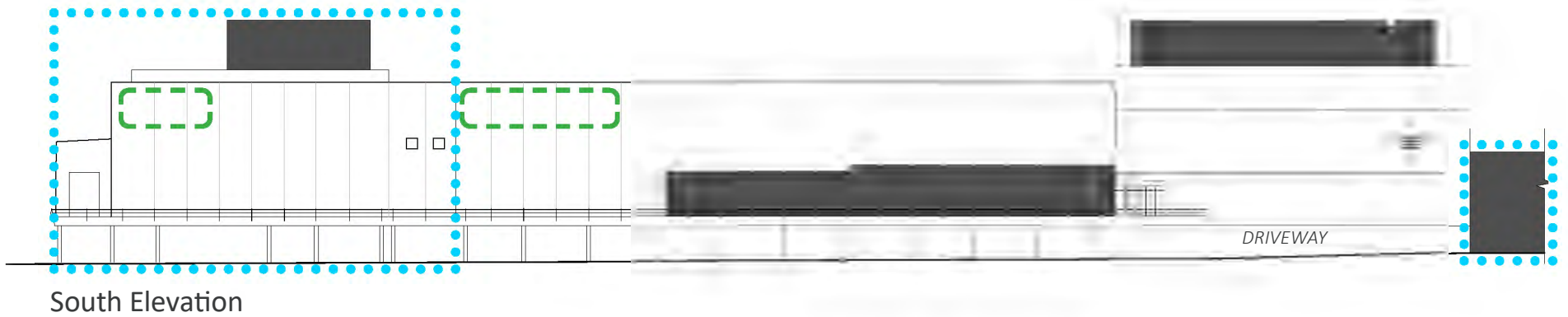


North Elevation



East Elevation

-  Character-defining sign locations
-  Secondary sign locations
-  Non-historic building additions



TVC 2050 Specific Plan

APPENDIX G: HCM Character- Defining Features

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 532
LOS ANGELES, CA 90012-4801

CULTURAL HERITAGE COMMISSION

RICHARD BARRON
PRESIDENT

GAIL KENNARD
VICE PRESIDENT

PILAR BUELNA
DIANE KANNER
BARRY A. MILOFSKY

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

<http://planning.lacounty.org>

May 22, 2018

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

Attention: PLUM Committee

Dear Honorable Members:

CBS TELEVISION CITY; 7800-7860 WEST BEVERLY BOULEVARD; CASE NO. CHC-2018-476-HCM, ENV-2018-477-CE

At its meeting of **May 3, 2018**, the Cultural Heritage Commission took the actions below to include the above-referenced property in the list of **Historic-Cultural Monuments**, subject to adoption by the City Council:

1. **Determined** that the proposed designation is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to Article 19, Section 15308, Class 8 and Article 19, Section 15331, Class 31 of the State CEQA Guidelines;
2. **Determined** that the property conforms with the definition of a Monument pursuant to Section 22.171.7 of the Los Angeles Administrative Code; and
3. **Recommended** that the City Council consider and designate the subject property a **Historic-Cultural Monument**; and
4. **Adopted** the attached findings as amended by the Commission.

This action was taken by the following vote:

Moved: Milofsky
Seconded: Barron
Ayes: Buelna, Kanner, Kennard

Vote: **5-0**

Etta Armstrong, Commission Executive Assistant I
Cultural Heritage Commission

The Cultural Heritage Commission would appreciate your inclusion of the subject property to the list of Historic-Cultural Monuments.

Time for Council to Act The Commission action will be transmitted to the City Council for consideration. Pursuant to Section 22.171.10 (f) of the Los Angeles Administrative Code, the Council may approve or disapprove in whole or in part an application or initiation for a proposed designation of a Monument. The Council shall act in 90-days of the public hearing held before the Commission. The 90-day time limit may be extended by the Council for good cause for a maximum of 15 days. If the Council does not act on the application or initiation within this 105-days total time limit, the application or initiation to designate a Monument shall be deemed to have been denied. The Council may override a Commission recommendation of denial of Council initiated designation by a minimum of 10-votes.

Enclosures: Amended Findings

CBS TELEVISION CITY

FINDINGS

(As Amended by the Cultural Heritage Commission on May 3, 2018)

FINDINGS

- CBS Television City "reflects the broad cultural, economic, or social history of the nation, state, or community" for its association with the television industry and its significant role in the economic development of Los Angeles.
- CBS Television City "is identified with historic personages or with important events in the main currents of national, State or local history" for its association with radio and television pioneer William S. Paley.
- CBS Television City "embodies the distinguishing characteristics of an architectural-type specimen, inherently valuable for study of a period, style or method of construction" as an excellent example of an International Style television broadcasting studio.
- CBS Television City is "a notable work of a master builder, designer, or architect whose individual genius influenced his or her age" as a significant work of master architects William Pereira and Charles Luckman.

DISCUSSION OF FINDINGS

The CBS Television City proposed Historic-Cultural Monument is limited to the exterior of the original 1952 buildings (the "Studio Building" on the west, and the "Service Building" on the east) and the CBS logo tiles in the main entry lobby and adjacent corridor. The subject property meets four of the Historic-Cultural Monument criteria.

CBS Television City "reflects the broad cultural, economic, or social history of the nation, state, or community" for its association with the television industry and its significant role in the economic development of Los Angeles. With the post-war spread of television ownership, television began to reshape the culture of both the United States and Los Angeles. Though the medium grew out of movie and radio industries already well-established in Los Angeles, television's electronic production required a new type of facility to fully and economically meet a growing demand for programming. CBS Television City fulfilled this demand in the early years of television as the first large-scale, all-new facility in the country designed to meet the mass-production of television programming. Television production continues to remain a major contributor to the economy of Los Angeles.

CBS Television City "is identified with historic personages or with important events in the main currents of national, State or local history" for its association with radio and television pioneer William S. Paley. The property is also associated with numerous individuals, including television stars, who may be considered significant within the history of television. In addition, as the headquarters of a major television production studio, it is linked with notable events in television that are related to the broader development of television production.

CBS Television City "embodies the distinguishing characteristics of an architectural-type specimen, inherently valuable for study of a period, style, or method of construction" as an excellent example of an International Style television broadcasting studio. The International Style is defined by its expression of a building's function and structure, expressed in the efficient expression of functional systems and simplified forms without the addition of traditional ornamentation. The two main rectangular blocks of CBS Television City reflect their internal functions: a steel frame eastern block for offices faced by a large glass curtain wall, and a primarily windowless western block for the

production studios. Efficiency in coordinating the movement of materials and people, the integration of the latest television cameras, lighting, air conditioning, and studio audience access, all shaped the design of what is an entertainment factory. Further, the subject property displays characteristic elements of International Style architecture that includes concrete, steel, and glass construction; a flat roof; glass curtain walls; and an articulated ground floor set back behind *pilotis*.

CBS Television City is also a significant work of renowned architects William Pereira and Charles Luckman, meeting the criterion of being "a notable work of a master builder, designer or architect whose individual genius influenced his or her age." An early milestone in their partnership, the success of CBS Television City contributed to their becoming one of the largest and most influential architecture firms in the region. Its design is also a significant landmark in the evolution of Pereira's design sensibility, reflecting his mastery of Modernism, which allowed him to move in more adventurous directions, such as the LAX Theme Building. Television City's complex functional organization also reflected his growing interest in large scale planning, later seen in the city plan for Irvine. Following the dissolution of Pereira and Luckman's firm in 1958, both architects went on to have successful careers, designing hundreds of buildings in Southern California and nationwide.

The subject property is intact and retains a high level of integrity of location, design, materials, workmanship, feeling, and association. The original setting was altered in when the lawn and ivy areas at the north façade were replaced with a surface parking lot and the curving walkways at the front lawn were replaced with a single straight walkway in 1976, and when fencing, gates, and parking attendant kiosks were added in 1998. Character-defining features of the property include:

Site:

- Location at the corner of Beverly Boulevard and Fairfax Avenue, with the Primary Studio Complex set back and facing Beverly

Primary Studio Complex:

- Overall form, massing, and configuration of the Primary Studio Complex, with north/south-sloping grade from the north end of the entry bridge to the primary complex façade
- "Floating" appearance, with columns (*pilotis*) at open ground story
- Exterior concourses with railings and angled fin stanchions at first story
- Central concrete entry bridge with walls, planters, railing, canopy, and metal "X" supports
- Glass curtain wall at north and east façades of Service Building
- Projecting planters and shed roof canopy at exterior of entry lobby, north façade of Service Building
- Cladding of concrete panels and corrugated steel decking material
- Black and white color scheme with red accents
- Prominent wall-mounted signage at corners of the Service Building
- CBS Logo Tiles in the main entry lobby and continuing along the south wall of the entrance hallway immediately east of the lobby

Future Exterior Viewshed Features of the Primary Studio Complex as Seen from Adjacent Public Areas along Beverly Boulevard:

- Central entryway bridge
- Signage on the central entryway bridge
- Signage at the western corner of the Service Building
- View of the intersection between the western portion of the Service Building and Studio Building so that it is possible to "read" the structures as two asymmetrically connected volumes (See Exhibit 1a)

- Glass curtain wall of the Service Building, including a sufficient expanse of the eastern corner of the Service Building to cause the Service Building glass curtain wall to read as a three-dimensional cube (See Exhibit 1b) (it being understood that the lower portions of the wall and façade may not be visible from public areas)

There has been substantial alteration of the site along Beverly Boulevard over time. For example, views of the Primary Studio Complex are currently obstructed by solar panels, an exterior security fence and plantings. Nevertheless, if alterations are proposed to the Primary Studio Complex in the future, restoration of the historic viewshed from Beverly Boulevard in a manner that incorporates appropriate security measures for the property's use is strongly encouraged and CBS has agreed to the following measure to help achieve that goal.

Historically, and notwithstanding the fact that the Pereira and Luckman Master Plan envisioned significant construction between Beverly Boulevard and the Primary Studio Complex, the view most closely associated with the building was from the northwest looking southeast at the Primary Studio Complex and its entryway bridge and canopy (see photographs labeled as Exhibits 1a and 1b for an illustration of the Exterior Viewshed Features enumerated above). Accordingly, in order to achieve restoration of meaningful views of the Exterior Viewshed Features enumerated above, all future construction located within a rectangular "Future Viewshed Restoration Area" (See Exhibit 2) extending approximately 430 linear feet along Beverly Boulevard from 7811 Beverly Boulevard on the west to Genesee Avenue on the east and extending southward toward the Primary Studio Complex would be reviewed by the City to determine whether the Exterior Viewshed Features would become or remain visible notwithstanding the proposed new construction, and consistent with the criteria below. It is expressly understood that in order to achieve meaningful views, any future development within this Future Viewshed Restoration Area should not reduce views of the enumerated Exterior Viewshed Features to mere slivers or glimpses. The actual view corridors within the Future Viewshed Restoration Area that will be needed to achieve the requisite standards will vary depending on the size, location and design of a future development proposal. Within such project-specific (to-be-determined) view corridors, it is assumed that such buildings would not exceed two-thirds the height of the existing Primary Studio Complex, and that one-story buildings would be acceptable throughout the Future Viewshed Restoration Area. Notwithstanding the foregoing, this requirement does not absolutely prohibit structures that are higher than the two-thirds limit, so long as such structures do not interfere with the mandated view corridors.

Inclusion of this voluntarily agreed upon viewshed restoration effort is not intended to prohibit all development within the Future Viewshed Restoration Area (indeed, it is anticipated that development will occur within portions of the Future Viewshed Restoration Area), and does not require continuous views of the enumerated Exterior Viewshed Features along Beverly for the entire width of the Future Viewshed Restoration Area. Rather, the Future Viewshed Restoration Area establishes the maximum area within which the impact on historically significant views of the Primary Studio Complex must be evaluated as part of any future redevelopment effort of the Primary Studio Complex. This measure also does not restrict the maintenance, repair and replacement of existing security fencing, solar panels and/or any other improvements within the Future Viewshed Restoration Area.



Exhibit 1a: Illustration of Enumerated Exterior Viewshed Features Based on a No-Longer Extant View from Beverly Boulevard



Exhibit 1b: Illustration of One Possible View of the Eastern Corner of the Service Building Showing the Glass Curtain Wall as a Three-Dimensional Cube



Exhibit 2: Future Viewshed Restoration Area (as defined in and subject to all requirements and limitations set forth in the Character-Defining Features included in the Revised Conservancy Nomination adopted for CHC-2018-476-HCM)

CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”) FINDINGS

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 “consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.”

State of California CEQA Guidelines Article 19, Section 15331, Class 31 “consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings.”

The designation of CBS Television City as a Historic-Cultural Monument in accordance with Chapter 9, Article 1, of The City of Los Angeles Administrative Code ("LAAC") will ensure that future construction activities involving the subject property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to a Historic-Cultural Monument through the application of the standards set forth in the LAAC. Without the regulation imposed by way of the pending designation, the historic significance and integrity of the subject property could be lost through incompatible alterations and new construction and the demolition of an irreplaceable historic site/open space. The Secretary of the Interior's Standards for

Rehabilitation are expressly incorporated into the LAAC and provide standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.

The use of Categorical Exemption Class 8 in connection with the proposed designation is consistent with the goals of maintaining, restoring, enhancing, and protecting the environment through the imposition of regulations designed to prevent the degradation of Historic-Cultural Monuments.

The use of Categorical Exemption Class 31 in connection with the proposed designation is consistent with the goals relating to the preservation, rehabilitation, restoration and reconstruction of historic buildings and sites in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Categorical Exemption ENV-2018-477-CE was prepared on April 12, 2018.

**DRAFT TVC 2050 SIGN DISTRICT
(SEPTEMBER 2024)**

(As modified by the City Planning Commission on September 12, 2024)

Table of Contents

Section 1 - Establishment of the Sign District
Section 2 - Purpose
Section 3 - Application of Supplemental Use District Regulations
Section 4 - Definitions
Section 5 - Existing Signs
Section 6 - Procedural Requirements
Section 7 - General Requirements
Section 8 - Standards for Specific Types of Signs
Section 9 - Sign District Area Boundaries
Section 10 - Severability

Appendices

Appendix A - Conceptual Sign Plan

ORDINANCE NO. _____

An ordinance establishing the Television City (TVC) 2050 Sign District pursuant to the provisions of Section 13.11 of the Los Angeles Municipal Code (Code).

WHEREAS, the site is located in the Wilshire Community Plan area, which identifies goals toward accommodating “a broad range of uses that serve the needs of adjacent residents [and] are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.”

WHEREAS, the entertainment industry is continually evolving, whether it be technological advancements, shifts in production and post-production, or increased competition from other states and countries, and long-term adaptation in land use and planning is a requirement for ongoing consistency with the City’s General Plan policies;

WHEREAS, the existing TVC major film and television studio campus needs to modernize and expand its existing facilities to address the unmet and anticipated future demands of movie, television, streaming, and other forms of content production in order to remain competitive in the industry and for the long-term preservation of the TVC campus;

WHEREAS, modernization of the TVC campus will honor William Pereira and Charles Luckman’s original vision for a major studio headquarters, which was designed to be modified and expanded over time to meet the changing needs of the constantly evolving media and entertainment industry;

WHEREAS, the development authorized by the TVC 2050 Specific Plan (Specific Plan) will require a unique and comprehensive program for on-site signage that contributes to and enhances the identity of the Sign District area as an iconic production studio;

WHEREAS, a clear and consistent set of regulations established by this Sign District would provide a level of certainty for future signage for the site while remaining mindful of historic signage components, providing signage compatible with the surrounding community character by only permitting on-site signage and limiting digital displays to the interior of the site; and

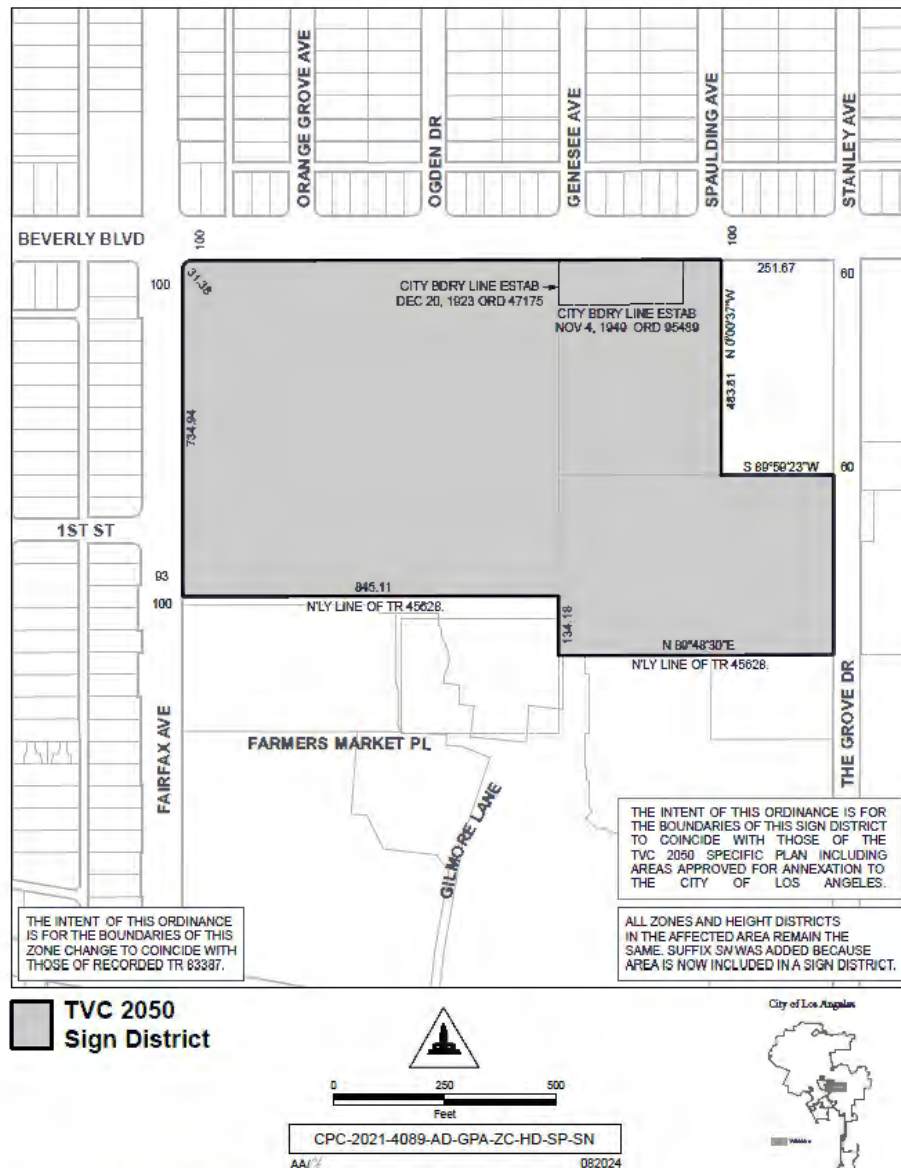
WHEREAS, the Sign District will foster a vibrant urban environment with a unified aesthetic and sense of identity, by setting standards for uniform signage design, providing well-planned placement, design and architectural integration of signage with consideration for surrounding uses and architectural design, and improving pedestrian and traffic safety by directing functional wayfinding and building identification throughout the site.

**NOW, THEREFORE,
THE PEOPLE OF THE CITY OF LOS ANGELES DO
ORDAIN AS FOLLOWS:**

SECTION 1. ESTABLISHMENT OF THE TVC 2050 SIGN DISTRICT.

The City Council hereby establishes the TVC 2050 Sign District (Sign District), which shall be applicable to the approximately 25-acre site located at 7716–7860 West Beverly Boulevard shown within the dashed line as shown on Map 1 – Sign District Boundary Map, generally bounded by Beverly Boulevard to the north, The Grove Drive and apartments to the east, The Original Farmers Market and The Grove shopping and entertainment center to the south, and Fairfax Avenue to the west.

MAP 1. SIGN DISTRICT BOUNDARY MAP



SECTION 2. PURPOSE.

The TVC 2050 Sign District is intended to:

- A.** Support and enhance the unique media and entertainment character of TVC and the land uses and urban design objectives of the Wilshire Community Plan and Specific Plan;
- B.** Encourage signs that contribute positively to the visual environment in a manner that accentuates the architectural characteristics of the studio and reinforces TVC's sense of place as a major urban, cultural, and media center;
- C.** Permit a variety of signage elements to allow for creativity and flexibility in design over time;
- D.** Protect adjacent residential communities from potential adverse impacts by concentrating signage away from residential areas, restricting digital displays to the interior of the site, prohibiting off-site signs, and setting standards for signage amounts, size, illumination and sign motion/animation; and
- E.** Coordinate the location and display of signs so as to enhance the public pedestrian realm, minimize potential traffic hazards, protect public safety, and maintain compatibility with surrounding uses.

SECTION 3. APPLICATION OF SUPPLEMENTAL USE DISTRICT REGULATIONS.

- A.** The regulations of this Ordinance are in addition to those set forth in the Planning and Zoning provisions of the Code and the Specific Plan. These regulations do not convey any rights not otherwise granted under the provisions and procedures contained in the Code or other relevant ordinances, except as specifically provided for in this Ordinance.
- B.** Wherever this Ordinance contains provisions that establish regulations that are different from, more restrictive than, or more permissive than those contained in the Code, this Ordinance shall prevail. Wherever the Specific Plan contains provisions related to historic signs (referenced in Section 5.B. [Historic Signs]), the Specific Plan shall prevail.

SECTION 4. DEFINITIONS.

Whenever the following terms are used in this Ordinance, they shall be construed as defined in this Section. Words and phrases not defined here shall be construed as defined in Section 12.03 and Article 4.4 of the Code or the Specific Plan.

Architectural Ledge Sign. A sign with individual channel letters and/or a pre-fabricated image, attached to a horizontal projection forming a narrow shelf on a wall or architectural projection.

Digital Display. A sign face, building face, and/or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of or attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

Off-Site Sign. A sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution, or any other commercial message, which is generally conducted, sold, manufactured, produced, offered or occurs elsewhere than within the boundaries of the Sign District.

On-Site Sign. A sign that is other than an Off-Site Sign.

Pillar Sign. A freestanding sign that is mounted directly on the ground, consisting of rectangular sign faces or a sculptural themed shape, with a horizontal dimension that does not exceed the length of the vertical dimension.

Supergraphic Sign. A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material with or without written text, supported and attached to a wall by an adhesive and/or by using stranded cable and eye-bolts and/or other materials or methods, and which does not comply with the following provisions of the Code: 14.4.10 (Wall Signs), 14.4.16 (Temporary Signs), 14.4.17 (Temporary Signs on Temporary Construction Walls), 14.4.18 (Off-Site Signs) and/or 14.4.20 (Art Murals and Public Art Installations).

Temporary Sign. Any sign that is to be maintained for a limited duration, not to exceed 120 days, including paper signs and other signs that are not permanently affixed to the ground or building.

SECTION 5. EXISTING SIGNS. RIGHTS OF OWNER TO SIGNS.

- A. Sign Rights.** Existing legally permitted signs may continue to exist and be constructed, operated, maintained, repaired, replaced or structurally altered in accordance with the requirements of Section 91.6216 of the Code.
- B. Historic Signs.** Section 5.A (Sign Rights) and other provisions of this Ordinance shall not apply to existing signs identified within the TVC 2050 Specific Plan Appendix F (Historic Sign Guidelines). Signs identified within Appendix F shall be designed and constructed per the Historic Sign Guidelines and shall be reviewed by the Office of Historic Resources (OHR). Specifically, the TVC 2050 Specific Plan allows for replacement of non-conforming signs on the Primary Studio Complex (a City-designated Historic Cultural Monument [HCM]), and the signs may be retained or recreated at the approval of OHR based on sufficient evidence of the existence of the

historic sign, and upon consensus that the sign complies with the Secretary of the Interior's Standards.

SECTION 6. PROCEDURAL REQUIREMENTS

A. Building Permits. The Los Angeles Department of Building and Safety (LADBS) shall not issue a permit for a sign, a sign structure, sign illumination, or alteration of an existing sign, unless the sign complies with: (1) the applicable requirements of this Ordinance as determined by the Director of Planning (Director); and (2) the applicable requirements of the Code.

B. Director Sign-Off. With respect to the following sign, only a ministerial Director sign-off on the permit application shall be required prior to issuance by LADBS of a sign permit:

1. Architectural Ledge Signs

2. Pillar Signs

The Director shall approve the permit application if the sign complies with all of the applicable requirements of this Ordinance, including Appendix A (Conceptual Sign Plans), and the applicable requirements of the Code. The Director's approval shall be indicated by signing off on the permit application and by stamping and dating the permit plans.

C. Exempt Signs, Murals, and Art Installations. LADBS permit applications for the following sign types, Original Art Murals, and Public Art Installation shall be subject to the applicable LADBS review and approval, and/or Department of Cultural Affairs review and approval, and the applicable requirements of this Ordinance, the Code, and the Administrative Code, but are exempt from Director's review and do not require a Director's permit sign-off:

1. Awning Signs

2. Illuminated Architectural Canopy Signs

3. Information Signs

4. Marquee Signs

5. Monument Signs

6. Original Art Murals

7. Projecting Signs

8. Public Art Installations

9. Roof Signs

10. Temporary Signs

11. Wall Signs, except those being utilized as replacement signs for Supergraphic Signs under Section 8.D, Supergraphics

12. Window Signs

D. Project Compliance. LADBS shall not issue a permit for any signs that do not comply with this Ordinance, individually or cumulatively, and shall not issue a permit for the following signs unless the Director has issued a Project Compliance approval, pursuant to the procedures set forth in Section 13B.4.2 of the Code and the applicable standards set forth in Section 7 (General Requirements) and Section 8 (Standards for Specific Types of Signs) of this Ordinance. An application for a Digital Display or Supergraphic Sign must be submitted at the same time as an application for the new building or upgrades to an existing façade of a building on which such sign is proposed to be located. Each application for a Digital Display or Supergraphic Sign shall provide an accounting of all existing and proposed Digital Displays and Supergraphic Signs within the Sign District at the time of application, as well as the associated Project Compliance case numbers and sign permit numbers, as applicable.

1. Digital Displays

2. Supergraphic Signs, or Wall Signs being utilized as replacement signs for Supergraphic Signs pursuant to Section 8.D.

E. Requests for Deviations, Modifications, and Interpretations of Regulations.

1. The procedures for adjustments, exceptions, and interpretations to this Ordinance shall follow the procedures set forth in Section 13B.4 of the Code.

2. The procedures for modifications of entitlement shall follow the procedures set forth in Section 13B.5.4 of the Code. In addition, a modification of entitlement process may be utilized for a modification to any sign, any sign support structure, or to Appendix A (Conceptual Sign Plans) that results in a change of a sign from a Digital Display to a Supergraphic Sign.

3. The procedures for amendments of this Ordinance shall follow the procedures set forth in Section 13B.1.2 of the Code.

SECTION 7. GENERAL REQUIREMENTS.

A. General Requirements of the Code. Unless specified in this Ordinance to the contrary, the general sign requirements set forth in the Code shall apply to this Sign District for permits, plans, design and construction, materials, street address numbers,

identification, maintenance, prohibited locations and sign illumination. Notwithstanding the foregoing, any combined area restrictions in Article 4.4 of the Code, including, but not limited to, Code Sections 14.4.8 A.2 (Monument Signs), 14.4.9 B.2 (Projecting Signs), 14.4.10 A.4 (Wall Signs), 14.4.10 A.5 (Wall Signs), 14.4.13 B.3 (Roof Signs), 14.4.13 B.4 (Roof Signs), 14.4.14 B (Window Signs), and 14.4.16 B.2 (Temporary Signs), shall not apply to signs within the Sign District area. In addition, Monument Signs and Projecting Signs shall not be required to be set back from interior lot lines. A building permit shall be obtained from LADBS in accordance with the applicable provisions of the Code for any signs, sign structures, and/or sign alterations, other than changes to or replacement of sign face copy.

B. Permitted Signs. Except as otherwise prohibited in Section 7.C (Prohibited Signs), below, and notwithstanding Code Section 14.4.4 B, all signs described and regulated in Section 8 (Standards for Specific Types of Signs) of this Ordinance, all signs otherwise permitted by the Code, and all previously legally permitted signs shall be permitted within the Sign District area.

C. Prohibited Signs. The following signs shall be prohibited:

1. Off-Site Signs;
2. Pole Signs;
3. Any sign not specifically authorized by this Ordinance or by the Code.

D. General Sign Area and Location Requirements. The sign area and location of signage is subject to the standards identified in Sections 7 (General Requirements) and Section 8 (Standards for Specific Types of Signs) of this Ordinance and Code Section 14.4.4 C (Prohibited Locations). In addition, no sign shall be placed over the exterior surface of any opening of a building, including its windows, doors, and vents, unless the Los Angeles Fire Department (LAFD) determines, in writing, that the sign would not create a hazardous condition.

For the purposes of calculating sign areas and locations for signs, "streets" shall include public rights-of-way, as well as internal streets, pedestrian pathways, driveways, and/or private drives.

E. Illumination. All signs may be illuminated by either internal or external means. The illumination regulations set forth in the Code, including, but not limited to, Section 93.0117, shall apply. In addition, signage shall be subject to the following regulations:

1. **Lighting onto Residentially Zoned Property.** All illuminated signs shall be designed, located, or screened so as to minimize, to the extent reasonably possible, direct light sources onto any exterior wall of a residentially zoned property. If signs are externally lit, the light source of the external illumination shall be shielded from any residentially zoned property.

2. **Sign Illumination Limitations.** No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
3. **Reflective Materials.** Signage shall not use highly reflective materials such as mirrored glass.
4. **Green Code.** All light sources, including illuminated signage, shall comply with CALGreen (Part 11 of Title 24, California Code of Regulations) and the Green Code of the City of Los Angeles.
5. **Digital Display and Supergraphic Sign Illumination Standards.**
 - a. No Digital Displays or illuminated Supergraphic Signs are permitted within 91.5 feet of the Shared Eastern Property Line. Refer to Appendix A (Conceptual Sign Plans). Digital Displays are prohibited within this area.
 - b. Digital Displays or Supergraphic Signs located at or within 116 feet of the south, west, and north Sign District area property line, and at or within 91.5 to 200 feet of the Shared Eastern Property Line, shall have a nighttime luminance, from sunset to sunrise, no greater than 100 candelas per square meter (cd/m^2), and a daytime luminance, from 20 minutes after sunrise to 20 minutes prior to sunset, no greater than 5,000 cd/m^2 .
 - c. Digital Displays or Supergraphic Signs located more than 116 feet from the south, west, and north Sign District area property line and more than 200 feet of the Shared Eastern Property Line shall have a nighttime luminance, from sunset to sunrise, no greater than 300 cd/m^2 , and a daytime luminance, from 20 minutes after sunrise to 20 minutes prior to sunset, no greater than 5,000 cd/m^2 .
 - d. Digital Displays or Supergraphic Sign shall transition smoothly at a consistent rate from their daytime luminance to their maximum permitted nighttime luminance, beginning not less than 20 minutes prior to sunset, and concluding at sunset. After sunrise, signs will transition smoothly from the applicable nighttime maximum luminance for no less than 20 minutes, up to their daytime luminance.
 - e. Each Digital Display or Supergraphic Sign shall be fully dimmable and shall be controlled by a programmable timer so that luminance levels may be adjusted according to the time of day and applicable lighting standards.
 - f. All light emitting diodes used within a Digital Display shall have a maximum horizontal beam spread of 165 degrees and maximum vertical beam spread of 65 degrees.

6. Illumination Testing Protocol for Digital Display Signs. Prior to the operation of any Digital Display, the applicant shall conduct testing as necessary to demonstrate compliance with the illumination regulations of this Ordinance, and provide a copy of the results, along with a certification from an LADBS approved testing agency, to the Director and to LADBS stating that the testing results demonstrate compliance with the requirements of this Ordinance. The testing shall be at the applicant's expense and shall be conducted as follows:

- a. **Illuminance Testing.** In order to determine whether the illumination complies with Section 14.4 of the Code and the requirements of this Ordinance, a representative testing site shall be established on or next to those residentially zoned properties outside of the Sign District area, which have the greatest exposure to signage lighting on each of the four facades of the Sign District area. An illuminance meter mounted to a tripod at eye level, facing the Sign District area illuminated signs, shall be calibrated and measurements taken to determine ambient light levels with the illuminated sign on and off. An opaque object shall be used to block out the view of the sign and the building from the light meter at a distance of at least four feet away from the tripod. A reading shall then be taken to determine the ambient light levels with the sign off. The difference between the two measurements shall be the amount of light the sign casts onto the sensitive receptor.
- b. **Luminance Testing.** The luminance (cd/m^2) of all illuminated signs shall also be measured from locations perpendicular to the illuminated sign, at adjacent residentially zoned properties, and/or the public right-of-way to confirm conformance with the standards of this Ordinance.
- c. **Re-testing.** In addition, if as a result of a complaint or otherwise, LADBS may undertake a preliminary investigation and determine if it has cause to believe the Project's signage lighting is not in compliance with this Ordinance, the Code, or other applicable laws. LADBS may request, at the expense of the applicant or its successor, that the testing protocol outlined in this Section be implemented to determine compliance. If the testing reveals that the signage is not in compliance with this Ordinance, the applicant or its successor shall immediately adjust the signage illumination to bring it into compliance and shall be subject to all of the enforcement provisions of the Code including administrative citations for continuing daily violations.

F. Refresh Rate. The Refresh Rate is the rate at which a Digital Display may change content. The Refresh Rates are as follows and shall apply to Digital Displays as set forth in Section 8.B (Digital Displays) of this Ordinance:

1. The Controlled Refresh Rate shall be no more frequent than one refresh event every eight seconds with an instant transition between images. The sign image must remain static between refreshes.

2. The Non-Controlled Refresh Rate is the Refresh Rate of all Digital Displays that are not made subject to a Controlled Refresh Rate pursuant to this Ordinance and which shall permit images, parts and/or illumination that flash, change, move, stream, scroll, blink or otherwise incorporate motion to change at an unrestricted rate.

G. Visual Maintenance. All signs shall be maintained to meet the following criteria at all times:

1. The building and ground area around the signs shall be properly maintained. All unused mounting structures, hardware and wall perforation from any abandoned/removed sign shall be removed and building surfaces shall be restored to their original condition.
2. All sign copy shall be properly maintained and kept free from damage and other unsightly conditions, including graffiti. It must be repaired or replaced immediately upon tearing, ripping, or peeling, or when marred or damaged by graffiti.
3. All sign structures shall be kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.
4. Razor wire, barbed wire, concertina wire, or other barriers preventing unauthorized access to any sign shall be hidden from public view.
5. No access platform, ladder, or other service appurtenance, visible from the sidewalk, street, or public right-of-way, shall be installed or attached to any sign structure.
6. Signs that are no longer serving the current tenants, including sign structures, shall be removed and the building facades originally covered by the signs shall be repaired and/or resurfaced with materials and colors that are compatible with the facades.

H. New Technologies. The Director may permit the use of any technology or material provided that the material is approved by LADBS, utilizing the Director's Interpretation procedure outlined in Code Section 13B.4.6, if the Director finds that such technology or material is consistent with the regulations described herein.

I. Alterations, Repairs or Rehabilitation. Any alteration, repair or maintenance work on a legally permitted sign or sign structure shall be governed by the Code.

J. Materials. The materials, construction, application, location and installation of any Sign shall be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code.

SECTION 8. STANDARDS FOR SPECIFIC TYPES OF SIGNS.

A. Architectural Ledge Signs.

1. Sign Area.

- a. The total combined area of Architectural Ledge Signs shall not exceed 2,000 square feet.
- b. An individual Architectural Ledge Sign shall not exceed 150 square feet in area.

2. Height.

- a. Architectural Ledge Signs shall have a minimum clearance of 8 feet above grade at the sign location.

3. Number and Location. A maximum of 12 Architectural Ledge Signs are permitted. Architectural Ledge Signs shall be installed in substantial conformance with Appendix A (Conceptual Sign Plans), and are only allowed at automobile and pedestrian access points. Architectural Ledge Signs shall not be required to be set back from interior lot lines.

4. Design. Channel letters, push-thru letters, cut-thru letters, and other architecturally integrated methods for lettering are required for letters greater than 6 inches in height.

5. Illumination. Architectural Ledge Signs may be internally or externally illuminated and shall be subject to the applicable illumination standards of Section 7.E (Illumination) of this Ordinance.

B. Digital Displays.

1. Sign Area.

- a. The total combined sign area for Digital Displays shall not exceed 20,250 square feet.
- b. An individual Digital Display shall not exceed 1,350 square feet in area.

2. Height. Digital Displays are not permitted to extend above the top of the building wall.

3. Number and Location. Digital Displays shall only be allowed on the building facades as identified in Appendix A, which are generally not visible from the public right-of-way, and which are located on the interior of the site, meaning that they are located more than the following distances from the Sign District boundaries:

more than 100 feet from the boundary along Fairfax Avenue, Beverly Boulevard, and The Grove Drive, more than 30 feet from the Shared Eastern Property Line, more than 10 feet from the Southern Shared Access Drive, and more than 30 feet from west of the Southern Shared Access Drive, as depicted in Appendix A (Conceptual Sign Plans). No Digital Displays are permitted to be visible from a public right-of-way, or visible from the Shared Eastern Property Line if the sign is within 91.5 feet of the Shared Eastern Property Line.

- a. In addition, a Digital Display may be replaced in its same location with a Supergraphic Sign. In that instance, the Supergraphic Sign shall instead be subject to maximum sign area standards for Digital Displays and shall be deducted from the combined Digital Display sign area.
4. **Design.** Digital Displays shall be integrated into the architectural design of the building and shall align with major building elements such as window banding or vertical changes in material or texture. Digital Displays shall be reviewed and permitted concurrently with the review and permitting of a new building or with updates to a facade of an existing building. Digital Displays shall be prohibited as stand-alone signs which are not attached to a building.
5. **Illumination.** Digital Displays shall be subject to the applicable illumination standards of Section 7.E (Illumination) of this Ordinance.
6. **Refresh Rate.** Any Digital Display within 200 feet of the Sign District boundary adjacent to the existing multi-family use located to the northeast of the Sign District area shall be subject to the Controlled Refresh Rate. All other Digital Displays are subject to the Non-Controlled Refresh Rate.
7. **Hours of Operation.** Digital Displays within 200 feet of the Sign District boundary adjacent to the existing multi-family use located to the northeast of the Sign District area shall only be permitted to operate between the hours of 7:00 a.m. to 10:00 p.m. All other Digital Displays located on the interior of the site would have no limitation on hours of operation.
8. **Implementation.** No Digital Display shall be made operative until after the issuance of the first Certificate of Occupancy for a new building under the Specific Plan.

C. **Pillar Signs.**

1. **Sign Area.** Pillar Signs shall not exceed two square feet per linear foot of building frontage, with a maximum individual sign area of 25 square feet per sign face. The sign area of one face of a Pillar Sign shall be used when calculating total sign area.
2. **Height.** Pillar Signs shall not exceed nine feet in height above grade.

3. Location.

- a. The location of Pillar Signs shall not interfere with or present a hazard to pedestrian, bicycle, or vehicle traffic.
- b. Pillar Signs shall not be placed within a 25-foot visibility triangle at corners or driveway.

4. Design. Pillar Signs shall be ground-mounted and not attached to any building face.

5. Illumination. Pillar Signs may be internally illuminated, or externally illuminated with lighting concealed in the ground plane.

6. Digital Displays.

- a. Pillar Signs shall not include Digital Display elements.

D. Supergraphic Signs.

1. Sign Area.

- a. The total combined area of Supergraphic Signs shall not exceed 49,500 square feet.
- b. An individual Supergraphic Sign shall not exceed 1,350 square feet in sign area.

2. Number and Location. Supergraphic Signs shall be installed in substantial conformance with Appendix A (Conceptual Sign Plans) for exterior-facing signs. For all other Supergraphic Signs, they shall only be allowed on the building facades as identified in Appendix A (Conceptual Sign Plans), which are generally not visible from the public right-of-way, and which are located on the interior of the site, meaning that they are located more than the following distances from the Sign District boundaries: more than 100 feet from the boundary along Fairfax Avenue, Beverly Boulevard, and The Grove Drive, more than 30 feet from the Shared Eastern Property Line, more than 10 feet from the Southern Shared Access Drive, and more than 30 feet from west of the Southern Shared Access Drive.

- 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.1 for Supergraphic Signs.
- b. Furthermore, a Supergraphic Sign may be replaced in its same location with a large-scale Wall Sign. In that instance, the large-scale Wall Sign shall instead be subject to maximum sign area standards for Supergraphic Signs

and shall be deducted from the combined Supergraphic Sign area, and shall not count toward the maximum Wall Sign area restrictions of the LAMC, and shall otherwise be subject to all other requirements for a Supergraphic Sign.

3. Design.

- a. A Supergraphic Sign that is comprised of vinyl or other material may be attached to a wall with an adhesive or by mechanical means approved by LADBS and the LAFD, if applicable.
- b. Supergraphic Signs comprised of mylar or other film-like transparent material, such as perforated vinyl, may be applied directly to windows subject to the provisions of Section 7.J (Materials).
- c. Supergraphic Signs shall not obstruct outward views from windows.
- d. Supergraphics shall be integrated into the architectural design of the building and shall align with major building elements such as window banding or vertical changes in material or texture. Supergraphics shall be reviewed and permitted concurrently with the review and permitting of a new building or with updates to a façade of an existing building. Supergraphics shall be prohibited as stand-alone signs which are not attached to a building.

- 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.

SECTION 9. SIGN DISTRICT AREA BOUNDARIES FOLLOWING ACTION BY THE LOCAL AGENCY FORMATION COMMISSION FOR THE COUNTY OF LOS ANGELES (LAFCO).

- A.** If LAFCO approves the proposed annexation action, then the TVC 2050 Sign District shall encompass those areas shown on Map 1 (Sign District Boundary Map).
- B.** If LAFCO modifies the proposed annexation area, the boundaries of the TVC 2050 Sign District shall be modified consistent with LAFCO's action, and the Director is authorized to modify Map 1 (Sign District Boundary Map) of this Ordinance consistent with the modified boundaries.
- C.** No further Area Planning Commission, City Planning Commission or City Council action shall be required to modify the Sign District to be consistent with the LAFCO action. The exhibit modification procedures shall apply only to modifications for consistency with the LAFCO action. All other boundary adjustments, exceptions, amendments, and interpretations to this Ordinance shall follow the procedures set forth in the Charter or the Code.

SECTION 10. SEVERABILITY.

If any provision of this Ordinance or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other provisions, clauses, or applications of said Ordinance, which can be implemented without the invalid provision, clause or application, and to this end, the provisions and clauses of this Ordinance are declared to be severable. The City Council hereby declares that it would have passed this Ordinance and each portion or subsection, sentence, clause, and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

TVC 2050 Sign District

APPENDIX A: Conceptual Sign Plans

Appendix A - Conceptual Sign Plan



LEGEND

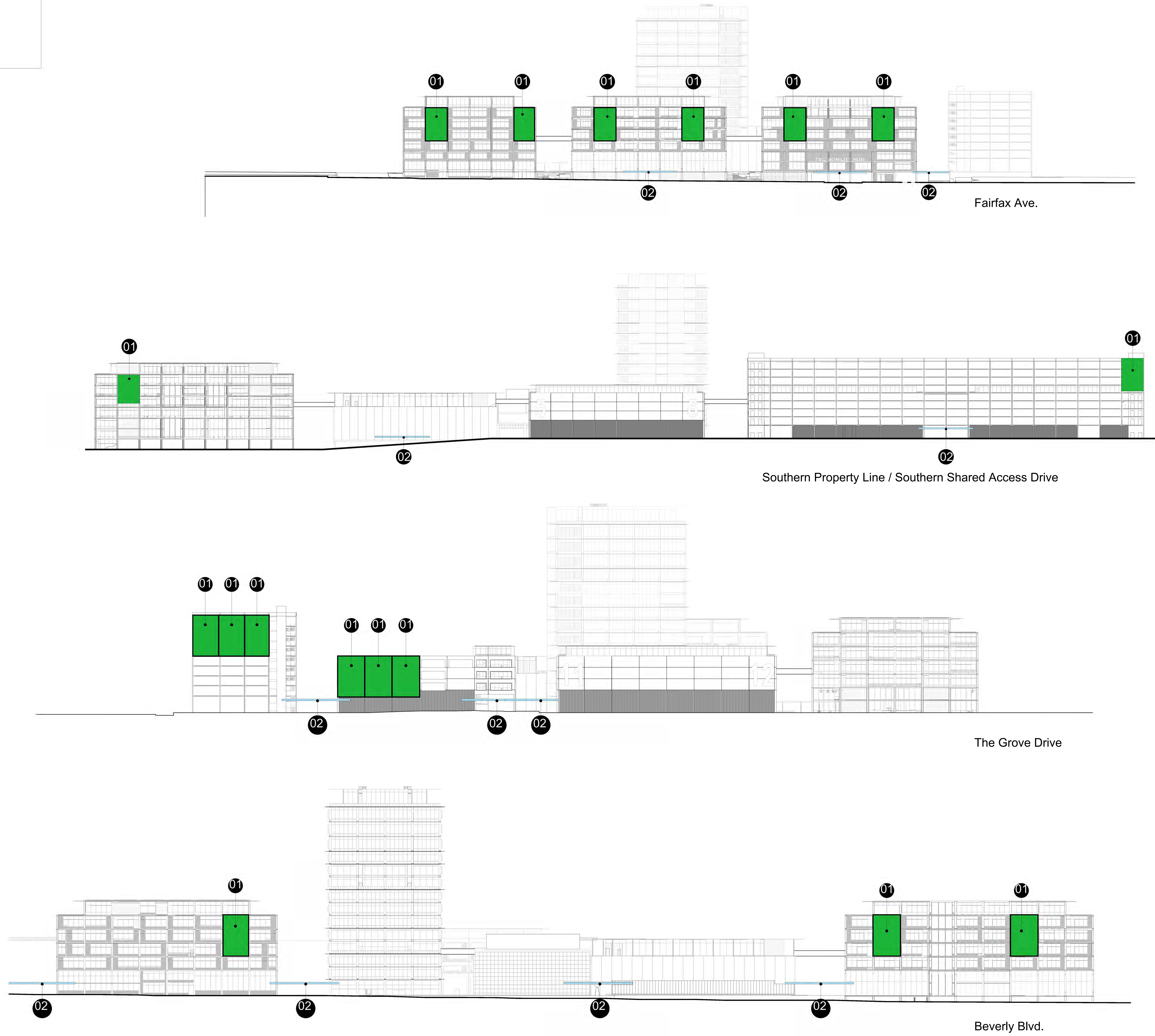
- Digital Display Location Boundary Line (interior of site) ¹
- Facades Suitable for Digital Display and Supergraphic Signage
- Potential Locations of Digital Displays (interior of site)
- 200' Multi-Family Buffer ²
- Supergraphics Signs (exterior of site)
- Supergraphics Signs (interior of site)
- Architectural Ledge Signs

¹ AS SHOWN IN FIGURE II-10, PROPOSED SIGNAGE PLAN, OF THE DRAFT EIR
² ILLUMINATION OF DIGITAL DISPLAYS AND SUPERGRAPHIC SIGNS WILL BE LIMITED WITHIN 200 FEET OF THE EXISTING MULTI-FAMILY USE LOCATED TO THE NORTHEAST OF THE PROJECT SITE, PURSUANT TO SECTION 7.E OF THE SIGN DISTRICT AND ONLY PERMITTED BETWEEN THE HOURS OF 7 A.M. AND 10 P.M.

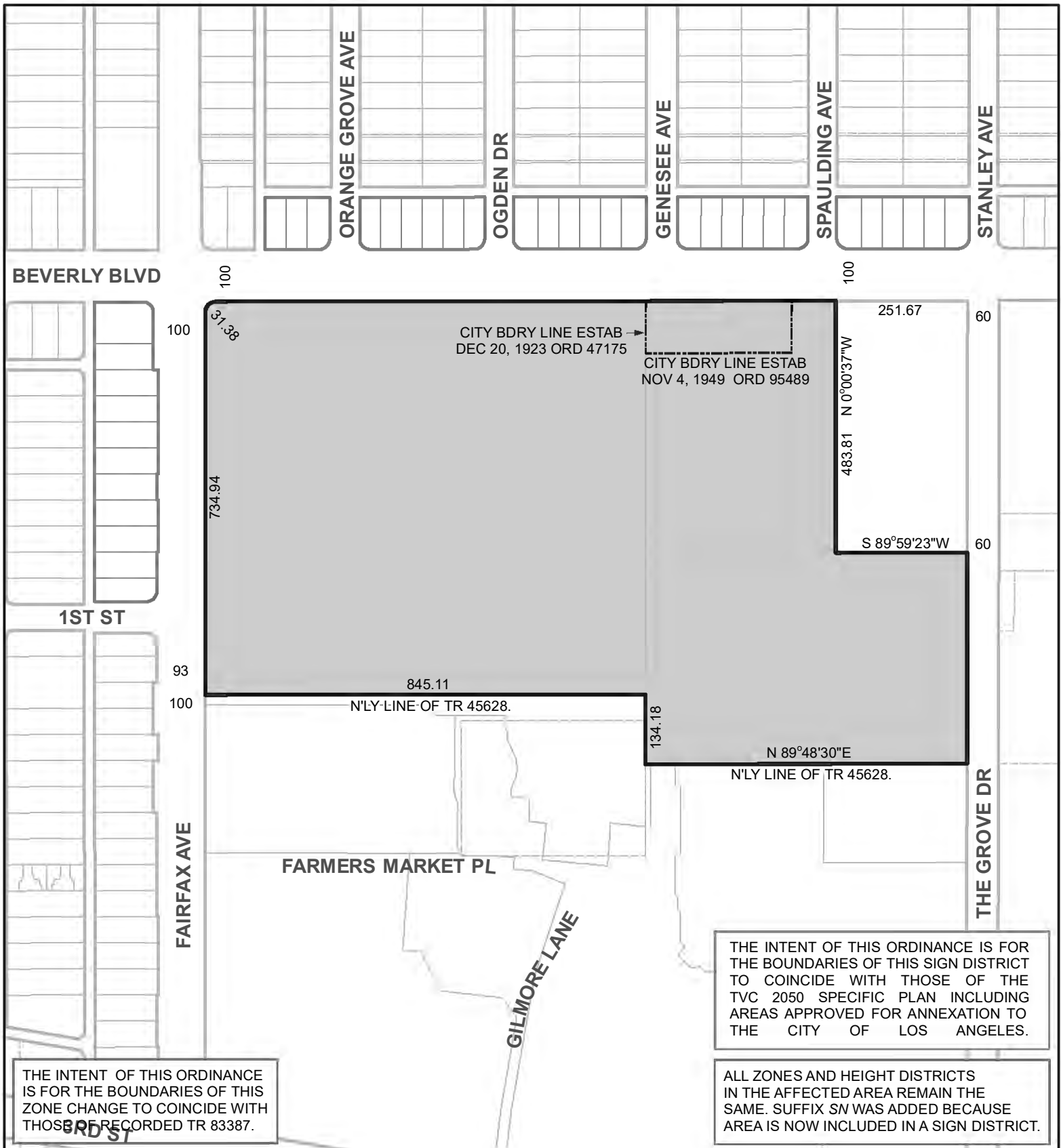
NOTE:
- DIGITAL DISPLAYS WILL NOT BE PERMITTED ON THE PROJECT EXTERIOR

SIGNAGE KEY

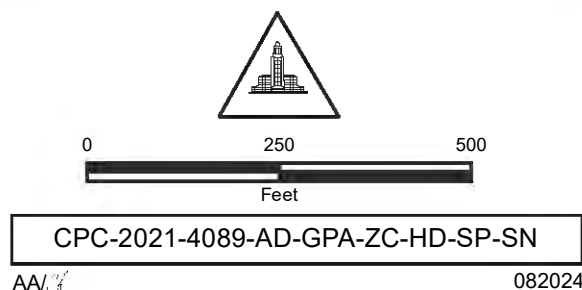
01	Supergraphic/Wall Sign	■
02	Architectural Ledge Sign	■



Proposed Signage Elevations



**TVC 2050
Sign District**



City of Los Angeles



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-served 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/scooter 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.

RESOLUTION

WHEREAS, the subject project is located within the area covered by the Wilshire Community Plan (“Community Plan”), adopted by the City Council in September 2001; and

WHEREAS, the City Planning Commission, at its meeting on September 12, 2024, recommended approval of a General Plan Amendment to the Wilshire Community Plan to change the land use designations for the Project Site (located at 7716-7860 Beverly Boulevard) from Community Commercial, Limited Commercial, and Neighborhood Commercial to Community Commercial, to assign a Community Commercial land use designation to a 0.63-acre portion of the Project Site located with unincorporated Los Angeles County to be annexed to the City of Los Angeles, to include the TVC 2050 Specific Plan (TVC) Zone as a corresponding zone to the Community Commercial land use designation, and to add a Footnote establishing the proposed Specific Plan as the land use regulatory document for the Project Site and; and recommended approval of a Vesting Zone Change and Height District Change from C1.5-2D-O and C2-1-O to the TVC Zone, and to assign the TVC Zone to a 0.63-acre portion of the Project Site located within unincorporated Los Angeles County to be annexed to the City of Los Angeles; and a corresponding Code Amendment to add the TVC Zone to Section 12.04 and a new Section 12.16.11 of the Los Angeles Municipal Code (LAMC); and

WHEREAS, the approved Project is 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, to include up to: 1,686,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site; and

WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the adopted Wilshire Community Plan to designate land use in an orderly and unified manner; and

WHEREAS, the subject proposal has been assessed in the Environmental Impact Report (EIR) ENV-2021-4091-EIR (SCH No. 2021070014) (including the Draft EIR, dated July 14, 2022, and Final EIR, dated November 21, 2023, and Erratum dated April 5, 2024; collectively, TVC 2050 Project EIR), certified on September 12, 2024; and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

NOW, THEREFORE, BE IT RESOLVED that the Wilshire Community Plan be amended to modify the land use designation to Community Commercial for the Project Site and assign a Community Commercial land use designation to the 0.63-acre portion of the Project Site located with unincorporated Los Angeles County to be annexed to the City of Los Angeles, as shown on the attached General Plan Amendment Map; to add a Footnote establishing the proposed Specific Plan as the land use regulatory document for the Project Site; and to add the TVC Zone as a corresponding zone to the Community Commercial land use designation.



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: OCTOBER 3, 2024

Case No.: VTT-83387-1A

Council District: 5 – Yaroslavsky

CEQA: ENV-2021-4091-EIR (SCH. No. 2021070014)

Plan Area: Wilshire

Related Cases: CPC-2021-4089-AD-GPA-ZC-HD-SP-SN;
CPC-2021-4090-DA

Project Site: 7716 – 7860 Beverly Boulevard

Applicant: Television City Studios, LLC
Representative: Francis Park, Park & Velayos, LLP

Appellants:

1. The Grove, LLC
Representative: Maria P. Hoye, Latham & Watkins LLP
2. Peter Hayden, A.F. Gilmore
Representative: Allan Abshez, Loeb & Loeb LLP
3. Patti Shwayder, Mayer Beverly Park Limited Partnership
Representative: Jack Rubens, Sheppard Mullin Richter & Hampton LLP
4. Save Beverly Fairfax
Representative: Amy C. Minter, Carstens, Black & Minter, LLP
5. Beverly Wilshire Homes Association
Representative: Michelle N. Black, Carstens, Black & Minter, LLP
6. Fix the City
Representative: Laura Lake, Fix the City
7. Danielle Peters, Neighbors for Responsible TVC Development
8. Greg Goldin, Miracle Mile Residents Association
9. Park La Brea Impacted Residents Group

At its meeting of **September 12, 2024**, the Los Angeles City Planning Commission took the actions below in conjunction with the following project:

The merger and re-subdivision of a four lots into three lots, and a Haul Route for the export of up to 772,000 cubic yards of soil.

1. **Found**, pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code (PRC), that the City Planning Commission has reviewed and considered the information contained in the Environmental Impact Report No. ENV-2021-4091-EIR (SCH No. 2021070014), which includes the Draft EIR dated July 14, 2022, the Final EIR dated November 21, 2023, and

Erratum dated April 5, 2024 (TVC 2050 Project EIR), as well as the whole administrative record; and

CERTIFIED the following:

- a. The TVC 2050 Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- b. The TVC 2050 Project EIR was presented to the City Planning Commission as a decision-making body of the lead agency; and
- c. The TVC 2050 Project EIR reflects the independent judgement and analysis of the lead agency.

ADOPTED the following:

- a. The related and prepared TVC 2050 Project EIR Environmental Findings;
 - b. The Statement of Overriding Considerations; and
 - c. The Mitigation Monitoring Program prepared for the TVC 2050 Project EIR.
2. **Denied** the appeals and **sustained** the decision of the Advisory Agency dated May 28, 2024;
 3. **Approved**, pursuant to Sections 17.03 and 17.15 of the Los Angeles Municipal Code, Vesting Tentative Tract No. VTT-83387 for the merger and re-subdivision of four lots into three lots, and a Haul Route for the export of up to 772,000 cubic yards of soil;
 4. **Adopted** the attached Conditions of Approval; and
 5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Zamora
 Second: Newhouse
 Ayes: Cabildo, Choe, Diaz, Klein, Saitman
 Absent: Mack, Lawshe

Vote: 7 - 0



Cecilia Lamas, Commission Executive Assistant II
 Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is appealable to the Los Angeles City Council within 10 days after the mailing date of this determination letter. Any appeal not filed within the 10-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles, CA 90012 or 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401

FINAL APPEAL DATE: OCTOBER 15, 2024

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final

pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Conditions of Approval, Findings, Appeal Filing Procedure

cc: Milena Zasadzien, Principal City Planner
Mindy Nguyen, Senior City Planner
Paul Caporaso, City Planner

CONDITIONS OF APPROVAL

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

NOTE on clearing conditions: When two or more agencies must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

(Additional BOE Improvement Conditions are listed in "Standard Condition" section)

1. That, the final map shall not be recorded until the annexation to the City of Los Angeles is completed, and all lots within this map is located within City of Los Angeles.
2. That, in the event the applicant does not complete the annexation, a revised tentative map shall be submitted to the Advisory Agency for review and approval.
3. That, along The Grove Drive adjoining the tract, a 3-foot-wide strip of land be dedicated to complete a 33-foot-wide half right-of-way in accordance with Collector Street Standard; including a 20-foot radius property line return be dedicated at the intersection of Beverly Boulevard and Fairfax Avenue; or if the TVC 2050 Specific Plan (TVCSP) is approved, dedication and improvements pursuant to the Specific Plan.
4. That a 5-foot-wide sidewalk easement be dedicated along Fairfax Avenue adjoining the subdivision to complete a 15-foot-wide sidewalk in accordance with Avenue II Standards of the Mobility Plan 2035; or if the TVCSP is approved, dedication and improvements pursuant to the Specific Plan. The easements shall be shown on the final map, unless superseded by the TVCSP.
5. That, at the intersection of Beverly Boulevard and Fairfax Avenue, a 20-foot radius property line return be dedicated; or if the TVC 2050 Specific Plan (TVCSP) is approved, dedication and improvements pursuant to the Specific Plan.
6. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.
7. That all the proposed tract map boundary lines be properly established in accordance with Section 17.07 D of the Los Angeles Municipal Code prior to the recordation of the final map satisfactory to the City Engineer.
8. That a revised map be submitted satisfactory to the City Planning Department the City Engineer prior to the submittal of the final map delineating all right-of-way dimensions, approved dedications or easement adjoining the subdivision. This map will be used for final map checking purposes.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

9. Prior to issuance of any grading and/or building permit, a comprehensive geotechnical report shall be submitted to the Department of Building and Safety, Grading Division for review

and approval, per the Soils Report Approval Letter correspondence dated August 4, 2021 (Log # 117112-01).

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

10. A clearance letter will be issued stating that no Building or Zoning Code violations exist relating to the subdivision on the subject site once the following items have been satisfied.
 - a. Provide lot cut date for the existing Parcels. Any lot cut after July 29, 1962 is required to obtain a Certificate of Compliance from City Planning prior to obtaining the Zoning clearance. Show compliance with the above requirement or obtain City Planning approval to waive the requirement for the Certificate of Compliance.
 - b. Provide copy of building records, plot plan, and certificate of occupancy of all existing structures (to remain) to verify the last legal use and the number of parking spaces required and provided on each site.
 - c. Obtain permits for the demolition or removal of existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - d. No structures (solar structures) and parking spaces shall be located across the proposed property lines.
 - e. Obtain building alteration permits for the removal of a portion of existing structures on site. Provide copies of permits and final inspection cards to show completion of the works.
 - f. Comply with the floor area requirements for the C zone. Revise the map to show all existing buildings to remain and all new buildings with issued permits.
 - g. Comply with the parking requirements per zoning codes. Revise the map to show all the required and provided parking spaces within its own lot.
 - h. The submitted Map dimensions for the existing Parcel B do not agree with ZIMAS. Revise the Map to address the discrepancy or obtain approval from Department of City Planning.
 - i. Provide exact lot area for each proposed Lot. Revise the Map.
 - j. Obtain Zone Change to change the zone to the proposed TVC Zone and show compliance with zoning conditions prior to obtaining Zoning clearance.
 - k. Provide building plans to show compliance with current Los Angeles City Building Code concerning exterior wall/opening protection and exit requirements with respect to the new property lines. All noncompliance issues shall be corrected, required permits shall be obtained, and the final work inspected prior to a clearance letter being issued.
 - l. Provide a copy of affidavits AFF-65016, AFF-63676, AFF-15018, AF-92-48740-MB, PKG-LAYOUT-128-A, AFF-10265, AF-94-473023-MB, AF-00-1998796, AF-00-1998794, AF-00-1998792, AF-00-0682373, AF-00-0682372, AF-00-0682371 and AF-

- 00-0682370. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of above affidavits may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
- m. Provide a copy of ZA cases ZA-1989-11412, ZA-1986-338-CUB, ZA-16888, ZA-15900, ZA-15709, ZA-15547, ZA-15509, BZA-1999-2694, BZA-1990-4334-CUZ and BZA-1990-4268-CUB. Show compliance with all the conditions/requirements of the ZA cases as applicable.
 - n. Provide a copy of CPC cases CPC-2021-4090-DA, CPC-2021-4089-AD-GPA-ZC-HD-SP-SN, CPC-1989-617-HD, CPC-1989-616-ZC, CPC-1986-823-GPC and CPC-1958-9061. Show compliance with all the conditions/requirements of the CPC cases as applicable.
 - o. Show all street dedications as required by Bureau of Engineering and provide net lot area after all dedications. "Area" requirements shall be re-checked as per net lot area after street dedications. No structures shall be projected into the public right of way.

Notes:

This property is located in a Methane Zone.

This property is located in Fire District No. 1.

This property is located in a Liquefaction Area.

This property is located in Historical Preservation Review Area.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Helen Nguyen at (213) 482-0427 or helen.nguyen@lacity.org to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

- 11. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively or as shall be determined to the satisfaction of the Department of Transportation (LADOT).
- 12. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway),

LAMC 12.21 A.

13. With the Bureau of Engineering's concurrence, the sidewalk on the west side of The Grove Drive (south of the new project driveway) be narrowed by two feet in order to widen The Grove Drive as illustrated on the Revised VTT Map No. 83387 stamped by City Planning on May 17, 2024. The new sidewalk will be 11 feet wide.
14. Project shall comply with requirements of the Department of Transportation's attached assessment report (DOT CASE No. CEN21-51171) dated, November 16, 2021, to the attention of Milena Zasadzien, Senior City Planner, Department of City Planning.
15. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, contact LADOT's One Stop email at: ladot.onestop@lacity.org
16. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance

FIRE DEPARTMENT

17. Access for Fire Department apparatus and personnel to and into all structures shall be required.
18. Address identification: New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
19. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75)
20. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
21. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
22. Fire Lane Requirements:
 - a. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - b. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - c. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - d. Submit plot plans indicating access road and turning area for Fire Department

approval.

- e. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - f. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - g. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - h. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
 - i. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- 23. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
 - 24. Site plans shall include all overhead utility lines adjacent to the site.
 - 25. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
 - 26. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
 - 27. On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".
 - 28. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
 - 29. Standard cut-corners will be used on all turns.
 - 30. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
 - 31. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
 - 32. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at

the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

33. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:
 - a. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
 - b. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
 - c. In the event that the property owner's association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
 - d. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
 - e. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
34. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.
35. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
36. Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.
37. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.
38. Entrance to the main lobby shall be located off the address side of the building.
39. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
40. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

41. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
42. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

Note: The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6509**. You should advise any consultant representing you of this requirement as well.

DEPARTMENT OF WATER AND POWER

43. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering.

BUREAU OF STREET LIGHTING

Note: See Condition S-3(c) for Street Lighting Improvement conditions.

BUREAU OF STREET SERVICES

Note: Please see Department of City Planning Condition No. 49 for the approved haul route.

BUREAU OF SANITATION

44. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

Note: This Approval is for the Tract Map only and represents the office of LA Sanitation/CWCDs. The applicant may be required to obtain other necessary Clearances/Permits from LA Sanitation and appropriate District office of Bureau of Engineering.

If you have any questions, please contact Rafael Yanez at (323) 342-1563.

INFORMATION TECHNOLOGY AGENCY

45. To assure that cable television facilities will be installed in the same manner as other required improvements, please email ita.cabletvclearance@lacity.org which provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

URBAN FORESTRY DIVISION

46. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
47. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.
48. Plant street trees at all feasible planting locations within dedicated streets as directed and required by Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for permit information.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

49. Prior to the issuance of a building permit or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. Limit the proposed development to three ground lots;
 - b. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit; and
 - c. That the subdivider considers the use of natural gas and/or solar energy and consults with the LADWP and Southern California Gas Company regarding feasible energy conservation measures.
50. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2021-4089-AD-GPA-ZC-HD-SP-SN shall be submitted to the satisfaction of the Advisory Agency. In the event CPC-2021-4089-AD-GPA-ZC-HD-SP-SN is not approved, the subdivider shall submit a tract modification.
51. Haul Route Conditions and Staging: All trucks must be staged on jobsite. No staging of trucks on city streets at any time. Flag control is required at the Project Site during hauling operations.

Note: No interference to traffic, access to driveways must be maintained at all times.

- a. The approved haul routes are as follows:

Route:

- i. Loaded (1): From the Project Site, departing trucks would exit from Beverly Boulevard (at the Genesee Avenue signal) heading west and then turn left (south) on Fairfax Avenue, turn left (east) on Washington Boulevard, turn right to enter eastbound I-10, and continue on I-10 E to export site outside of City limits.
 - ii. Loaded (2): From the Project Site, departing trucks would exit from Beverly Boulevard (at the Genesee Avenue signal) heading west and then turn left (south) on Fairfax Avenue, turn left (east) on San Vicente Boulevard, turn right (south) on La Brea Avenue, turn right to enter eastbound I-10, and continue on I-10 E to the export site outside of City limits.
 - iii. Loaded (3): From the Project Site, departing trucks would exit on Fairfax Avenue heading north, turn right (east) on Beverly Boulevard (or exit the Project Site via a right turn on Beverly Boulevard at the Genesee Avenue signal heading east), turn right (south) on La Brea Avenue, turn right to enter eastbound I-10, and continue on I-10 E to the export site outside of City limits.
 - iv. Unloaded (1): From the export site outside of City Limits, incoming trucks would travel westbound on I-10, exit at Washington Boulevard/Fairfax Avenue, turn right (north) on Fairfax Avenue, and turn right (east) to enter the Project Site from Fairfax Avenue (or continue north and make a right (east) on Beverly Boulevard and then access the Project Site from Beverly Boulevard at the Genesee Avenue signal).
 - v. Unloaded (2): From the export site outside of City Limits, incoming trucks would travel westbound on I-10, exit at La Brea Avenue, turn right (north) on La Brea Avenue, turn left (west) on San Vicente Boulevard, turn right (north) on Fairfax Avenue and enter the Project Site from Fairfax Avenue (or continue north and make a right turn on to Beverly Boulevard to access the Project Site from Beverly Boulevard at the Genesee Avenue signal).
 - vi. Unloaded (3): From the export site outside of City Limits, incoming trucks would travel westbound on I-10, exit at La Brea Avenue, turn right (north) on La Brea Avenue, turn left (west) on Beverly Boulevard, and enter the site from Beverly Boulevard at the Genesee Avenue signal.
- b. The hauling operations are restricted to Monday thru Friday: 9:00 AM to 3:30 PM, Saturdays: 8:00 AM to 4:00 PM. No hauling on Sundays or Holidays. (Hauling between 7:00 AM to 9:00 AM and 3:30 PM to 4:00 PM requires additional approvals from the Bureau of Engineering District Engineer per LAMC 62.61.)
 - c. The vehicles used for hauling shall be Bottom Dump trucks.
 - d. All trucks are to be cleaned of loose earth at the export site to prevent spilling. The contractor shall remove any material spilled onto the public street.
 - e. All trucks are to be watered at the export site to prevent excessive blowing of dirt.
 - f. The applicant shall comply with the State of California, Department of Transportation policy regarding movement of reducible loads.
 - g. Total amount of dirt to be hauled shall not exceed 772,000 cubic yards.

- h. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.
 - i. Flagpersons shall be required at the job site to assist the trucks in and out of the Project area. Flagpersons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."
 - j. The permittee shall comply with all regulations set forth by the State of California, Department of Motor Vehicles pertaining to the hauling of earth.
 - k. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified at least four business days prior to beginning operations in order to have temporary "No Parking" signs posted along streets in the haul route.
 - l. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
 - m. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division at (213) 847-6000 prior to effecting any change.
 - n. The permittee shall notify the Street Services Investigation and Enforcement Division at (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall notify the Division immediately upon completion of hauling operations.
 - o. The application shall expire eighteen months after the date of the Board of Building and Safety Commission and/or the Department of City Planning approval. The permit fee shall be paid to the Street Services Investigation and Enforcement Division prior to the commencement of hauling operations.
52. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:
- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in

paragraph (b).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
- f. The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.
- g. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES.

- 53. Implementation. The Mitigation Monitoring Program (MMP), that is part of the case file and attached as Exhibit B, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each MM has been implemented. The Applicant shall maintain records demonstrating compliance with each MM. Such records shall be made available to the City upon request.
- 54. Construction Monitor. During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall

be responsible for monitoring implementation of MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the MM during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

55. Substantial Conformance and Modification. After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the MMs contained in the MMP. The enforcing departments or agencies may determine substantial conformance with MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the MMs. Any addendum or subsequent CEQA clearance shall explain why the MM is no longer needed, not feasible, or the other basis for modifying or deleting the MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the MM results in a substantial change to the Project or the non-environmental conditions of approval.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

That City Council under Council File No.14-0499-S3 passed a motion instructing that private development off-site conditions be coordinated with the Active Transportation Program Cycle 3 (ATP3). In the event that the dedications and improvements outlined herein are different from the ATP3 requirements then provide the dedications and improvements as required by the ATP3. (This condition shall be cleared by Central District engineering B-Permit Section.)

- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15%.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
- (b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed to BOE:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting as required below:

No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade streetlights: six (6) on Fairfax Ave, nine (9) on Beverly Blvd and five (5) on The Grove Dr.

Notes: The quantity of streetlights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (213-485-5675) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed. In the event that the City Council adopts the TVCSP, the improvements shall be constructed or be suitably guaranteed in accordance with the TVCSP or construction shall be in accordance with Mobility Plan 2035 Street standards:
 - a. Improve Beverly Boulevard adjoining the subdivision by the construction of a variable 12-foot to 15-foot wide concrete sidewalk with tree wells, and the repair and/or replacement of any damaged/cracked or off-grade concrete curb, gutter, sidewalk, and roadway pavement including any necessary removal and reconstruction of existing improvements. Reconstruct all the existing curb

ramps at the intersection of Fairfax Ave and Beverly Blvd following the BOE standard per Special Order 04-0222 including any necessary removal and reconstruction of existing improvements.

- a. Improve Fairfax Avenue being dedicated and adjoining the subdivision by the construction of a 15-foot-wide concrete sidewalk with tree wells, and the repair and/or replacement of any damaged/cracked or off-grade concrete curb, gutter, sidewalk, and roadway pavement, including any necessary removal and reconstruction of existing improvements. Reconstruct all the existing curb ramps at the intersection of Fairfax Ave and Beverly Blvd following the BOE standard per Special Order 04-0222 including any necessary removal and reconstruction of existing improvements.
- b. Improve The Grove Drive being dedicated and adjoining the subdivision by the construction of the following:
 - i. A concrete curb, a concrete gutter, and 11-foot-wide concrete sidewalk with tree wells.
 - ii. Suitable surfacing to join the existing pavement to complete a 32-foot-wide half roadway, as necessary for up to a two-foot-wide street widening for the installation of a new left-turn lane improvement, in accordance with recommendations from LADOT.
 - iii. Any necessary removal and reconstruction of existing improvements.
 - iv. The necessary transitions to join the existing improvements.

Notes:

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05 N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

I. Introduction

The Environmental Impact Report (EIR), consisting of the Draft EIR, the Final EIR, and the Erratum, prepared for the TVC 2050 Project (Project) is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental 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.

The City of Los Angeles (City), as Lead Agency, has evaluated the environmental impacts of implementation of the Project by preparing an EIR (Case Number ENV-2021-4091-EIR/State Clearinghouse No. 2021070014). The EIR was prepared in compliance with the California Environmental Quality Act of 1970 (CEQA), Public Resources Code (PRC) Section 21000 et seq. and the California Code of Regulations Title 15, Chapter 6 (CEQA Guidelines). The findings discussed in this document are made relative to the conclusions of the EIR.

PRC Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” The procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” PRC Section 21002 goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate and principles announced in PRC Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See PRC Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

1. 1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. 2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. 3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained

workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the EIR for the Project as fully set forth therein. Although CEQA Guidelines Section 15091 does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant,” these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each environmental issue analyzed in the EIR, the following information is provided:

- **Description of Significant Effects**—A description of the environmental effects identified in the EIR.
- **Project Design Features**—A list of the Project Design Features (PDFs) or actions that are included as part of the Project.
- **Mitigation Measures**—A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.
- **Finding**—One or more of the three possible findings set forth above for each of the significant impacts.
- **Rationale for Finding**—A summary of the rationale for the finding(s).
- **Reference**—A reference of the specific section of the EIR which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines Sections 15093, 15043[b]; see also PRC Section 21081[b])

II. Environmental Review Process

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes (but is not limited to) the following documents:

Initial Study. The Project was reviewed by the City of Los Angeles Department of City Planning (Lead Agency) in accordance with the requirements of CEQA (PRC Section 21000 et seq.). The City prepared an Initial Study in accordance with Section 15063(a) of the CEQA Guidelines.

Notice of Preparation. Pursuant to the provisions of Section 15082 of the CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on July 2, 2021, and ending on August 2, 2021. The NOP also provided notice of a Public Scoping Meeting held on July 20, 2021. The purpose of the NOP and Public Scoping Meeting was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. Written comment letters responding to the NOP and the Scoping Meeting were submitted to the City by various public agencies,

interested organizations, and individuals. The NOP, Initial Study, and NOP comment letters are included in Appendix A of the Draft EIR.

Draft EIR. The Draft EIR was published on July 14, 2022, in accordance with CEQA Guidelines Section 15087. The Draft EIR evaluated in detail the potential environmental effects of the Project. It also analyzed the effects of a reasonable range of alternatives to the Project, including a “No Project” alternative. The Draft EIR for the Project (State Clearinghouse No. 2021070014), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (City of Los Angeles California Environmental Quality Act Guidelines). While CEQA requires 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 and occupants 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 the following local 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.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor’s Office of Planning and Research State Clearinghouse for distribution to State Agencies on July 14, 2022, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The City released a Final EIR for the Project on November 21, 2023, which is hereby incorporated by reference in full. The Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Final EIR also incorporates the Draft EIR by reference. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section II, Responses to Comments, of the Final EIR. On November 21, 2023, 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). Notices regarding availability of the Final EIR were also sent 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.

Erratum. An Erratum was completed on April 5, 2024, to evaluate the impacts of the modifications made by the Project 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.

Public Hearing. A noticed public hearing for the Project was held by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on May 15, 2024.

III. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes (but is not limited to) the following documents and other materials that constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Project plans and application materials including supportive technical reports;

- The Draft EIR and Appendices, Final EIR and Appendices, Erratum and Appendices, and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Project;
- The City of Los Angeles General Plan and related EIR;
- The Southern California Association of Governments' (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related EIR (SCH No. 2019011061);
- The Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by PRC Section 21167.6(e).

Pursuant to PRC Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the Record of Proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the Record of Proceedings, located at the City of Los Angeles, Figueroa Plaza, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90012.

In addition, copies of the Draft EIR, Final EIR, and Erratum are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for either the environmental case number or project title in the Search Box).

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
- Fairfax Branch Library—161 South Gardner Street, Los Angeles, CA 90036
- Hollywood Regional Library—1623 Ivar Avenue, Los Angeles, CA 90028

IV. Project Description

Project Overview

The Original Project, as analyzed in the Draft EIR and Final EIR, 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 (Project Site). The proposed Specific Plan would permit a total of up to a maximum of 1,874,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space. More specifically, the Specific Plan would

permit up to 1,626,180 square feet of new development, the retention of up to 247,820 square feet of existing uses, and the demolition of up to 495,860 square feet of existing media production facilities. The Specific Plan would establish standards to regulate land use, massing, design, and development. 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.

The Specific Plan would provide development flexibility by allowing for limited exchanges between certain categories of permitted land uses and associated floor areas in order to respond to the future needs and demands of the entertainment industry. Specifically, additional sound stage uses and/or production support uses may be developed in exchange for a reduction in floor area of another permitted land use category, so long as the limitations of the Specific Plan are met, including that the total sitewide floor area may not exceed 1,874,000 square feet and the sitewide floor area ratio (FAR) may not exceed 1.75:1. Buildout under the Specific Plan could take place in one phase with completion as early as 2026 or could occur in phases to extend the full buildout year to approximately 2043. Each section of the Draft EIR includes a discussion of impacts associated with the long-term buildout. A later buildout date would not affect the impacts or significance conclusions presented below unless otherwise noted.

Following release of the Final EIR, in March 2023, the Applicant proposed modifications to the Original Project (Modified Project), which was presented and analyzed in an Erratum to the Final EIR, dated April 2024. The Modified Project would retain all of the Original Project elements while reducing the total developable floor area by approximately 150,000 square feet. Under the Modified Project, the proposed Specific Plan would allow up to a maximum of 1,724,000 square feet of floor area within the Project Site, representing a reduction of 150,000 square feet of floor area associated with the general office use when compared with the Original Project. The existing floor area to be demolished would be reduced by 16,557 square feet to 479,303 square feet, with a corresponding increase of 16,557 square feet of existing floor area to remain (resulting in a total of 264,377 square feet of existing floor area to remain). Proposed new construction would also be reduced by 16,557 square feet to 1,459,623 square feet. In addition, the Modified Project would include a reduction of 111,440 square feet of sound stages and a corresponding increase of 111,440 square feet of production support floor area. The provisions of the land use exchange program would continue to be consistent with those in the Final EIR, except that the maximum floor area for general office uses would be limited to 550,000 square feet, reduced from the 700,000 square feet identified in the Original Project.

Accordingly, as detailed in the Erratum, at full buildout, the Specific Plan would permit a total of up to a maximum of 1,724,000 square feet of floor area within the Project Site. This total includes new floor area and existing to remain. Specifically, the Specific Plan would allow for the construction of up to 1,459,623 square feet of new sound stage, production support, production office, general office, and retail uses; the demolition of up to 479,303 square feet of existing uses; and the retention of up to 264,377 square feet of existing uses. The specific mix of uses ultimately constructed will depend upon market demands, and the Specific Plan would allow flexibility in locating the studio uses within the Project Site. The Specific Plan would also allow for the exchange of certain permitted land uses through a land use exchange procedure discussed further below. Development would be governed by the requirements of the proposed Specific Plan which includes the Initial Development Plans as well as primary physical parameters of the Project set forth in the Project Description. As the Modified Project includes less development than the Original Project, the conclusions from the Draft and Final EIR presented below also apply to the Modified Project because all impacts would be equal to or less than the Original Project.

Maximum Impact Scenarios

Section II, Project Description, of the Draft EIR also describes the proposed Land Use Exchange Program included in the Specific Plan. Under the Original Project, sound stage and production support floor area may be increased up to a maximum of 450,000 square feet each in exchange for an equivalent decrease in the floor area of other studio land uses, provided that the total floor area does not exceed 1,874,000 square feet. In response to comments on the Draft EIR, the Land Use Exchange Program was revised to limit production support floor area to a maximum of 450,000 square feet (there was no maximum limit in the Draft EIR). As modified in the Erratum, the provisions of the Land Use Exchange Program for the Modified Project would continue to be consistent with those in the Final EIR, except that the maximum floor area for general office uses would be limited to 550,000 square feet, reduced from 700,000 square feet in the Original Project (refer to the Draft TVC 2050 Specific Plan for Modified Project that was made publicly available on the Department of City Planning's website on April 5, 2024), and, as noted above, the Project's maximum square footage has been reduced to 1,724,000 square feet of floor area.

The impact analyses in the EIR analyzed the proposed development program as well as the most impactful development scenario that could result with a permitted land use exchange (referred to as the maximum impact scenario). The development scenarios that were evaluated for each impact analysis are presented by topic in Appendix FEIR-3 of the Final EIR.

Findings

These findings are made with respect to the Modified Project as proposed by the Project Applicant in March 2024, after the Final EIR was published. The Project generally reduces the overall size of the Original Project, as evaluated in the Draft and Final EIR, including the heights of certain new buildings. The Modified Project does not, however, change the nature of studio-related uses of the Project. Based on that reduction in size, among other reasons, the Erratum concluded that the impacts of the Modified Project would be less than or equal to the impacts of the Original Project as evaluated in the Draft and Final EIR. Therefore, the conclusions in the Draft and Final EIR concerning the impacts of the Original Project apply to the impacts of the Modified Project, and the findings made herein apply to the Modified Project based on the impact analyses in the Draft and Final EIR as well as the Erratum.

Since the impacts of the Modified Project are the same or less than impacts of the Original Project, these Findings shall use the term "Project" when discussing the determinations and conclusions concerning environmental impacts made in the Draft and Final EIR, which are also applicable to the Modified Project. For the same reasons, the language of the Project Design Features and Mitigation Measures listed in these Findings use the term "Project," but to be clear those features and measures apply to the project as modified. Further, these Findings use the term "Project" when discussing the comparative impacts and benefits relative to the impacts and benefits of the alternatives of the Original Project. Finally, the Statement of Overriding Considerations provided at the end of these Findings use the term "Project" when discussing the benefits of the project as modified. Therefore, the use of the term "Project" in the Findings applies to the Modified Project. The term "Modified Project" is hereinafter used in these Findings only when (i) the nature of the modifications to the project are described, (ii) the impacts of the project as modified are compared to the impacts of the original version of the project, and (ii) the analysis of environmental impacts provided in the Erratum are specifically discussed or summarized.

V. No Impact or Less than Significant Impact Without Mitigation

Impacts of the Project that were determined to have no impact or be less than significant in the EIR (including having a less than significant impact due to compliance with existing regulations) and that require no mitigation are identified below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project and, therefore, no additional findings are needed. The following information does not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

Aesthetics**Impact Summary**

The Project is an employment center project located on an infill site within a Transit Priority Area (TPA). Therefore, in accordance with PRC Section 21099(d)(1), the Project's aesthetic impacts are not considered to be significant impacts on the environment and therefore do not require further evaluation under CEQA. (Draft EIR pages VI-20 through VI-21 and Erratum page 75)

Agriculture and Forestry Resources**Impact Summary**

The Project Site is located in an urbanized area of the City of Los Angeles and is developed with commercial buildings and surface parking. The Project Site and surrounding area are not zoned for agricultural or forest uses, and no agricultural or forest lands occur on-site or in the vicinity of the Project Site. No impacts to agriculture and forestry resources would occur. (Draft EIR page VI-21 and Erratum page 75)

Air Quality (Regional Emissions, Localized Emissions—Operation, Toxic Air Contaminants, and Odors)**Impact Summary**

Regional emissions would be below established South Coast Air Quality Management District (SCAQMD) thresholds during both construction and operation. Impacts would be less than significant. (Draft EIR pages IV.A-59 through IV.A-63 and Erratum pages 32 and 33) The Project includes multiple PDFs to reduce GHG emissions and promote environmental sustainability, as discussed at pages IV.E-50-51 of the Draft EIR. These PDFs include designing new buildings to incorporate the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold Standards (Project Design Feature GHG-PDF-1), providing photovoltaic panels upon buildout capable of generating a minimum of 2,000,000 kilowatt-hours annually (Project Design Feature GHG-PDF-2), and implementing a transportation demand management (TDM) program (Project Design Feature TR-PDF-2). These PDFs also serve to reduce the Project's operational emission of criteria air pollutants. The Project's regional emissions during operations would not exceed SCAQMD's daily regional operational thresholds, as shown in Table IV.A-7 of the Draft EIR, and therefore would result in a less than significant impact.

The Project's localized operational emissions were evaluated based on local significance thresholds (LSTs) developed by SCAQMD, which address emissions from on-site sources such

as water heaters, cooking appliances, and HVAC systems. As shown on Table IV.A-10 of the Draft EIR, the Project's localized operational emissions would not exceed the SCAQMD's LSTs, and therefore would result in a less than significant impact. See also Erratum pages 33 and 34.

Given the anticipated 32-month duration of construction activities under a single-phase buildout, the Project would not result in a long-term (i.e., 70-year) source of toxic air contaminant (TAC) emissions (such as diesel particulate) that would contribute to "individual cancer risk," or the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on standard risk assessment methodology. (See Draft EIR, pp. IV.A-68-69.) Although it is not necessary to evaluate long-term cancer impacts from short-term construction activities, a quantitative Health Risk Assessment (HRA), included as Appendix FEIR-10 of the Final EIR, confirmed the Draft EIR's conclusion that any construction-related health risks from the Project would be less than significant. Project operations would not result in substantial generation of TAC emissions, and the Draft EIR concluded the Project would not expose sensitive receptors to substantial pollutant concentrations and the potential for TAC impacts during Project operation would be less than significant. (See Draft EIR, pp. IV.A-71-73; Final EIR Response to Comment No. 26-E.1-2 [Final EIR pages II-849 to II-851]; and Erratum pages 33 and 34.)

While the Project includes sources of TACs such as diesel particulate matter from delivery and production trucks and, to a lesser extent, facility operations (e.g., natural gas fired boilers), these activities and the land uses associated with the Project are not substantial generators of TAC emissions. As such and given the Project's consistency with SCAQMD and CARB guidance, the Draft EIR concluded that the Project would not expose sensitive receptors to substantial pollutant concentrations and the potential for TAC impacts during Project operation would be less than significant. (See Draft EIR, pp. IV.A-71-73 and Erratum pages 33 and 34.) A quantitative HRA, included as Appendix FEIR-10 of the Final EIR, confirmed the Draft EIR's conclusion that any operational-related health risks from the Project would be less than significant. (See, e.g., Response to Comment No. 26-25 [Final EIR pages II-565 to II-566]).

No objectionable odors are anticipated as a result of either construction or operation of the Project and construction and operation of the Project would comply with all applicable SCAQMD regulations. Impacts would be less than significant. (Draft EIR pages VI-21 through VI-22 and Erratum page 34)

Project Design Features

Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators, rather than temporary diesel or gasoline generators, will be used during construction.

Project Design Feature AIR-PDF-2: All new emergency generators will meet the emission standards included in Table 1 of SCAQMD Rule 1470 and USEPA Tier 4 Final standards. A childcare use, if any is proposed in the future, will be located a minimum of 330 feet from the existing Big Blue emergency generator to the extent it remains in use.

Project Design Feature AIR-PDF-3: The on-site speed limit for construction employee vehicles and delivery and haul trucks will be limited to 15 miles per hour on paved surfaces, 10 miles per hour on unpaved surfaces controlled by soil stabilizers, and 5 miles per hour near active work zones to position for loading/unloading. To further control dust emissions from the unpaved portion of on-site haul routes, 400 feet of surface area per haul (haul truck round trip) will be controlled by soil stabilizers and 200 feet of surface area per haul near the active

import/export operation (excavation area) will be watered three times daily.

Biological Resources

Impact Summary

The Project Site is located in an urbanized area and is currently developed with studio-related uses. Landscaping within the Project Site is limited to minimal ornamental landscaping and hardscape features. None of the trees within the Project Site are protected under the City of Los Angeles Native Tree Protection Ordinance and tree removal would comply with the Migratory Bird Treaty Act and California Fish and Game Code. Impacts would be less than significant. (Draft EIR pages VI-22 through VI-24 and Erratum page 76)

Cultural Resources (Historical Resources and Human Remains)

Impact Summary

With respect to the Project's potential impact to historical resources, the Project includes the rehabilitation of Primary Studio Complex within the Project Site, which is designated as HCM No. 1167. That prior designation determined, based on a detailed historical resources assessment dated April 2018, that the period of significance for the CBS Television City facility is 1952 to 1963. That determination was confirmed in an Historical Resources Technical Report included as Appendix C.1 to the Draft EIR. Rehabilitation of the Primary Studio Complex (which includes the 1952 Service Building and 1952 Studio Building) would occur within the parameters established under Project Design Feature CUL-PDF-1. The Historic Structure Report (HSR) that will be prepared pursuant to Project Design Feature CUL-PDF-2 will serve as a guide for the rehabilitation of the Primary Studio Complex and will provide detailed information and instruction beyond what is typically available prior to the rehabilitation of a historical resource. Rehabilitation will comply with the parameters set forth in Project Design Feature CUL-PDF-1, which sets forth the maximum permitted development footprint and building heights for new construction and additions to the Primary Studio Complex that may be carried out under the Project to ensure that the historic significance of the Primary Studio Complex is not adversely impacted by new construction. Further, rehabilitation of the Primary Studio Complex will comply with City's Cultural Heritage Ordinance (Los Angeles Administrative Code Section 22.171) as well as the Secretary of Interior's Rehabilitation Standards. After construction of the Project, the Primary Studio Complex would remain eligible for designation as an HCM and for listing in the National Register and the California Register.

The EIR also evaluated the potential impacts attributable to new construction in the Viewshed Restoration Area located north of the Primary Studio Complex that was established by the City's findings adopted as part of the HCM designation (HCM Findings). The Viewshed Restoration Area is defined therein as extending approximately 430 feet along Beverly Boulevard from 7811 Beverly Boulevard to Genesee Avenue on the east and extending southward toward the Primary Studio Complex. 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.

Additionally, the Project would not affect the eligibility of the nearby historical resources (i.e., the Gilmore Adobe, The Original Farmers Market, Chase Bank, Fairfax Theater, and Air Raid Siren No. 25) since the Project would not cause any physical alterations to those resources and the settings of these resources that are critical to conveying their historical significance are largely contained to their respective properties. As such, impacts to historical resources would be less than significant. (Draft EIR page IV.B-41 through IV.B-57; Appendix C.1 to Draft EIR; Topical Response No. 5 in Section II of the Final EIR; and Erratum pages 34 to 42)

With respect to the Project's potential impacts caused by disturbance of human remains that may be buried below the ground surface of the Project Site, the Project Site is located within an urbanized area and has been subject to previous grading and development. If human remains are discovered during Project construction, Project construction would be required to comply with applicable regulatory requirements including California Health and Safety Code Section 7050.5, PRC Section 5097.98, and CEQA Guidelines Section 15064.5(e). Impacts would be less than significant. (Draft EIR page VI-24)

Project Design Features

Project Design Feature CUL-PDF-1: Project Parameters—The following Project Parameters set forth the maximum permitted development footprint and building heights for new adjacent construction and additions to the Primary Studio Complex to ensure that the historic significance of the Primary Studio Complex is not adversely impacted by new construction. These Project Parameters will not limit the land uses or floor areas permitted under the proposed Specific Plan. Conceptual diagrams illustrating the Project Parameters set forth below are included in Section 9 of the Historical Resources Technical Report—TVC 2050 Project (Historic Report), provided in Appendix C of the Draft EIR.

Rehabilitation of the Primary Studio Complex and new construction adjacent to the Primary Studio Complex will comply with the following Project Parameters:

Rehabilitation of the Primary Studio Complex

- Preserve the existing character-defining features of the Primary Studio Complex, as detailed in designated Historic-Cultural Monument (HCM) No. 1167 (CHC-2018-476-HCM), and restore those character-defining features which, in some cases, have been compromised in the past (prior to this Project).¹
- Remove the non-historic Support Building addition on the west side of the Studio Building, thereby restoring the original volume of the Studio Building, revealing the currently obstructed portions of the Studio Building's original west wall and restoring areas that have previously been removed.
- Remove up to two bays of the Studio Building's west wall to allow for an interior east-west passage through the Primary Studio Complex.

¹ The character-defining features of the Primary Studio Complex are set forth in the findings that were adopted as part of the HCM designation (CHC-2018-476-HCM), which is included in Appendix C of the Historic Report of the Draft EIR (Draft EIR Appendix C.1).

- Remove the non-historic Mill Addition constructed in 1969 on the east side of the Service Building.
- Retain and rehabilitate the three-story office portion of the Service Building and its steel frame and glass curtain walls on the primary (north) and east façades.
- Remove the portion of the Service Building south of the three-story office, much of which has been altered since 1963.
- Replace the portion of the Service Building south of the three-story office with new construction that partially restores the original volume of the Service Building.
- Remove and/or extend the south façade of the Studio Building by up to 20 feet south.
- Remove portions of the roof of the Studio Building above the interior east-west passage to create a partial open-air corridor.

Rooftop Addition above the Primary Studio Complex

- Design any rooftop addition as a single rectangular volume.
- Design any rooftop addition to be a separate and distinct volume rather than as an integrated extension of the Primary Studio Complex.
- Limit the height of any rooftop addition to 36 feet in height when measured from the top of the parapet of the Studio Building (approximately 84 feet above Project Grade) to the roof of the rooftop addition.
- Set back any rooftop addition a minimum of 55 feet from the north façade of the Studio Building.
- Engineer the structural support of any rooftop addition so that it could be removed without impairing the essential form and integrity of the Primary Studio Complex.

Adjacent New Buildings

- Locate new buildings immediately adjacent to the Primary Studio Complex to the east and south of the Service Building and to the west of the Studio Building.
- For any new construction immediately east of the Service Building that exceeds the height of the Service Building, any occupiable structure will be set back southerly from the north façade of the Service Building by a minimum of 60 feet and separated from the east façade of the Service Building by a minimum of 15 feet.
- For any new construction immediately west of the Studio Building that exceeds the height of the Service Building, any occupiable structure will be set back southerly from the north façade of the Service Building by a minimum of 150 feet and separated from the west façade of the Studio Building by a minimum of 10 feet.

- Limit new construction on the west and east of the Primary Studio Complex to 225 feet in height above Project Grade.
- Design new construction to the west and east of the Primary Studio Complex as distinct volumes.
- Permit up to six open-air bridges at the interior floor levels (three on the east and three on the west) to provide pedestrian access to the Primary Studio Complex and any rooftop addition from the adjacent new buildings.

Project Design Feature CUL-PDF-2: Historic Structure Report—The Applicant will prepare a Historic Structure Report (HSR) that will further document the history of the Primary Studio Complex and guide its rehabilitation in compliance with the Secretary of the Interior's Standards for Rehabilitation (Rehabilitation Standards). The HSR will be completed prior to the development of the architectural and engineering plans for the Project. The HSR will be prepared based upon the National Park Service's Preservation Brief #43: The Preparation and Use of Historic Structure Reports. The HSR will thoroughly document and evaluate the existing conditions of the character-defining features of the Primary Studio Complex and make recommendations for their treatment. The HSR will also address changes to the buildings to suit new production techniques and modern amenities as well as their on-going maintenance after Project completion. The HSR will set forth the most appropriate approach to treatment and outline a scope of recommended work before the commencement of any construction. As such, the report will serve as an important guide for the rehabilitation of the Primary Studio Complex and will provide detailed information and instruction above and beyond what is typically available prior to the rehabilitation of a historical resource.

Energy

Impact Summary

The Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of the City of Los Angeles Department of Water and Power (LADWP) and the Southern California Gas Company (SoCalGas). Further, the Project would comply with all applicable energy conservation policies and plans, including the California Title 24 energy standards, the CALGreen Code, the City of Los Angeles Green Building Code, City of Los Angeles Green New Deal, the City's All-Electric Buildings Ordinance, as applicable, and the 2020–2045 RTP/SCS. Both in compliance with and, in some cases, in exceedance of regulatory requirements, a number of specific sustainable design components would be incorporated into the Project, including, but not limited to: Energy Star appliances; solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in some outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; a TDM Program; the proposed Mobility Hub; use of daylighting where feasible; energy-efficient lighting; and permeable paving where appropriate. Lastly, the Project's increase in electricity and natural gas demand would represent only a small fraction of demand in

the LADWP and SoCalGas service areas. Impacts would be less than significant. (Draft EIR pages IV.C-22 through IV.C-43 and Erratum pages 43 and 44)

Geology and Soils (Not Including Paleontological Resources)

Impact Summary

No active faults cross the Project Site, and it is not located within an Alquist-Priolo Fault Zone. Therefore, the potential for surface rupture due to faulting beneath the Project Site is considered low and impacts would be less than significant. (Draft EIR pages IV.D-19 through IV.D-20)

The Project Site is located in the seismically active region of Southern California and could be subject to strong seismic ground shaking. However, the Project's design and construction would comply with all applicable regulatory requirements, including applicable provisions of the Los Angeles Building Code relating to seismic safety, and accepted and proven construction engineering practices would be implemented, including the Project-specific geotechnical design recommendations set forth in the Geotechnical Investigation (included in Appendix E of the Draft EIR) and in Project Design Feature GEO-PDF-1. Through compliance with regulatory requirements and site-specific geotechnical recommendations contained in a final design-level geotechnical report, impacts would be less than significant. (Draft EIR pages IV.D-20 through IV.D-21 and Erratum page 45)

While the Project Site is located within a liquefaction area, the results of the liquefaction analysis performed as part of the Geotechnical Investigation included in Appendix E of the Draft EIR demonstrate that the potential for liquefaction at the Project Site is considered low. Additionally, the Project would be designed in accordance with the Los Angeles Building Code, which requires implementation of engineering techniques to minimize hazards related to ground failure, including liquefaction, to acceptable levels. Impacts would be less than significant. (Draft EIR page IV.D-22 and Erratum page 46)

The Project Site is not located in a landslide area mapped by the state or the City. Furthermore, as concluded in the Geotechnical Investigation, the probability of seismically induced landslides occurring on the Project Site is considered low due to the minimal change in elevation throughout and adjacent to the Project Site. No impact would occur. (Draft EIR page IV.D-23 and Erratum page 46)

All grading activities would require grading permits from the Los Angeles Department of Building and Safety and on-site grading and site preparation would comply with all applicable provisions of the Los Angeles Municipal Code (LAMC). Furthermore, the Project would be required to comply with the City's Low Impact Development (LID) ordinance and implement standard erosion controls. Impacts related to erosion would be less than significant. (Draft EIR page IV.D-23 and Erratum pages 45 and 46)

With respect to unstable soils, as discussed above, the Project Site is not susceptible to liquefaction or landslides. Subsidence is not anticipated at the Project Site because no large-scale extraction of groundwater, gas, oil, or geothermal energy currently occurs or is planned at the Project Site. Additionally, although temporary dewatering is expected during construction, such activities would be limited and temporary and would not involve permanent large-scale water extraction. Consolidation tests performed on collected soil samples as part of the Geotechnical Investigation did not exhibit hydro-collapse upon saturation. Impacts would be less than significant. (Draft EIR pages IV.D-23 through IV.D-25 and Erratum page 46)

As discussed in the Geotechnical Investigation, the on-site geologic materials are in the low to very high expansion range. Any required import materials would have an expansion index of less

than 50 in accordance with Project Design Feature GEO-PDF-1. Impacts would be less than significant. (Draft EIR pages IV.D-25 through IV.D-26 and Erratum page 47)

The Project Site is served by existing sewage infrastructure and would not require the use of septic tanks or alternative wastewater disposal systems. No impacts related to septic tanks or alternative wastewater disposal systems would occur. (Draft EIR page IV.D-26)

Project Design Features

Project Design Feature GEO-PDF-1: All development activities conducted on the Project Site will incorporate the professional recommendations contained in the Preliminary Geotechnical Engineering Investigation and all associated Addenda and/or alternative recommendations set forth in a site-specific, design-level geologic and geotechnical investigation(s) approved by the City Engineer, provided such recommendations meet and/or surpass relevant state and City laws, ordinances, and Code requirements, including California Geological Survey's Special Publication 117A and the City's Building Code. Such professional recommendations will include, but will not be limited to, the following and may be revised or superseded in accordance with an approved final geotechnical investigation(s):

- Excavated fill materials will be removed and exported or properly removed and recompacted as controlled fill for foundation and/or slab support of lightly loaded structures.
- Imported soil materials will have an Expansion Index of less than 50.
- At-grade structures with column loads less than 500 kips will be supported on conventional foundations bearing in an engineered fill pad.
- Foundation piles will be used for high-load office buildings and parking structures.
- Temporary dewatering will be utilized during construction.
- Permanent structures will be designed for hydrostatic pressure such that the temporary construction dewatering system will be terminated at the completion of construction.
- Temporary shoring, such as conventional shoring piles and tiebacks, will be installed for excavation of the subterranean levels.

Greenhouse Gas Emissions

Impact Summary

There is no applicable adopted or accepted numerical threshold for assessing the Project's GHG emissions impacts, which are assessed based on consistency with applicable climate change plans. Compliance with applicable GHG emissions reduction plans would result in a less-than-significant Project and cumulative impact. The Project would comply with or exceed the performance-based standards included in the regulations outlined in the 2008 Climate Change Scoping Plan and subsequent updates (i.e., 2014 Update to the Scoping Plan, 2017 Update to the Scoping Plan, and 2022 Update to the Scoping Plan), SCAG's 2020–2045 RTP/SCS, and the City's Green New Deal. The Project also includes Project Design Features GHG-PDF-1 and

GHG-PDF-2 to further reduce GHG emissions. As such, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant. (Draft EIR pages IV.E-52 through IV.E-85 and Erratum pages 48 and 49)

Project Design Features

Project Design Feature GHG-PDF-1: The design of new buildings will incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program to be capable of meeting the standards of LEED Gold under LEED v4 or equivalent green building standards. Specific sustainability features that are integrated into the Project design will include, but will not be limited to, the following:

- a. Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light-emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems, such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment;
- b. Use of Energy Star-labeled appliances (e.g., refrigerators, air conditioners, and water heaters) consistent with California Code of Regulations (CCR) Title 20 (Appliance Efficiency Regulations);
- c. Reduce indoor water use by at least 20 percent;
- d. Plumbing fixtures (water closets and urinals) and fittings (faucets) that exceed Los Angeles Municipal Code (LAMC) performance requirements; and
- e. Weather-based irrigation system and water-efficient landscaping with use of drought tolerant plants in up to 60 percent of the proposed landscaping.

Project Design Feature GHG-PDF-2: Upon buildout of the Project, the Project will provide photovoltaic panels on the Project Site capable of generating a minimum of 2,000,000 kilowatt-hours annually.

Project Design Feature GHG-PDF-3: The use of portable gasoline or diesel generators at basecamps or elsewhere on-site will be prohibited. Installation of a backbone electrical grid will be provided so that plugs (i.e., electrical hookups) are available at basecamp areas. In addition, four EV chargers will be installed for the four shuttle parking spaces in the Mobility Hub.

Project Design Feature GHG-PDF-4: The use of portable combustion equipment (e.g., street sweeper, forklifts, aerial lifts) including landscape equipment will be prohibited on-site.

Hazards and Hazardous Materials (Routine Use, Use Within 0.25 Miles of a School, Airport Hazards, Emergency Response Plans, and Wildland Fires)

Impact Summary

Construction and operation of the Project would involve the routine use of small quantities of potentially hazardous materials typical of those used on construction sites and studio campuses. All hazardous materials would be acquired, handled, used, stored, and disposed of in accordance

with all applicable federal, state, and local requirements. Impacts would be less than significant. (Draft EIR pages IV.F-39 through IV.F-42 and Erratum page 49)

Ohel Chana High School and Morasha Hebrew Academy are located on Beverly Boulevard approximately 0.1 miles and 0.2 miles east of the Project Site, respectively. However, as noted above, the Project is not expected to involve hazardous emissions or handle acutely hazardous materials, substances, or waste. Impacts would be less than significant. (Draft EIR pages IV.F-55 through IV.F-56 and Erratum page 50)

The Project Site is not located within two miles of an airport, private airstrip, or within an area subject to an airport land use plan. Accordingly, no impact would occur. (Draft EIR page IV.F-57 and Erratum page 50)

If lane closures are necessary during construction, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Additionally, the Project would comply with LAFD access requirements and would not impede emergency access within the Project vicinity. Impacts would be less than significant. (Draft EIR pages IV.F-57 through IV.F-58 and Erratum page 51)

The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City-designated fire buffer zone. Additionally, the proposed uses would not create a fire hazard that has the potential to exacerbate current environmental conditions relative to wildfires. Accordingly, no impact would occur. (Draft EIR page IV.F-58 and Erratum page 51)

Project Design Features

Project Design Feature HAZ-PDF-1: The Project Applicant will update, and the Project will comply with, the Consolidated Contingency Plan for the Project Site. This will include spill prevention measures such as the use of secondary containment storage and storing materials away from drains in leak-proof containers with tight-fitting lids. Spill response measures will include the evacuation of unnecessary employees from a spill area, the use of absorbent materials in the case of small spills or evacuating all employees, calling 911, and reporting to Los Angeles Fire Department (LAFD) in the case of large spills. Absorbent materials used to clean small spills will be placed in a leak-proof container that is compatible with the waste, labeled as hazardous waste, and lawfully disposed of as such. Notifications will be made to the Health Hazardous Waste Materials Division of the LAFD and the California Office of Emergency Services (Cal OES) as necessary.

Project Design Feature HAZ-PDF-2: The Project Applicant will update, and the Project will comply with, the Television Studios Emergency Action Plan and associated emergency exit and assembly maps. The Emergency Action Plan will include procedures for earthquakes, emergency evacuation, fires, medical emergencies, and active shooters.

Project Design Feature HAZ-PDF-3: The Project Applicant will update, and the Project will comply with, the Television Studios Safety Manual. This manual will include, among other measures, safety procedures and requirements for personnel working at heights and procedures that ensure the safety of crew members when servicing or repairing equipment that is capable of a spontaneous release of stored mechanical, electrical, or hydraulic energy, or which could be inadvertently energized.

Project Design Feature HAZ-PDF-4: The Project Applicant will update, and the Project will comply with, the Television Studios Injury and Illness Prevention Program (IIPP). The IIPP will include protocols regarding responsibility, compliance, employee communication, hazard assessment, accident/exposure investigation, hazard correction, training and construction, and recordkeeping.

Project Design Feature HAZ-PDF-5: Prior to demolition, existing buildings and structures will be tested to determine if they include asbestos-containing materials (ACMs). If present, ACMs will be removed and disposed of by a licensed and certified asbestos abatement contractor, in accordance with applicable federal, state, and local regulations. If required, the Project Applicant will submit a Hazardous Building Materials Demolition Assessment and Management Plan to the South Coast Air Quality Management District (SCAQMD) and LAFD for review and approval.

Project Design Feature HAZ-PDF-6: Prior to demolition, existing buildings and structures will be sampled to determine if they contain lead-based paint (LBP). If LBP is present, standard handling and disposal practices will be implemented pursuant to Occupational Safety and Health Act regulations. If required, the Project Applicant will submit a Hazardous Building Materials Demolition Assessment and Management Plan to LAFD for review and approval.

Hydrology and Water Quality

Impact Summary

The Project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit that requires site-specific stormwater treatment. In addition, Project construction would occur in accordance with all applicable City grading regulations. During operation, the Project would include the installation of a capture and use system to be used for irrigation purposes consistent with the City's LID manual. With adherence to applicable regulatory requirements, impacts related to surface water quality would be less than significant. (Draft EIR pages IV.G-28 through IV.G-30 and Erratum pages 51 and 52) Project construction activities could encounter groundwater, and temporary dewatering would likely be required. However, any discharge of groundwater during Project construction would comply with the applicable NPDES permit or industrial user sewer discharge permit and applicable Los Angeles Regional Water Quality Control Board (LARWQCB) requirements. During operation, any potential hazardous materials associated with the Project would be acquired, handled, used, contained, stored, and disposed of in accordance with manufacturers' instructions and all applicable regulatory requirements such that no hazardous materials would contaminate or otherwise affect groundwater. Impacts would be less than significant. (Draft EIR pages IV.G-30 through IV.G-33 and Erratum pages 52 and 53)

As noted above, Project construction would include dewatering. However, due to the limited and temporary nature of dewatering operations, and with compliance with all applicable regulatory requirements, impacts to regional groundwater levels would be less than significant. Although not required at this stage of the permitting process, a detailed dewatering report was prepared. (Refer to Appendix FEIR-13, Appendix D, to the Final EIR.) That report confirmed that the subsidence effects of construction dewatering for the Project would be negligible. That report also confirmed that the amount of groundwater that would be removed from the groundwater basin would only be approximately .04 percent of the basin's storage capacity. In addition, the Project's construction dewatering would not affect any existing groundwater wells, which are located over

one mile away from the Project Site. During operation, the Project Site would be comprised of approximately 90 percent impervious surfaces, and, as such, limited groundwater recharge would occur. Further, the Project's new below-grade parking structures will be designed so that a permanent dewatering system will not be required. Thus, impacts related to dewatering and subsidence would be less than significant. (Draft EIR pages IV.G-33 through IV.G-34; Final EIR, Appendix FEIR-13; and Erratum pages 52 and 53)

Construction activities for the Project have the potential to temporarily alter existing drainage patterns on-site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. Exposed and stockpiled soils could also be subject to erosion. However, as noted above, the Project would be required to obtain coverage under the NPDES Construction General Permit and comply with all applicable City grading regulations. During operation, the existing drainage areas and overall drainage patterns would remain unchanged. Impacts would be less than significant. (Draft EIR pages IV.G-34 through IV.G-37 and Erratum page 53)

With respect to stormwater flows, flow rates would remain the same with implementation of the Project. Impacts would be less than significant. (Draft EIR pages IV.G-37 through IV.G-38 and Erratum page 53)

The Project Site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency. No impact would occur. (Draft EIR page IV.G-38 and Erratum page 54)

The Project Site is not located near the Pacific Ocean or large body of water and would not be susceptible to tsunami or seiche. The Safety Element of the General Plan maps the Project Site within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam. However, dams in California are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to prevent dam failure. Impacts would be less than significant. (Draft EIR pages IV.G-38 through IV.G-40 and Erratum page 54)

Land Use and Planning

Impact Summary

The Project Site is currently developed with studio-related uses and is located in an urbanized area that is developed with a mix of land uses. The proposed uses would be consistent with the existing uses on-site as well as the other commercial developments located adjacent to and in the general vicinity of the Project Site. All proposed development would occur within the boundaries of the Project Site. Accordingly, impacts related to the physical division of an established community would be less than significant. (Draft EIR pages IV.H-38 through IV.H-39 and Erratum page 54).

The requested entitlements for the Project include, among others, a General Plan Amendment to change the existing designation for the Project Site from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Community Commercial land use designation. That land use designation would also apply to the approximately 0.63-acre portion of the Project Site located in unincorporated Los Angeles County to be annexed into the City of Los Angeles. The requested entitlements also include a Vesting Zone Change to change the existing zoning to the proposed TVC 2050 Specific Plan Zone (TVC Zone).

The Project and associated amendments to the General Plan designation and zoning for the Project Site are consistent with the policies and objectives provided in the applicable land use

plans that were adopted for the purpose of avoiding or mitigating an environmental effect, including the City's General Plan (i.e., Framework Element, Conservation Element, Transportation Element [Mobility Plan 2035], and the Wilshire Community Plan), the LAMC, the Citywide Design Guidelines, and SCAG's 2020–2045 RTP/SCS. Under applicable state law, a project is consistent with the applicable land use plan if it is compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning that the project is in agreement or harmony with the applicable land use plan. As demonstrated in the EIR (including Appendix I to the Draft EIR), the Project will not conflict with the relevant policies in the applicable land use plans. Therefore, the Project would not conflict with the goals, policies, and objectives in local and regional plans that were adopted for the purpose of avoiding or mitigating an environmental effect. In addition, the proposed Specific Plan would establish development requirements and guidelines that will ensure that the Project is developed consistent with the policies and objectives in the land use plans, including establishing requirements for design, height, setbacks, permitted uses, and other standards. Accordingly, impacts related to conflicts with applicable plans, policies, and regulations would be less than significant. (Draft EIR pages IV.H-39 through IV.H-57 and Erratum pages 55 through 59)

Mineral Resources

Impact Summary

No mineral extraction operations currently occur on the Project Site. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone or Surface Mining District where significant mineral deposits are known to be present or within a mineral producing area as classified by the California Geologic Survey. No impact would occur. (Draft EIR page VI-27 and Erratum page 76)

Noise (Operational Noise, Operational Vibration, Airport Noise, and Construction Vibration [Building Damage])

Impact Summary

Operation of the Project includes on-site stationary noise sources such as mechanical equipment (e.g., heating, ventilation, and HVAC equipment), studio-related production, outdoor roof deck gathering spaces, parking facilities and on-site vehicle movement, the Mobility Hub, and loading dock and trash collection areas. The Project includes three PDFs to minimize operational noise: Project Design Feature NOI-PDF-3 (mounted outdoor mechanical equipment must be enclosed or screened from off-site noise-sensitive receptors); Project Design Feature NOI-PDF-4 (specifying maximum noise levels for any amplified sound system used in an outdoor roof deck gathering as measured at specified distances from the property boundary to ensure compliance with City's noise limits); and Project Design Feature NOI-PDF-5 (maintaining existing prohibition on outdoor studio production activities within 200 feet of the Shared Eastern Property Line and the existing multi-family residence located immediately east of the Project Site (receptor location R1) between 10:00 P.M. and 7:00 A.M.). (See Draft EIR, pp. IV.I-34, 43-45.) As discussed in the Draft EIR at pages IV.I-43-48, the Final EIR at pages III-58 and III-61-63, the Draft EIR at Tables IV.I-12, 13, 14, and 15, and the Final EIR at Tables IV.I-14(a), 14(b), and 14(c), noise impacts from each of these sources would be within the applicable significance criteria and on-site operational noise impacts would be less than significant. (See also Response to Comment Nos. 26-135 [Final EIR pages II-736 to II-739] and 35-129 [Final EIR pages II-1401 to II-1402]; and Erratum pages 60 through 64).

The Draft EIR evaluated future roadway noise levels along 18 roadway segments in the vicinity of the Project Site, utilizing traffic data provided in the Transportation Assessment included as Appendix M to the Draft EIR, which estimated that the Project will generate a net increase of 787 and 855 trips during the morning and afternoon peak hours, respectively. The Draft EIR evaluated the incremental increase in traffic noise levels from the Project as compared to a Future Without Project condition and measured the Project-related increase in traffic noise as compared to existing baseline conditions. As discussed in the Draft EIR at pages IV.I-48-54 and in Tables IV.I-16 and 17, the Project's traffic noise impacts would be less than significant under each scenario because the increase in traffic noise levels would be below the applicable significance criterion. See also Erratum page 64.

Potential sources of vibration related to Project operations include vehicle circulation, delivery trucks, and building mechanical equipment. However, it is unusual for vibration from sources like rubber-tired buses and trucks to be perceptible, even in locations close to major roads, so that vehicle circulation within the subterranean, surface, and above-grade areas would not generate perceptible vibration levels at off-site sensitive receptors. Building mechanical equipment such as air-condenser units mounted at roof-level will include vibration-attenuation mounts to reduce vibration and ensure vibration would not be perceptible at off-site sensitive receptors. For these reasons, the Project's operational vibration impacts would be less than significant, as discussed in the Draft EIR at page IV.I-66 and Erratum page 65.

The Project Site is not located within the vicinity of a private airstrip and the Project Site is not located within two miles of an airport or within an area subject to an airport land use plan. No impact would occur. (Draft EIR pages IV.I-67 through IV.I-68 and Erratum page 65)

With respect to vibration, the Project would generate ground-borne vibration during building demolition and site excavation/grading activities when heavy construction equipment such as large bulldozers, drill rigs, and loaded trucks would be used. In accordance with Project Design Feature NOI-PDF-2, however, the Project would not use impact pile driving methods and would thus avoid any vibration associated with those methods. As discussed on page IV.I-60 of the Draft EIR, the Project's on-site vibration impacts during construction will not cause building damage to nearby structures. As set forth in Table IV.I-20 of the Draft EIR, estimated off-site vibration velocity levels at the nearest off-site structures will be below the thresholds of significance established by the Federal Transit Authority (FTA), including the lower FTA thresholds of significance that were applied to analyze five off-site historical resources in the vicinity of the Project Site. Accordingly, the Project's potential vibration impact related to building damage due to on-site construction would be less than significant. (See also Response to Comment Nos. 26-139 [Final EIR pages II-750 to II-752] and 363-2 [Final EIR pages II-2301 to II-2302]; and Erratum page 65).

Project construction will include construction delivery/haul trucks traveling between the Project Site and I-10 along the Project's anticipated haul routes, which would generate ground-borne vibration. Based on FTA data used to estimate the vibration generated by a typical heavy-duty truck and existing buildings along the Project's anticipated haul routes located approximately 20 feet from the right-of-way, the Draft EIR concluded that anticipated ground-borne levels of vibration would be well below the building damage criterion for buildings extremely susceptible to vibration, as explained on pages IV.I-64 through IV.I-66 of the Draft EIR. Accordingly, the Project's impact for building damage due to off-site construction would be less than significant. (See also Response to Comment No. 35-124 [Final EIR page II-1394]).

Project Design Features

Project Design Feature NOI-PDF-3: Outdoor mounted mechanical equipment will be enclosed or screened by the building design (e.g., a roof parapet or mechanical screen) from the view of off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems for outdoor gatherings (non-production uses) on roof decks, if any, will be designed so as not to exceed a maximum noise level of 85 A-weighted decibels (dBA) (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems in any roof deck gathering areas located within 15 feet from the northern, southern and western property lines and within 40 feet from the eastern property line, and 95 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems within the interior portions of the Project Site.² A qualified noise consultant will provide written documentation that the design of the system complies with these maximum noise levels.

Project Design Feature NOI-PDF-5: Outdoor studio production activities will be prohibited within 200 feet of the Shared Eastern Property Line adjacent to the existing multi-family residence located immediately east of the Project Site (receptor location R1) between the hours of 10 P.M. and 7 A.M.

Population and Housing

Impact Summary

The Project Site is currently developed with a studio. As no housing currently exists on the Project Site, the Project would not displace any existing persons or housing. Impacts related to the displacement of people or housing would be less than significant. (Draft EIR page VI-29)

The Project's net increase in employment would be consistent with expected employment growth projected by SCAG's RTP/SCS. Impacts would be less than significant. (Draft EIR pages VI-28 through 29 and Erratum page 76)

Public Services

Impact Summary

The Project would increase the demand for LAFD fire protection and emergency medical services. However, the Project would not include any unique or especially hazardous uses and would comply with all applicable requirements. Compliance with applicable regulatory requirements as well as the measures set forth in the LAFD letter included in Appendix K of the Draft EIR would ensure that adequate fire prevention features that reduce the demand on LAFD facilities and equipment are provided. As such, impacts would be less than significant. (Draft EIR pages IV.J.1-21 through IV.J.1-28 and Erratum page 66)

The Project would introduce a new employee and visitor population to the Project Site. The Project would include Project Design Features POL-PDF-1 through POL-PDF-7, which would reduce the

² Based on the conceptual site plan shown in Section II, Project Description, of the Draft EIR, the potential roof decks along the perimeter were assumed to be at least 75 feet above adjacent grade and the roof decks within the interior portion of the Project Site were assumed to be at least 50 feet above grade.

demand for police services. In addition to these security features, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate. Impacts would be less than significant. (Draft EIR pages IV.J.2-13 through IV.J.2-17 and Erratum page 66)

With respect to schools, the Project does not include residential uses and would not result in a direct increase in the number of students in Los Angeles Unified School District (LAUSD) schools. Furthermore, per SB 50, the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees is considered full mitigation of Project-related school impacts. Impacts would be less than significant. (Draft EIR page VI-29 and Erratum page 76)

With respect to parks and libraries, the Project would not include residential uses and would not generate a new residential population that would regularly utilize nearby parks and/or libraries. In addition, while some new Project employees may be anticipated to relocate to the Project vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site, and thus an associated demand for new or expanded park facilities or libraries would not be expected. Impacts would be less than significant. (Draft EIR pages VI-30 through VI-31 and Erratum page 76)

Project Design Features

Project Design Feature POL-PDF-1: During Project construction, the Applicant will implement security measures including security fencing, low-level security lighting, locked entry, and security patrols.

Project Design Feature POL-PDF-2: During operation, the Project will incorporate a 24/7 security plan to ensure the safety of its employees and visitors. The Project's security plan will include, but will not be limited to, the following design features:

- Security fencing, walls, landscaping, and/or other elements to create a physical barrier at the Project Site perimeter;
- Points of entry will be secured by elements such as guard booths, key card passes, and pedestrian and vehicular access controls;
- A 24-hour security camera network to provide visual surveillance of outdoor areas, parking facilities, and other activity areas;
- Private on-site security staff, including at guard booths to control entry, and regular security patrols of the Project Site; and
- Appropriate staff training on security protocols, including site and building access control, managing and monitoring fire/life/safety systems, and patrolling the Project Site.

Project Design Feature POL-PDF-3: The Project will include appropriate lighting of buildings and walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings.

Project Design Feature POL-PDF-4: The Project will include appropriate lighting of parking areas, elevators, and lobbies to maximize visibility and reduce areas of concealment.

Project Design Feature POL-PDF-5: The design of the Project's entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways will be open and in view of surrounding sites.

Project Design Feature POL-PDF-6: Prior to the issuance of a building permit, the Applicant will consult with Los Angeles Police Department's (LAPD's) Crime Prevention Unit regarding the incorporation of feasible crime prevention features appropriate for the design of the Project.

Project Design Feature POL-PDF-7: Upon completion of Project construction and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to LAPD's Wilshire Division Commanding Officer that includes access routes and any additional information that might facilitate police response.

Transportation

Impact Summary

The Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG) identify the following City plans, policies, programs, ordinances, and standards relevant for determining consistency for purposes of the Project's transportation impacts: Mobility Plan, Wilshire Community Plan, Plan for a Healthy Los Angeles, LAMC, Vision Zero, and the Citywide Design Guidelines. As detailed in the Draft EIR, at pages IV.K-45 through IV.K-72 and Tables IV.K-1 and IV.K-2; in the Final EIR, at pages III-67 through III-69; and in the Erratum at page 68, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project includes PDFs requiring off-site Vision Zero safety improvements to existing pedestrian infrastructure at bus stops around the Project Site perimeter and to contribute to the funding of pedestrian facilities and safety improvements within the Project's Transportation Study Area (Project Design Feature TR-PDF-3); contribution towards transportation systems management improvements to better accommodate intersection operations and increase network capacity in the Study Area (Project Design Feature TR-PDF-4); and the installation of left-turn signal phases at three key intersections (Project Design Feature TR-PDF-5). Impacts would therefore be less than significant.

As discussed in the Draft EIR, LADOT's Vehicle Miles Traveled (VMT) Calculator was used to evaluate the Project's VMT and compare it to the VMT impact criteria. The VMT Calculator has built-in land use characteristics for certain land uses, but it does not include sound stage and production-related uses. Accordingly, as directed by LADOT, land use and travel demand characteristics were manually entered for the Project's studio-related uses, including sound stage, production support, production office, and general office uses, as a combined custom studio land use representing approximately 1,854,000 square feet of total permitted floor area. The Project's proposed 20,000 square feet of retail space was assessed using a built-in rate. The VMT analysis conservatively excluded all but two of the Project's TDM measures set forth in Project Design Feature TR-PDF-2, incorporating only bicycle parking per LAMC requirements and secure bike parking and showers. Based on this analysis, the Project's average work VMT per employee did not exceed the applicable threshold of significance, as described in the Draft EIR at pages IV.K-73-77; in the Final EIR at page III-69; and in the Erratum at pages 69 and 70. The Project's VMT impacts would therefore be less than significant. The Draft EIR also analyzed two maximum

transportation impact scenarios and concluded VMT impacts would be less than significant for each scenario. As detailed in Topical Response No. 8, at Final EIR pages II-115 through II-129, the VMT analysis properly used the VMT Calculator, addressed all allowable uses under the proposed Specific Plan as clarified in the Final EIR at pages III-8 through III-13, and used appropriate assumptions regarding employee trip length.

The Project Site is located in an urbanized area developed with numerous roadways and infrastructure. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the Project would not include any new public roads or incompatible uses that would result in an increase in hazards due to a design feature. Impacts would be less than significant. (Draft EIR pages IV.K-78 through IV.K-79 and Erratum pages 69 through 71)

Emergency access would be maintained throughout construction and operation. In addition, the Project would comply with LAFD access requirements, including required fire lane widths, turning radii, secondary access, etc., and plot plans would be submitted to LAFD for approval. Impacts would be less than significant. (Draft EIR page IV.K-80 and Erratum page 71)

In accordance with LADOT guidance, the Draft EIR conducted a freeway safety analysis to evaluate the Project's potential to cause or lengthen a forecasted freeway off-ramp queue that could constitute a potential safety impact under CEQA. Based on the Project's trip generation estimate and traffic distribution pattern, the Project would add 25 or more peak hour trips to one off-ramp, the US 101 southbound off-ramp at Highland Avenue. Calculating the 95th percentile ramp queue, the analysis demonstrated that queue lengths under Future with Project Conditions during the morning and afternoon peak hours would not exceed the ramp storage length. Nor would the speed differential between the existing traffic and the mainline traffic exceed the City of Los Angeles' criteria. Accordingly, impacts would be less than significant. (See Draft EIR pages IV.K-78 and IV.K-79 and Erratum page 71)

Project Design Features

Project Design Feature TR-PDF-1: A detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval prior to commencing construction. The Construction Traffic Management Plan will formalize how Project construction will be carried out and identify specific actions that will reduce effects on the surrounding community. The Construction Traffic Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site and will include, but not be limited to, the following elements, as appropriate:

- The Project Applicant will designate a construction manager to serve as a liaison with the surrounding community and respond to any construction-related inquiries. Publicly visible signs will be posted at various locations with the liaison's contact information to contact regarding dust complaints. The South Coast Air Quality Management District's phone number will also be included to ensure compliance with applicable regulations.
- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.

- Prohibition of construction worker or equipment parking on adjacent streets or in predominantly residentially zoned areas.
- Temporary pedestrian, bicycle, and vehicular traffic controls (e.g., flag people trained in pedestrian and bicycle safety at the Project Site's driveways) during all construction activities adjacent to Fairfax Avenue, Beverly Boulevard, and The Grove Drive, to ensure traffic safety on the public right-of-way.
- Scheduling of construction-related activities to reduce the effect on traffic flow on surrounding major roadways.
- Containment of construction activity within the Project Site boundaries, to the extent feasible.
- Coordination with the Los Angeles Department of Transportation (LADOT) Parking Meter Division to address any potential loss of metered parking spaces.
- Implementing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers.
- Rerouting construction trucks to reduce travel on congested streets.
- Provision of dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, subject to LADOT approval.
- Prohibition of haul truck staging on any streets adjacent to the Project Site, unless specifically approved as a condition of an approved haul route.
- Spacing of trucks so as to discourage a convoy effect.
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind.
- Maintenance of a log, available on the Project Site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities and posting of the telephone number at the Project Site readily visible to any interested party during site preparation, grading, and construction.
- Obtaining the required permits for truck haul routes from the City prior to the issuance of any building permit for the Project.

Project Design Feature TR-PDF-2: The Project will implement a series of transportation demand management (TDM) measures that exceed the requirements established in the current TDM Ordinance. The TDM strategies will be implemented for the Project Site as a whole and will be available to both the existing and new employees on-site. The TDM Program will be subject to review and approval by the City, and the Project Applicant will record a Covenant and Agreement to ensure that the TDM Program will be

maintained. The following TDM strategies will be implemented as proposed under the TDM Program:

- **Educational Programs/On-Site Coordinator:** A coordinator will reach out to employees directly to promote the benefits of TDM. The coordinator will provide information on public transit and any related incentives, flexible work schedules and telecommuting programs, pedestrian and bicycle amenities, rideshare/carpool/vanpool programs, and parking incentives. Marketing activities, including printed/posted materials and digitally distributed information, will ensure that employees and visitors at the Project Site are aware of the benefits of the TDM Program and all of the mobility options available on-site and in the surrounding area.
- **Transportation Information Center/Kiosks via Mobility Hub:** The Project will install a transportation information center at a Mobility Hub. The transportation information center will provide employees and visitors with information regarding transit, commute programs, and non-vehicular travel planning. Informational digital bulletin boards and wayfinding information will be displayed along pedestrian paths to direct pedestrians to the Mobility Hub, nearby transit stops, bicycle parking, and bikeshare facilities.
- **Bicycle Parking and Amenities:** In order to facilitate bicycle use, the Project will provide short-term and long-term bicycle parking spaces in accordance with the Los Angeles Municipal Code (LAMC), as well as valet service, showers, lockers, and bicycle service areas and repair stands within the Project Site. The Project will incorporate features for bicyclists, such as exclusive access points and secured bicycle parking facilities. The Project Applicant will also contribute toward the implementation of bicycle improvements within the Study Area in accordance with the Mobility Plan.
- **Pedestrian Amenities:** The Project will incorporate features for pedestrians, such as landscape improvements, exclusive access points, and upgraded pedestrian facilities and bus stops. Additionally, the Project Site will be designed to be a safe, friendly, and convenient environment for pedestrians. The Project will provide more pedestrian-friendly sidewalks and areas along Fairfax Avenue, Beverly Boulevard, and The Grove Drive and maintain internal walkways throughout the Project Site. The Project Applicant will also contribute toward pedestrian facilities improvements as part of Vision Zero.
- **Shuttle Service:** The Applicant will either operate or fund a van or shuttle service for employees and visitors between the proposed Metro D (Purple) Line Wilshire/Fairfax Station and the Project Site. The shuttle will operate during typical commuter peak periods and provide service from or near the Project Site to the Wilshire/Fairfax Station. The shuttle service will enhance employee and visitor access to the Metro D (Purple) Line and, therefore, result in greater reductions in vehicle trips and vehicle miles traveled (VMT). Additionally, the Mobility Hub could support future shuttle services to connect to existing and future

transit stations (e.g., the Metro B [Red] Line or Metro K [Crenshaw North] Line Extension).

- Ride-Share Matching and Carpool/Vanpool Program: The on-site TDM coordinator will provide ride-share matching services to match interested employees with similar commuters into carpools and vanpools.
- Neighborhood Enhancements: The Project will enhance the transportation mobility around the immediate Project Site area to encourage alternative transportation modes and connections to the Project Site from off-site locations. The Project will also enhance the existing crosswalks at the signalized intersections along Beverly Boulevard at Fairfax Avenue and Stanley Avenue/The Grove Drive to current LADOT standards with new continental crosswalks and black and white contrast markings.³
- First-Mile/Last-Mile Options: In recent years, there has been a proliferation of new options for personal transportation that help to address first-mile/last-mile connectivity issues with public transit. These options include motorized scooters, skateboards, and bicycles, as well as human-powered bicycles. Some of these options involve personal ownership (various types of electric skateboards, bicycles, and scooters) and some are publicly available for short-term rentals (electric scooters, Metro Bike Share pedal-powered bicycles). These services are rapidly evolving and gaining widespread acceptance, and it is anticipated that by the time the Project is completed, the landscape for these services, as well as the regulatory issues surrounding some of them, may look substantially different. The Applicant is committed to forward-thinking in the design and implementation of the Project and will provide support for such services at the Mobility Hub, as appropriate. Specifically, as required by LADOT, the Mobility Hub will include space to accommodate support uses, storage, maintenance, and staging facilities. These services will give employees and visitors a variety of travel mode choices and, therefore, encourage the use of non-automobile modes to and from the Project Site and reduce VMT.
- Carpool/Vanpool Parking and Loading via Mobility Hub: The Mobility Hub will provide safe and convenient passenger loading areas for employee carpools/vanpools along with access to the Project Site's internal roadway network to get to the parking structures. Additional passenger loading areas are also proposed on Fairfax Avenue, Beverly Boulevard, and the Southern Shared Access Drive for carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. Bus or shuttle loading and unloading would not occur within 75 feet of the Broadcast Center Apartments without a noise barrier in place.

³ While LADOT recommended in their Assessment Letter for the Transportation Assessment (Draft EIR Appendix M.2) to improve the visibility of crosswalks, all crosswalks adjacent to the Project Site have since been improved with continental crosswalks.

- **Guaranteed Ride Home Program:** A Guaranteed Ride Home program assures that transportation service will be provided to individuals who commute without their personal automobiles. This program overcomes one of the primary concerns of those who may choose alternative modes of transportation, which is how to get home or to a child's school in the case of an emergency. In the event of personal or family emergencies, the individual will be reimbursed for a taxi ride, ride-share ride, or short-term car rental. This program will cover all employees participating in the carpool/vanpool program or using transit to and from the Project Site. A support service, such as Guaranteed Ride Home, is an important part of TDM implementation that assures an individual will not be dependent on a carpool or transit schedule in the event of an emergency.
- **Transit Infrastructure Improvements:** The Project will improve the existing transit infrastructure at bus stops located within the immediate vicinity of the Project Site along Fairfax Avenue and Beverly Boulevard. This will include, where applicable, upgrades to provide adequate benches, shelters, lighting, light-emitting diode (LED) displays, and signage.

Project Design Feature TR-PDF-3: The Project will include the following off-site Vision Zero safety improvements:⁴

- Where applicable, the Project will improve the existing pedestrian infrastructure at the bus stops located around the Project Site perimeter along Fairfax Avenue and Beverly Boulevard to include adequate benches, shelters, lighting, LED displays, and signage to the extent feasible under the City of Los Angeles' current bus shelter contract.
- The Project Applicant will contribute toward the funding of pedestrian facilities and safety improvements within the Study Area, including a pedestrian hybrid beacon at Stanley Avenue and Melrose Avenue.

Project Design Feature TR-PDF-4: The Project Applicant will contribute \$1.34 million toward transportation systems management (TSM) improvements within the Project area that may be considered to better accommodate intersection operations and increase network capacity throughout the Study Area. LADOT's Automated Traffic Surveillance and Control (ATSAC) Section has identified the following improvements within the Project area along Fairfax Avenue, Beverly Boulevard, and The Grove Drive:

- **Fairfax Avenue and Beverly Boulevard**—Signal upgrades, 351 cabinet with new signal controller, system loop, flashing yellow arrow at Beverly Boulevard for the westbound left-turn.
- **Fairfax Avenue and Oakwood Avenue**—Northbound and southbound system loops.

⁴ While LADOT recommended in their Assessment Letter for the Transportation Assessment (Draft EIR Appendix M.2) to improve the visibility of crosswalks, all crosswalks adjacent to the Project Site have since been improved with continental crosswalks.

- Fairfax Ave and 3rd Street—Signal upgrades, new cabinet, flashing yellow arrow for eastbound and westbound left turn.
- The Grove Drive and 3rd Street—New signal controller for leading pedestrian interval.
- The Grove Drive and Beverly Boulevard—Closed Circuit TV (CCTV) camera, new cabinet and signal controller for leading pedestrian interval.
- The Grove Drive Corridor—Signal communication including conduit, 25 pair interconnect, 24SM single mode fiber, pull boxes, and ground cables.
- Beverly Boulevard and Genesee Avenue—System loops for eastbound and westbound, and new cabinet and westbound left turn phasing (if warranted).
- Beverly Boulevard and Gardner Street—System loops for eastbound and westbound.
- Beverly Boulevard and Curson Avenue—System loops for eastbound and westbound.

Project Design Feature TR-PDF-5: The Project will install left-turn signal phases at the following three key intersections: Fairfax Avenue and 3rd Street, Martel Avenue/Hauser Boulevard and 3rd Street, and La Brea Avenue and 3rd Street.

Tribal Cultural Resources

Impact Summary

The Project would require excavation for subterranean parking and building foundations and therefore has the potential to uncover previously unidentified tribal cultural resources. A number of past reports evaluating the potential presence of tribal cultural resources at the Project Site and surrounding properties were reviewed as part of the EIR process for the Project. Based on those reports, there was no evidence identified for a tribal cultural resource, which includes significant Native American or specific resources identified by California and Native American tribes through the process of AB 52. In addition, the City generally applies a standard condition of approval to projects that provides the procedure to be followed in the event of the inadvertent discovery of tribal cultural resources. With implementation of the standard condition of approval, impacts would be less than significant. (Draft EIR pages IV.L-15 through IV.L-17; Draft EIR, Appendices C.2 and F; Final EIR, Appendix FEIR-14; and Erratum page 71)

Utilities and Service Systems

Impact Summary

Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. Fire flow for the Project would comply with the LAMC and no expanded main water facilities would be required by the Project. Impacts would be less than significant. (Draft EIR pages IV.M.1-31 through IV.M.1-34 and Erratum pages 71 and 73)

In the Water Supply Assessment for the Project (Appendix N of the Draft EIR), LADWP concluded that the projected water supplies for average, single-dry, and multiple-dry years reported in LADWP's 2020 UWMP would be sufficient to meet the Project's estimated water demand, in addition to the existing and anticipated future water demands within LADWP's service area through the year 2045. Impacts would be less than significant. (Draft EIR pages IV.M.1-34 through IV.M.1-41 and Erratum pages 74 and 75)

The existing capacity of the sewer lines near the Project Site would have sufficient capacity to serve the Project. In addition, the Project's net increase in wastewater flow would represent only a small fraction of the remaining available capacity at the Hyperion Water Reclamation Plant. Impacts would be less than significant. (Draft EIR pages IV.M.2-12 through IV.M.2-19 and Erratum pages 73 and 75)

The Project's estimated net increase in solid waste disposal represents only a small fraction of the remaining capacity at the Class III landfills serving the County. The Project would also comply with all applicable state and local regulations related to solid waste. Impacts would be less than significant. (Draft EIR pages VI-33 through VI-35 and Erratum pages 76 and 77)

As confirmed by LADWP and SoCalGas, the existing infrastructure would be sufficient to serve the Project. Impacts would be less than significant. (Draft EIR pages IV.M.3-9 through IV.M.3-14 and Erratum page 74)

Project Design Features

Project Design Feature WAT-PDF-1: In addition to any existing applicable regulatory requirements, the Project design will incorporate the following water conservation features to support water conservation:

- High-Efficiency Toilets with a flush volume of 1.1 gallons per flush or less.
- Showerheads with a flow rate of 1.5 gallons per minute or less.
- ENERGY STAR Certified Residential Dishwashers—standard with 3.0 gallons/cycle or less.
- Drip/Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).

Wildfire

Impact Summary

The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City-designated fire buffer zone. Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impact would occur. (Draft EIR page VI-35 and Erratum page 77)

VI. Less than Significant Impacts with Mitigation

The EIR determined that the Project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce

the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, the Project would not have any significant environmental impacts in these areas, as long as all identified mitigation measures are incorporated into the Project. The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

Air Quality (Localized Construction Emissions)

Impact Summary

Construction of the Project has the potential to generate temporary emissions through heavy-duty construction equipment like excavators and cranes, and through vehicle trips generated from workers and haul and delivery trucks traveling to and from the Project Site. Fugitive dust emissions would also result from demolition and various soil-handling activities. The localized effects from on-site daily construction emissions were determined at sensitive receptor locations potentially impacted by the Project by using SCAQMD's LST methodology. This methodology uses on-site mass emissions rate look-up tables and Project-specific modeling, where appropriate, to assess whether the Project's localized emissions would exceed the SCAQMD's LSTs as to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are based on the ambient concentrations of each pollutant for each source receptor area and the distance to the nearest sensitive receptor.

As set forth in Revised Table IV.A-9 on page III-27 of the Final EIR and discussed on pages 32 and 33 of the Erratum, the Project's maximum construction emissions would not exceed the SCAQMD's LSTs for CO or NO_x, but would exceed the LSTs for PM₁₀ and PM_{2.5}, primarily due to demolition and excavation and grading activities. As such, the Project's localized construction emissions would result in a potentially significant impact.

Project Design Features

Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators, rather than temporary diesel or gasoline generators, will be used during construction.

Project Design Feature AIR-PDF-2: All new emergency generators will meet the emission standards included in Table 1 of SCAQMD Rule 1470 and USEPA Tier 4 Final standards. A childcare use, if any is proposed in the future, will be located a minimum of 330 feet from the existing Big Blue emergency generator to the extent it remains in use.

Project Design Feature AIR-PDF-3: The on-site speed limit for construction employee vehicles and delivery and haul trucks will be limited to 15 miles per hour on paved surfaces, 10 miles per hour on unpaved surfaces controlled by soil stabilizers, and 5 miles per hour near active work zones to position for loading/unloading. To further control dust emissions from the unpaved portion of on-site haul routes, 400 feet of surface area per haul (haul truck round trip) will be controlled by soil stabilizers and 200 feet of surface area per haul near the active import/export operation (excavation area) will be watered three times daily.

Mitigation Measures

Mitigation Measure AIR-MM-1: Prior to demolition, a Project representative shall make available to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all offroad construction equipment that will be used during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board (CARB) or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow a Construction Monitor to compare the onsite equipment with the inventory and certified Tier specification and operating permit. Offroad diesel-powered equipment within the construction inventory list described above shall meet the United States Environmental Protection Agency (USEPA) Tier 4 Final standards. In addition, where commercially available for the Project Site, construction equipment shall meet Tier 5 requirements.

To the extent commercially available for the Project Site, small electric (i.e., less than 19 kilowatts) off-road equipment shall be used during Project construction in lieu of conventional small gasoline or diesel off-road equipment. Electric pumps shall be used for temporary dewatering during Project construction.

Mitigation Measure AIR-MM-2: The Project's truck operator(s)/construction contractor(s) shall commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/brake horsepower (bhp)-hr for particulate matter and 0.20 g/bhp-hr of nitrogen oxide emissions or newer, cleaner trucks for haul trucks associated with demolition and grading/excavation activities and concrete delivery trucks during concrete mat foundation pours. To monitor and ensure 2010 model year or newer trucks are used during Project construction, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities and make these records available to the Lead Agency during the construction process upon request. In addition, where commercially available for the Project Site, the Project's truck operator(s)/construction contractor(s) shall use 2014 model year or newer heavy-duty trucks meeting CARB's 2013 optional low-NOx standard (i.e., 0.02 g/bhp-hr of nitrogen oxide emissions).

Mitigation Measure AIR-MM-3: Construction haul truck staging areas shall be located no closer to adjacent residential uses than depicted in Figure 1 of Appendix FEIR-8 of the Final EIR.

Mitigation Measure AIR-MM-4: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure AIR-MM-5: To the extent commercially available for the Project Site, renewable diesel fuel shall be used in Project construction equipment in lieu of conventional diesel.

Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Rationale for Finding

Implementation of the mitigation measures described above would reduce construction emissions. With the implementation of Mitigation Measure AIR-MM-1 and AIR-MM-2, peak daily localized emissions would be reduced below the SCAQMD LST thresholds. As such, Project construction would result in less than significant Project-level and cumulative localized impacts with the incorporation of Mitigation Measures AIR-MM-1 through AIR-MM-5.

Reference

See Draft EIR Section IV.A, as revised in the Final EIR at pages III-23-30, and Appendix B of the Draft EIR for a complete evaluation of air quality impacts, thresholds, and evaluation methods conducted for the Project. The air quality-related PDFs and mitigation measures to be implemented by the Project Applicant are described in the Mitigation Monitoring Program (MMP) at page IV-3-7 of the Final EIR. See also pages 32 and 33 of the Erratum.

Cultural Resources (Archaeological Resources)

Impact Summary

Eight cultural resources were identified within 0.5 miles of the Project Site. Most notably, the presence of CA-LAN-3045H, a known historical archaeological site, was recorded to the south of the Project Site and consists of several archaeological features and artifacts. Artifacts and features from this site were identified as isolated items and in concentrations. Generally, substantial portions of the archaeological assemblage recorded in CA-LAN-3045H were found in the same locations where these various types of activities were described as having occurred. Most of the structures, activities, and uses appear to have been concentrated outside of the Project Site to the south, with only small portions of overlapping areas into the southernmost portions of the Project Site. Notably, most of the Project Site was used as open pasture before being developed in 1934 with the Gilmore Stadium. However, while some of the components recorded in CA-LAN-3045H are not necessarily likely to occur within the Project Site, the historical themes and material of those components could be an indicator of the type of historical refuse that could be present within the Project Site. Therefore, even though the integrity of an archaeological site can be impacted by disturbance due to natural or cultural transformation, the EIR conservatively identified a mitigation measure to ensure that any impact to previously undiscovered archaeological resources will be less than significant. Specifically, given that the Project would include excavations to a maximum depth of approximately 45 feet below ground surface, there may be a potential to encounter unknown archaeological resources that could be present at the Project Site. Therefore, potential impacts to archaeological resources would be potentially significant.

Mitigation Measures

Mitigation Measure CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, plowing, drilling, tunneling, grading, leveling, removing peat, clearing, augering,

stripping topsoil or a similar activity (Ground Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (Qualified Archaeologist) shall be retained by the Applicant to prepare a written Cultural Resource Monitoring and Treatment Plan (CRMTP) in accordance with the Secretary of the Interior's Standards for Archeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction, with an emphasis on potential historical-period materials. The Applicant shall also coordinate with the Gabrieleño Band of Mission Indians—Kizh Nation who shall act in the capacity of the Tribal Consultant. A copy of the executed contract shall be submitted to the Department of City Planning prior to the issuance of any permit necessary for the Ground Disturbance Activities.

The CRMTP shall include the professional qualifications required of key staff, applicable regulatory requirements, monitoring protocols, provisions for evaluating and treating archaeological materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements. Applicable regulations shall include but not be limited to Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The monitoring protocols shall include but not be limited to halting Ground Disturbance Activities within at least a 25-foot radius in the event resources are discovered so that the significance can be determined. Treatment provisions shall include but not be limited to the following: statement of the preference for preservation in place (i.e., avoidance) per CEQA Guidelines Section 15126.4(b)(3); description of methods for the adequate recovery of scientifically consequential information; requirements to coordinate with the Tribal Consultant to ensure that consideration is given to the cultural values ascribed to a resource beyond that which is scientifically important in the event the resource is Native American in origin; and procedures for curating any archaeological materials at a public, non-profit curation facility, university or museum with a research interest in the materials. The CRMTP shall be approved by the Department of City Planning prior to commencement of any Ground Disturbance Activities.

Prior to commencing any Ground Disturbance Activities at the Project Site, the Applicant shall retain an archaeological monitor who is qualified to identify archaeological resources and shall work under the direction of the Qualified Archaeologist. The Tribal Consultant shall designate a Native American monitor who will work in tandem with the archaeological monitor to identify resources. If no Native American monitor is designated within 30 days, the activity shall commence without the designated Native American monitor.

Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological

monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities.

The Qualified Archaeologist shall coordinate the proper implementation of this mitigation measure during the demolition and excavation phases of the Project. The archaeological and Native American monitor shall observe all Ground Disturbance Activities until the Qualified Archaeologist and Tribal Consultant, in consultation with the archaeological and Native American monitors, determines monitoring is no longer necessary, as specified in the CRMTP. If Ground Disturbance Activities are occurring simultaneously at multiple locations on the Project Site, the Qualified Archaeologist shall determine if additional monitors are required for other locations where such simultaneous Ground Disturbance Activities are occurring. Within 30 days of concluding the archaeological monitoring, the Qualified Archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the Applicant and the Department of City Planning. In the event that archaeological resources are identified, a full technical report shall be prepared documenting the methods and results of all work completed under the CRMTP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. The report shall be prepared under the supervision of the Qualified Archaeologist and submitted to the Department of City Planning within one year of completion of the monitoring, unless other arrangements are required given the nature of the discovery. The final report shall be submitted to the South Central Coastal Information Center.

Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Rationale for Finding

Mitigation Measure CUL-MM-1 would provide for monitoring of ground disturbance activities in native soils on-site to reduce potential impacts on unanticipated archeological resources unearthed during construction. With the implementation of Mitigation Measure CUL-MM-1, impacts related to archeological resources would be reduced to a less than significant level.

Reference

Section IV.B, Cultural Resources, of the Draft EIR; Appendix C, Tribal Cultural Resources Report, of the Draft EIR; Appendix FEIR-14, Archaeological and Tribal Cultural Resources Supplemental Memorandum, of the Final EIR; and page 42 of the Erratum.

Geology and Soils (Paleontological Resources)

Impact Summary

There are no previously encountered fossil vertebrate localities located within the Project Site and no fossil localities have been identified within 2,000 feet of the Project Site. However, localities

have been documented elsewhere in the area from the same geologic units that occur beneath portions of the Project Site. Therefore, potential impacts to unique paleontological resources would be potentially significant.

Mitigation Measures

Mitigation Measure GEO-MM-1: The services of a Qualified Professional Paleontologist who meets the Society of Vertebrate Paleontology ([SVP] 2010) standards, shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. As defined by the SVP (2010), a Qualified Professional Paleontologist, also Principal Investigator, or Project Paleontologist, is described as:

A practicing scientist who is recognized in the paleontological community as a professional and can demonstrate familiarity and proficiency with paleontology in a stratigraphic context. A paleontological Principal Investigator shall have the equivalent of the following qualifications:

1. A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.
2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
3. Proficiency in recognizing fossils in the field and determining their significance.
4. Expertise in local geology, stratigraphy, and biostratigraphy.
5. Experience collecting vertebrate fossils in the field."

The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Project Site. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens. The Paleontological Resource Mitigation and Treatment Plan shall be reviewed by the curatorial staff of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County and/or the La Brea Tar Pits and Museum. The Draft Paleontological Resource Mitigation and Treatment Plan will be provided to the curatorial staff no later than four weeks before the start of excavation. A Worker Environmental Awareness Program, or WEAP, shall be conducted at the preconstruction meeting for the Project.

No monitoring would be required during excavation within artificial fill. This Qualified Professional Paleontologist shall supervise a Qualified

Paleontological Resource Monitor who shall monitor all ground disturbance activities within high sensitivity deposits (e.g., Pleistocene age deposits), including asphaltic deposits in order to identify potential paleontological remains. As defined by the SVP (2010), a Qualified Paleontological Resource Monitor has the following qualifications (or their equivalent):

1. BS or BA degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or
2. AS or AA in geology, paleontology, or biology and demonstrated two years of experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or
3. Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project.
4. Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques.

In the event of a paleontological resource discovery, the monitor has the authority to divert and/or re-direct ground-disturbing activities in the area of the find, and rope off a protective barrier of at least 50 feet in length to evaluate the unanticipated find.

If significantly disturbed deposits or younger deposits too recent to contain paleontological resources are encountered during construction, the Qualified Professional Paleontologist may reduce or curtail monitoring in those affected areas, after consultation with the Applicant and the Los Angeles Department of City Planning's Office of Historic Resources.

Post-construction, a report shall be prepared detailing paleontological resources discovered during construction. The paleontological resources must be prepared, identified, curated, and donated to a repository, such as the Natural History Museum of Los Angeles County or the La Brea Tar Pits and Museum.

Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Rationale for Finding

To address potential impacts to paleontological resources, monitoring will be required during excavation within Pleistocene age older alluvial deposits and the Palos Verdes Sand. The monitoring program would follow the guidelines outlined by the Society of Vertebrate Paleontology and include sediment sampling protocols for microfossil recovery. No monitoring would be required during excavation within artificial fill, as these deposits do not contain paleontological

resources in their original stratigraphic context and thus have a low sensitivity. With the implementation of Mitigation Measure GEO-MM-1, impacts related to paleontological resources would be reduced to a less than significant level.

Reference

Section IV.D, Geology and Soils, of the Draft EIR pages IV.D-26 and IV.D-27; Appendix F, Paleontological Resources Review Memorandum, of the Draft EIR; and page 47 of the Erratum.

Hazards and Hazardous Materials (Release of Hazardous Materials)

Impact Summary

The Project Site is located within a designated methane zone mapped by the City, and the subsurface investigation conducted in 2018 identified elevated methane concentrations in on-site soils. Sampling across the Project Site identified the presence of methane. A Site Design Level V methane system will be required for any new construction at the Project Site in accordance with Division 71 of Article 1, Chapter 9 of the LAMC, Section 91.7107 and the City of Los Angeles Methane Hazard Mitigation Standards. The Project's methane controls would include an impervious membrane, ventilation systems, monitoring and maintenance plan, and an emergency and contingency plan.

Elevated concentrations of fuel-related constituents were detected in soil and groundwater downgradient of the former Texaco station. VOCs were also detected in groundwater at the Project Site. Therefore, impacts associated with hazardous waste generation, handling, and disposal during construction would be potentially significant.

Project Design Features

Project Design Feature HAZ-PDF-1: The Project Applicant will update, and the Project will comply with, the Consolidated Contingency Plan for the Project Site. This will include spill prevention measures such the use of secondary containment storage and storing materials away from drains in leak-proof containers with tight-fitting lids. Spill response measures will include the evacuation of unnecessary employees from a spill area, the use of absorbent materials in the case of small spills or evacuating all employees, calling 911, and reporting to Los Angeles Fire Department (LAFD) in the case of large spills. Absorbent materials used to clean small spills will be placed in a leak-proof container that is compatible with the waste, labeled as hazardous waste, and lawfully disposed of as such. Notifications will be made to the Health Hazardous Waste Materials Division of the LAFD and the California Office of Emergency Services (Cal OES) as necessary.

Project Design Feature HAZ-PDF-2: The Project Applicant will update, and the Project will comply with, the Television Studios Emergency Action Plan and associated emergency exit and assembly maps. The Emergency Action Plan will include procedures for earthquakes, emergency evacuation, fires, medical emergencies, and active shooters.

Project Design Feature HAZ-PDF-3: The Project Applicant will update, and the Project will comply with, the Television Studios Safety Manual. This manual will include, among other measures, safety procedures and requirements for personnel working at heights and procedures that ensure the safety of crew

members when servicing or repairing equipment that is capable of a spontaneous release of stored mechanical, electrical, or hydraulic energy, or which could be inadvertently energized.

Project Design Feature HAZ-PDF-4: The Project Applicant will update, and the Project will comply with, the Television Studios Injury and Illness Prevention Program (IIPP). The IIPP will include protocols regarding responsibility, compliance, employee communication, hazard assessment, accident/exposure investigation, hazard correction, training and construction, and recordkeeping.

Project Design Feature HAZ-PDF-5: Prior to demolition, existing buildings and structures will be tested to determine if they include asbestos-containing materials (ACMs). If present, ACMs will be removed and disposed of by a licensed and certified asbestos abatement contractor, in accordance with applicable federal, state, and local regulations. If required, the Project Applicant will submit a Hazardous Building Materials Demolition Assessment and Management Plan to the South Coast Air Quality Management District (SCAQMD) and LAFD for review and approval.

Project Design Feature HAZ-PDF-6: Prior to demolition, existing buildings and structures will be sampled to determine if they contain lead-based paint (LBP). If LBP is present, standard handling and disposal practices will be implemented pursuant to Occupational Safety and Health Act regulations. If required, the Project Applicant will submit a Hazardous Building Materials Demolition Assessment and Management Plan to LAFD for review and approval.

Mitigation Measures

Mitigation Measure HAZ-MM-1: Soil Management Plan (SMP)—The Project Applicant shall implement the SMP prepared by Geosyntec, provided as Appendix B of the Site Summary Report, which shall be submitted to the City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The entire Project Site shall be subject to the general protocols described in the SMP regarding prudent precautions and general observations and evaluations of soil conditions to be implemented throughout earthwork, grading, excavation, or other soil disturbance activities on the Project Site.

The protocols in the SMP include, but are not limited to, the following:

- Special precautions shall be taken to manage soils that will be disturbed during Project earthwork activities in areas containing Chemicals of Concern (COCs) above screening levels (SLs). These areas include the former Texaco gas station and other select areas of the Project Site with elevated total petroleum hydrocarbons (TPH) and arsenic in shallow soil, as shown in the Site Summary Report. Soil in these areas of the Project Site with residual COCs above SLs shall either be excavated prior to commencing excavation and grading operations in these areas or segregated and stockpiled prior to off-site disposal.
- The following requirements and precautionary actions shall be implemented when disturbing soil at the Project Site other than imported backfill: no soil disturbance or excavation activities shall occur without a Project Site-specific Health and Safety Plan (HASP). Any soil

that is disturbed, excavated, or trenched due to onsite construction activities shall be handled in accordance with applicable local, state, and federal regulations. Prior to the re-use of the excavated soil or the disposal of any soil from the Project Site, the requirements and guidelines in the SMP shall be implemented. The General Contractor shall conduct, or have its designated subcontractor conduct, visual screening of soil during activities that include soil disturbance. If the General Contractor or subcontractor(s) encounter any soil that is stained or odorous (Suspect Soil), the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils (e.g., cover suspect soil with plastic sheeting) and inform the property owner's representative and the environmental monitor. The environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by the property owner prior to the beginning of work.

- If Suspect Soil is encountered on the Project Site, the environmental monitor shall collect samples for analysis to characterize the soil for potential on-site re-use or off-site disposal per the provisions provided in the SMP.
- Prior to excavation activities, the General Contractor or designated subcontractor shall establish specific areas for stockpiling Suspect Soil, should it be encountered, to control contact by workers and dispersal into the environment, per the provisions provided in the SMP.
- In the event of soil import to the Project Site, soil must be screened and evaluated in accordance with the Department of Toxic and Substance Control (DTSC) advisory regarding clean imported fill material. The General Contractor or designated subcontractor shall require that the source of the imported soil provide documentation of such evaluation.
- The General Contractor shall ensure that on-site construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Project Site conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact Suspect Soil to perform

all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential contaminants on the Project Site, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized on-site personnel not to enter the fenced area. It is anticipated that all soil will be immediately loaded onto trucks for disposal and stockpiling on-site would not be necessary. If soil needs to be temporarily stored on-site, the stockpiled soil will be stored on the Project Site interior away from public interfaces on the perimeter.

- The General Contractor shall implement the following measures as provided in the SMP to protect human health and the environment during construction activities involving contact with soils at the Project Site: decontamination of construction and transportation equipment; dust control measures; storm water pollution controls and best management practices; and proper procedures for the handling, storage, sampling, transport and disposal of waste and debris.
- In the event volatile organic compound (VOC)-contaminated soil is encountered during excavation onsite, a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit shall be obtained before resuming excavation. Rule 1166 defines VOC-contaminated soil as a soil which registers a concentration of 50 ppm or greater of VOCs as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane. Either a SCAQMD Various Locations permit and plan, or a Project Site-specific permit and plan shall be required, depending upon the volume of soil to be excavated. Notifications, monitoring, and reporting related to the SCAQMD Rule 1166 permit shall be the responsibility of the General Contractor. If a Rule 1166 permit is required, an air monitoring plan may be required by the SCAQMD. Air monitoring plans are intended to protect the surrounding community from harmful exposure to VOCs and typically entail stationary monitoring stations for sample collection for laboratory analysis. Protection of onsite construction workers shall be accomplished by the development and implementation of the HASP.
- Known below-grade structures at the Project Site (i.e., storm water infrastructure) shall be removed from the ground or cleaned, backfilled, and left in place as appropriate during grading and excavation. If unknown below-grade structures are encountered during Project Site grading and excavation, the General Contractor shall promptly notify the property owner's representative the same day the structure is discovered. Based on an evaluation of the unknown below-grade structure by the appropriate professional (e.g., environmental monitor, geotechnical engineer), the property owner shall address the below-grade structure in accordance with applicable laws and regulations.

Mitigation Measure HAZ-MM-2: During construction activities at the Project Site, controls shall be in place to mitigate the effects of subsurface gases and impacted soil and groundwater on workers and the public. During construction, the following shall be implemented:

- Monitoring devices for methane and benzene shall be present to alert workers of elevated gas concentrations when basement or subsurface soil disturbing work is being performed;
- Contingency procedures shall be in place if elevated gas concentrations are detected such as the mandatory use of PPE, evacuating the area, and/or increasing ventilation within the immediate work area where the elevated concentrations are detected;
- Workers shall be trained to identify exposure symptoms and implement alarm response actions;
- Soil and groundwater exposed during excavations shall be minimized to reduce the surface area which could off-gas. This shall be achieved by staggering exposed excavation areas;
- Soil removed as part of construction shall be sampled and tested for off-site disposal in a timely manner. If soil is stockpiled prior to disposal, it shall be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP);
- Fencing shall be erected to limit public access and allow for gas dilution; and
- A HASP shall be prepared to describe the proposed construction activities and hazards associated with each activity. Hazard mitigation shall be presented in the HASP to limit construction risks to workers. The HASP shall include emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory PPE requirements. The HASP shall be signed by all workers on-site to demonstrate their understanding of the construction risks.

Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Rationale for Finding

Mitigation measures would reduce impacts to a less than significant level. Specifically, testing and proper disposal of all excavated soil at the Project Site will follow the procedures and regulations described in the Soil Management Plan required by Mitigation Measure HAZ-MM-1.. (See Appendix B of the Site Summary Report [Appendix G.1 of the Draft EIR]). Per the Soil Management Plan set forth in Mitigation Measure HAZ-MM-1, a SCAQMD Rule 1166 permit would be obtained in the event VOC-contaminated soils are encountered, and the approved mitigation plan would be implemented. As such, compliance with existing regulations and

implementation of Mitigation Measure HAZ-MM-1 would ensure the Project would not create or exacerbate a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the handling and disposal of VOC-contaminated soil that may be encountered on-site.

With regard to methane, Mitigation Measure HAZ-MM-2 requires the installation of controls during Project construction to mitigate the effects of subsurface gases on workers and the public. These measures would include monitoring devices for methane and benzene to alert workers of elevated gas concentrations, contingency procedures if elevated gas concentrations are detected, worker training to identify exposure symptoms and implement alarm response actions, and the minimization of soil and groundwater during excavations. Additionally, soil removed as part of construction would be sampled and tested for off-site disposal in a timely manner and if soil is stockpiled prior to disposal, it would be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP). Furthermore, fencing would be erected to limit public access and allow for gas dilution. Lastly, a HASP would be prepared to describe the proposed construction activities and hazards associated with each activity. As such, implementation of Mitigation Measure HAZ-MM-2 would ensure potential impacts related to subsurface gases and associated potential impacts to soil and groundwater would be less than significant.

With the implementation of Mitigation Measures HAZ-MM-1 and HAZ-MM-2, impacts related to the release of hazardous materials into the environment would be reduced to a less than significant level.

Reference

Section IV.H, Hazards and Hazardous Materials, of the Draft EIR pages IV.F-42 through IV.F-56; the Site Summary Report and Phase I Environmental Site Assessment included as Appendix G of the Draft EIR; and pages 49 and 50 of the Erratum.

VII. Significant and Unavoidable Impacts

The Final EIR determined that the environmental impacts set forth below are significant and unavoidable. In order to approve the project with significant unmitigated impacts, the City is required to adopt a Statement of Overriding Considerations, which is set forth in Section XII below. No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of the project. The City finds and determines that:

4. a) All significant environmental impacts that can be feasibly avoided have been eliminated, or substantially lessened through implementation of the project design features and/or mitigation measures; and
5. b) Based on the Final EIR, the Statement of Overriding Considerations set forth below, and other documents and information in the record with respect to the construction and operation of the project, all remaining unavoidable significant impacts, as set forth in these findings, are overridden by the benefits of the project as described in the Statement of Overriding Considerations for the construction and operation of the project and implementing actions.

Air Quality (Construction/Regional Emissions)

Impact Summary

Construction of the Project has the potential to generate temporary emissions through heavy-duty construction equipment like excavators and cranes, and through vehicle trips generated from workers and haul and delivery trucks traveling to and from the Project site. Fugitive dust emissions would also result from demolition and various soil-handling activities. Mobile source emissions, primarily NO_x, could result from the use of construction equipment, such as dozers, loaders, and cranes. During the finishing phase of the Project, paving and the application of architectural coatings (e.g., paints) could potentially release VOCs. Each of these potential sources were considered in the construction air quality impact assessment.

The Project's regional emissions were evaluated against regional emissions thresholds established by SCAQMD. Daily regional emissions during construction were estimated by applying Project-specific mobile source and fugitive dust emissions factors based on the anticipated construction equipment types and the construction schedule. To be conservative, this analysis evaluates the Project's air quality impacts during construction based on reasonably expected maximum construction emissions even though such emissions would not occur throughout the entire construction phase. The analysis utilized CalEEMod (Version 2020.4.0), an emissions inventory software program recommended by SCAQMD.

The Project Applicant is seeking a Development Agreement which could extend the full buildout year to approximately 2043. Moreover, the construction equipment and truck fleet mix will emit less pollution in future years due to more stringent emissions control regulations. As construction air quality impacts are evaluated on a worst-case day, the 32-month construction duration (2023–2026) was conservatively analyzed, which assumes more intensive activities on a daily basis, as well as overlapping activities. In addition, the long-term buildout scenario was also evaluated to provide a comprehensive analysis. While the Specific Plan would provide limited development flexibility as to the floor area mix of the permitted studio land uses, the overall square footage of development and earthwork activities would be the same under any potential buildout scenario. The Project's highest estimated daily construction emissions expected to occur during each year of construction are set forth in Table IV.A-6 on page IV.A-63 of the Draft EIR. As shown in Table IV.A-6, construction-related daily maximum regional construction emissions would exceed daily significance thresholds only for NO_x, resulting in a short-term significant impact related to NO_x. In addition, according to SCAQMD guidance, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, the project would also cause a cumulatively considerable net increase of these criteria pollutants. Because the Project would exceed SCAQMD's daily regional significance threshold for NO_x, as explained above, the Project would also have a cumulatively significant impact related to NO_x.

Project Design Features

The Project incorporates the following PDFs regarding air quality:

Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators, rather than temporary diesel or gasoline generators, will be used during construction.

Project Design Feature AIR-PDF-2: All new emergency generators will meet the emissions standards included in Table 1 of SCAQMD Rule 1470 and USEPA Tier 4 Final standards. A childcare use, if any is proposed in the

future, will be located a minimum of 330 feet from the existing Big Blue emergency generator to the extent it remains in use.

Project Design Feature AIR-PDF-3: The on-site speed limit for construction employee vehicles and delivery and haul trucks will be limited to 15 miles per hour on paved surfaces, 10 miles per hour on unpaved surfaces controlled by soil stabilizers, and five miles per hour near active work zones to position for loading/unloading. To further control dust emissions from the unpaved portion of on-site haul routes, 400 feet of surface area per haul (haul truck round trip) will be controlled by soil stabilizers and 200 feet of surface area per haul near the active import/export operation (excavation area) will be watered three times daily.

Mitigation Measures

The following mitigation measures shall be undertaken by the Project Applicant:

Mitigation Measure AIR-MM-1: Prior to demolition, a Project representative shall make available to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all offroad construction equipment that will be used during any portion of the construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board (CARB) or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow a Construction Monitor to compare the onsite equipment with the inventory and certified Tier specification and operating permit. Offroad diesel-powered equipment within the construction inventory list described above shall meet the United States Environmental Protection Agency (USEPA) Tier 4 Final standards. In addition, where commercially available for the Project Site, construction equipment shall meet Tier 5 requirements.

To the extent commercially available for the Project Site, small electric (i.e., less than 19 kilowatts) off-road equipment shall be used during Project construction in lieu of conventional small gasoline or diesel off-road equipment. Electric pumps shall be used for temporary dewatering during Project construction.

Mitigation Measure AIR-MM-2: The Project's truck operator(s)/construction contractors(s) shall commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/brake horsepower (bhp)-hr for particulate matter and 0.20 g/bhp-hr of nitrogen oxide emissions or newer, cleaner trucks for haul trucks associated with demolition and grading/excavation activities and concrete delivery trucks during concrete mat foundation pours. To monitor and ensure 2010 model year or newer trucks are used during Project construction, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities and make these records available to the Lead Agency during the construction process upon request. In addition, where commercially available for the Project Site, the Project's truck operator(s)/construction contractor(s) shall use 2014

model year or newer heavy-duty trucks meeting CARB's 2013 optional low-NOx standard (i.e., 0.02 g/bhp-hr of nitrogen oxide emissions).

Mitigation Measure AIR-MM-3: Construction haul truck staging areas shall be located no closer to adjacent residential uses than depicted in Figure 1 of Appendix FEIR-8 of the Final EIR.

Mitigation Measure AIR-MM-4: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure AIR-MM-5: To the extent commercially available for the Project Site, renewable diesel fuel shall be used in Project construction equipment in lieu of conventional diesel.

Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Pursuant to PRC Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Rationale for Finding

As discussed in Section IV.A of the Draft EIR, as revised at pages III-23-30 of the Final EIR, Project construction would result in a significant and unavoidable Project-level and cumulative impact related to regional NOx emissions. This impact would primarily occur over a nine-month duration during concurrent demolition and grading/excavation operations. Implementation of Mitigation Measures AIR-MM-1 through AIR-MM-5 would reduce construction emissions, including NOx emissions, but peak daily regional NOx emissions would still exceed the SCAQMD regional threshold. In response to public comments on the Draft EIR, as part of the Final EIR, Mitigation Measure AIR-MM-1 was updated to require construction equipment that meets Tier 5 requirements, when such equipment is commercially available; to use small electrical off-road equipment, to the extent commercially available; and to use electrical pumps for dewatering. Mitigation Measure AIR-MM-2 was revised to require use of model year 2014 or newer heavy-duty trucks that meet CARB's 2013 optional low-NOx standard, where commercially available. In addition, Mitigation Measure AIR-MM-5 was added that requires use of renewable diesel fuel in construction equipment in lieu of conventional diesel fuel, to the extent commercially available. Prohibition of the use of portable generators was also suggested in public comments and in response to this suggestion, Project Design Feature GHG-PDF-3 was included that provides for the installation of additional electrical hookups at all basecamp areas to eliminate the need for portable generators.

Use of zero emission (ZE) or near-zero emission (NZE) trucks and other equipment was suggested in public comments. As explained in Response to Comment No. 26-39, it is not within the Project Applicant's control and influence to ensure that only ZE or NZE vehicles operate at the Project Site during construction. During construction, numerous independent contractors will operate haul trucks and delivery trucks, who may themselves subcontract other entities, including small businesses, to provide hauling and deliveries to meet those needs. There is simply no feasible mechanism to fairly apply and enforce such a requirement given the scale of Project

construction. Public comments also suggested a variety of mitigation recommendations related to the control of fugitive dust, including that construction vehicles be rinsed prior to exiting the Project Site. However, these recommended mitigation measures are not necessary as compliance with SCAQMD Rule 403 requires the use of best available control technologies (BACT) for dust control, including measures for the prevention of dust track out onto public roads.

Public comment also suggested that cement be blended with the maximum feasible amount of flash or other emission-reducing products. However, this public comment did not provide substantial evidence of how the use of flash in concrete would reduce significant Project-related air quality impacts. Furthermore, flash contains hazardous contaminants, including mercury, cadmium, and arsenic, which could negatively impact communities in the vicinity of the Project Site if carried off-site by local winds. Public comments also suggested that low-VOC emission coatings be used beyond local requirements. However, as discussed on page IV.A-17 in Section IV.A, Air Quality, of the Draft EIR, SCAQMD Rule 1113—Architectural Coatings limits the allowable VOC content of architectural coatings in the SCAQMD's jurisdiction and is regularly amended to reduce allowable VOC content of architectural coatings based on the commercial availability of low-VOC products. There are no feasible mitigation measures, other than those discussed above and incorporated into the Project, that would further reduce or avoid this impact.

Additionally, although the Modified Project would reduce the amount of square footage to be developed, the Modified Project would not change the quantity, depth or location of grading and excavation activities that would occur within the Project Site. In addition, construction activities, including types of equipment, hours of operation, and haul routes, would be consistent with those set forth in the EIR (refer to Appendix FEIR-8 of the Final EIR, Details of Buildout and Construction). The depth of grading would also be within the grading envelopes specified in Figure 3 of Appendix FEIR-13. As such, while the overall duration of construction activities under the Modified Project could be reduced somewhat due to the reduction in floor area, the intensity of air emissions from grading and construction activities would be similar to the Original Project on days when maximum construction activities occur. As maximum daily conditions are used for measuring impact significance, regional impacts on these days would be similar to those of the Original Project and would be significant and unavoidable. Although temporary, this impact would be significant and unavoidable.

Reference

See Draft EIR Section IV.A, as revised in Final EIR at pages III-23-30, and Appendix B of the Draft EIR for a complete evaluation of air quality impacts, thresholds, and evaluation methods conducted for the Project. Also refer to Response to Comment Nos. 1-2, 26-39, 26-40, 26-E.1-38, and 26-E.1-39 of the Final EIR and Erratum page 32. The air quality-related PDFs and mitigation measures to be implemented by the Project Applicant are described in the MMP at pages IV-3 through IV-7 of the Final EIR.

Air Quality (Concurrent Construction and Operation)

Impact Summary

The Project Applicant is seeking a Development Agreement with a 20-year term, which could extend the full buildout year to approximately 2043. The Development Agreement would confer a vested right to develop the Project in accordance with the Specific Plan and the MMP throughout the term of the Development Agreement. The Specific Plan and MMP would continue to regulate development of the Project and require implementation of all applicable PDFs and mitigation measures associated with any development activities during and beyond the term of the

Development Agreement. Extending the buildout year to approximately 2043 has the potential to result in concurrent construction and operational activities.

From a construction standpoint, the overall amount of demolition, excavation/export, and square footage of building construction would not change. However, a long-term buildout would benefit from future improvements in equipment efficiencies, including more stringent regulatory requirements, that would reduce future emissions during Project construction. Based on SCAQMD factors, the construction equipment and truck fleet mix would emit less pollution in future years due to more stringent emissions control regulations. As construction air quality impacts are evaluated on a worst-case day, the 32-month construction scenario (2023–2026) assumes more intensive construction activities on a daily basis, as well as overlapping activities and construction phases.

From an operational standpoint, a long-term buildout would also result in an overall reduction in operational emissions due to more stringent requirements that will apply in the future, including subsequent versions of Title 24 requirements which typically include increasingly stringent energy conservation requirements and associated reductions in energy use. More stringent fuel economy requirements in subsequent years would similarly decrease Project-related fuel usage.

The analysis of concurrent construction and operational activities was considered in five-year increments, with construction activities conservatively assumed to occur at approximately 50 percent of the maximum daily intensity as would occur during the 32-month construction scenario (2023–2026). As shown in Table IV.A-12 on page IV.A-76 of the Draft EIR, concurrent construction and operation of the Project would result in NO_x and VOC emissions that would exceed the SCAQMD regional significance threshold and cause a significant and unavoidable air quality impact. As shown in Revised Table IV.A-13 on page III-30 of the Final EIR, concurrent construction (mitigated) and operational localized emissions would not exceed the SCAQMD LSTs and would result in a less than significant localized impact with mitigation.

Project Design Features

The Project incorporates the following PDFs regarding air quality:

Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators, rather than temporary diesel or gasoline generators, will be used during construction.

Project Design Feature AIR-PDF-2: All new emergency generators will meet the emissions standards included in Table 1 of SCAQMD Rule 1470 and USEPA Tier 4 Final standards. A childcare use, if any is proposed in the future, will be located a minimum of 330 feet from the existing Big Blue emergency generator to the extent it remains in use.

Project Design Feature AIR-PDF-3: The on-site speed limit for construction employee vehicles and delivery and haul trucks will be limited to 15 miles per hour on paved surfaces, 10 miles per hour on unpaved surfaces controlled by soil stabilizers, and five miles per hour near active work zones to position for loading/unloading. To further control dust emissions from the unpaved portion of on-site haul routes, 400 feet of surface area per haul (haul truck round trip) will be controlled by soil stabilizers and 200 feet of surface area per haul near the active import/export operation (excavation area) will be watered three times daily.

Mitigation Measures

The following mitigation measures shall be undertaken by the Project Applicant:

Mitigation Measure AIR-MM-1: Prior to demolition, a Project representative shall make available to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all offroad construction equipment that will be used during any portion of the construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board (CARB) or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow a Construction Monitor to compare the onsite equipment with the inventory and certified Tier specification and operating permit. Offroad diesel-powered equipment within the construction inventory list described above shall meet the United States Environmental Protection Agency (USEPA) Tier 4 Final standards. In addition, where commercially available for the Project Site, construction equipment shall meet Tier 5 requirements.

To the extent commercially available for the Project Site, small electric (i.e., less than 19 kilowatts) off-road equipment shall be used during Project construction in lieu of conventional small gasoline or diesel off-road equipment. Electric pumps shall be used for temporary dewatering during Project construction.

Mitigation Measure AIR-MM-2: The Project's truck operator(s)/construction contractors(s) shall commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/brake horsepower (bhp)-hr for particulate matter and 0.20 g/bhp-hr of nitrogen oxide emissions or newer, cleaner trucks for haul trucks associated with demolition and grading/excavation activities and concrete delivery trucks during concrete mat foundation pours. To monitor and ensure 2010 model year or newer trucks are used during Project construction, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities and make these records available to the Lead Agency during the construction process upon request. In addition, where commercially available for the Project Site, the Project's truck operator(s)/construction contractor(s) shall use 2014 model year or newer heavy-duty trucks meeting CARB's 2013 optional low-NOx standard (i.e., 0.02 g/bhp-hr of nitrogen oxide emissions).

Mitigation Measure AIR-MM-3: Construction haul truck staging areas shall be located no closer to adjacent residential uses than depicted in Figure 1 of Appendix FEIR-8 of the Final EIR.

Mitigation Measure AIR-MM-4: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure AIR-MM-5: To the extent commercially available for the Project Site, renewable diesel fuel shall be used in Project construction equipment in lieu of conventional diesel.

Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Pursuant to PRC Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Rationale for Finding

As discussed in Section IV.A of the Draft EIR, as revised at pages III-23-30 of the Final EIR, concurrent construction (mitigated) and operation of the Project would result in NO_x and VOC emissions that exceed the SCAQMD regional significance threshold and result in a significant and unavoidable air quality impact. Implementation of Mitigation Measures AIR-MM-1 through AIR-MM-5 would reduce construction emissions, including NO_x emissions, but peak daily regional NO_x emissions would still exceed the SCAQMD regional threshold. Refer to the rationale for finding discussion above under Air Quality (construction/regional emissions) regarding mitigation measures for regional construction emissions that were updated or added in response to public comments, as well as suggested mitigation measures that were determined to be infeasible. There are no feasible mitigation measures, other than those discussed above and incorporated into the Project, that would further reduce or avoid this impact. Refer to the rationale for finding discussion above under Air Quality (construction/regional emissions) regarding why the Project would not reduce this impact to a less than significant level. This impact would be significant and unavoidable.

Reference

See Draft EIR Section IV.A, as revised in the Final EIR at pages III-23-30, and Appendix B of the Draft EIR for a complete evaluation of air quality impacts, thresholds, and evaluation methods conducted for the Project. Also refer to Response to Comment Nos. 1-2, 26-39, 26-40, 26-E.1-38, and 26-E.1-39 of the Final EIR and Erratum page 32. The air quality-related PDFs and mitigation measures to be implemented by the Project Applicant are described in the MMP at pages IV-3 through IV-7 of the Final EIR.

Noise (Construction/On-Site Noise)

Impact Summary

Project construction may occur in one phase, with a total construction period of approximately 32 months. The significance criterion used is whether Project-related construction noise exceeds the ambient exterior noise levels by 5 dBA (hourly Leq) or more at a noise-sensitive use.

Project construction would generally commence with the demolition of certain existing buildings and parking areas, followed by grading and excavation. Building foundations would then be constructed, followed by building construction, paving/concrete installation, and landscape installation. Up to approximately 772,000 cubic yards of soil is estimated to be exported from the Project Site, and potentially 50,000 cubic yards of soil would be imported to the Project Site during the excavation stage. Noise impacts from Project-related construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating

construction activities, and the relative distance to noise-sensitive receptors. Each stage of construction would involve various types of equipment with distinct noise characteristics. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site.

Revised Table IV.I-10 on page III-56 of the Final EIR sets forth the estimated construction noise levels for various construction stages at off-site receptor locations. As shown on Revised Table IV.I-10, the estimated noise levels at all stages of Project construction combined, without mitigation, would exceed the significance criterion (cause an exceedance of the ambient Leq noise level by 5 dBA or more at a noise-sensitive receptor) at seven out of the eight off-site receptor locations, resulting in a potentially significant noise impact.

Based on the *L.A. CEQA Thresholds Guide*, noise from construction projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site, so that noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two sites. The Draft EIR analyzed seven related projects within 1,000 feet of the Project Site and concluded that there would be potentially significant cumulative impacts to nearby sensitive uses located in proximity to the Project Site and three related project sites, in the event of concurrent construction activities. Cumulative noise impacts from on-site construction would therefore be potentially significant.

Project Design Features

The Project incorporates the following PDFs regarding noise:

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices, consistent with manufacturers' standards. All equipment will be properly maintained to assure that no additional noise due to worn or improperly maintained parts will be generated.

- Construction contractors will schedule construction activities to avoid the simultaneous operation of construction equipment within 100 feet of receptor location R1 (Broadcast Center Apartments) to minimize noise levels resulting from operating several pieces of high-noise-level emitting equipment such as drilling rigs, excavators, and concrete pumps.
- Construction equipment staging areas will be located at least 100 feet from receptor location R1. Contractors will place stationary noise sources on the Project Site at least 100 feet from receptor location R1.
- A telephone hotline for use by the public will be established to report any adverse noise conditions associated with the construction of the Project. The hot-line telephone number shall be posted at the Project Site during construction in a manner visible to passersby with a minimum spacing of one sign for each 200 feet of the perimeter. In the event that the noise complaint is Project construction-related, the Applicant shall:
 - Document and respond to each noise complaint;

- Conduct an investigation to attempt to determine the source of noise related to the complaint;
- Take all reasonable measures to reduce the noise at its source; and
- Submit a monthly summary report of the Project-related noise complaints to the City Planning Department or Building and Safety.
- Hydraulic tools will be used instead of pneumatic tools within 100 feet from receptor location R1, when commercially available.
- All impacts tools will be shrouded or shielded within 100 feet from receptor location R1.
- Construction equipment will not be idled for extended periods of time (more than 5 minutes) within 100 feet of receptor location R1, as specified by CARB.
- Music (i.e., workers' radios) from the construction site will not be audible at off-site noise-sensitive receptors.
- Large 40-yard dumpsters will not be located within 200 feet from receptor location R1; or, if located within 200 feet of receptor location R1, a sound barrier blocking the line of sight to the dumpster from receptor location R1 will be required.
- Within 100 feet from any sensitive receptor location, the Project would utilize electric or battery powered construction equipment for the following pieces of equipment: tower cranes; mounted placing booms; scissor lifts; welding machines once permanent power is in place; swing stages; light towers for limited durations; concrete saw; and some light material forklifts (except for heavy material lifting) once concrete is in place.

Project Design Feature NOI-PDF-2: Project construction will not include the use of driven (impact) pile systems.

Project Design Feature NOI-PDF-3: Outdoor mounted mechanical equipment will be enclosed or screened by the building design (e.g., a roof parapet or mechanical screen) from the view of off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems for outdoor gatherings (non-production uses) on roof decks, if any, will be designed so as not to exceed a maximum noise level of 85 A-weighted decibels (dBA) (Leq-1hr) at a distance of 25 feet from the amplified speaker sounds systems in any roof deck gathering areas located within 15 feet from the northern, southern and western property lines and within 40 feet from the eastern property line, and 95 dBA (Leq-1hr) at a distance of 25 feet from the amplified speaker sound systems within the interior portions of the Project Site.⁵ A qualified noise consultant will provide written documentation that the design of the system complies with these maximum noise levels.

⁵ Based on the conceptual site plan shown in Section II, Project Description, of the Draft EIR, the potential roof decks along the perimeter were assumed to be at least 75 feet above adjacent grade and the roof decks within the interior portion of the Project Site were assumed to be at least 50 feet above grade.

Project Design Feature NOI-PDF-5: Outdoor studio production activities will be prohibited within 200 feet of the Shared Eastern Property Line adjacent to the existing multi-family residence located immediately east of the Project Site (receptor location R1) between the hours of 10 P.M. and 7 A.M.

Mitigation Measures

The following mitigation measure shall be undertaken by the Project Applicant:

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the eastern property line of the Project Site between the construction areas and the adjacent residential and park uses to the east, the temporary sound barrier shall be designed to provide a minimum 16-A-weighted decibels (dBA) noise reduction at the ground level of receptor locations R1 and R2. In addition, the temporary sound barrier along the Shared Eastern Property Line (between the Project Site and the Broadcast Center Apartments (R1)) shall be 30 feet high. The sound barriers shall be constructed when construction activities are located within 700 feet and 560 feet of receptor locations R1 and R2, respectively.
- Along the northern property line of the Project Site between the construction areas and the motel (receptor location R3) and school (receptor location R4) on the north side of Beverly Boulevard and the residential uses along Orange Grove Avenue, Ogden Drive, Genesee Avenue, and Spaulding Avenue (represented by receptor location R5), the temporary sound barrier shall be designed to break the line-of-sight and provide a minimum 9-dBA, 5-dBA and 8-dBA noise reduction at the ground level of receptor locations R3, R4, and R5 respectively. The sound barriers shall be constructed when construction activities are located within 280 feet, 300 feet, and 490 feet of receptor locations R3, R4 and R5, respectively.
- Along the western and a portion of the southern property lines of the Project Site between the construction areas and residential uses on Hayworth Avenue (receptor location R7) and the residential and motel uses on the west side of Fairfax Avenue (receptor location R8), the temporary sound barrier shall be designed to break the line-of-sight and provide a minimum of 15-dBA and 10-dBA noise reduction at the ground level of receptor locations R7 and R8, respectively. The sound barriers shall be constructed when construction activities are located within 700 feet and 340 feet of receptor locations R7 and R8, respectively.
- Along an approximately 250-foot segment of the southern portion of the Project property line between the construction areas and the Gilmore Adobe, a temporary sound barrier shall be designed to break the line-

of-sight and provide a minimum of 15 dBA noise reduction at the ground level of the Gilmore Adobe.⁶ The sound barrier shall be constructed when construction activities are located within 700 feet of the Gilmore Adobe.

Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Pursuant to PRC Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Rationale for Finding

As discussed in Section IV.I of the Draft EIR, as revised in pages III-50-66 of the Final EIR, implementation of Mitigation Measure NOI-MM-1 would reduce the Project's construction noise levels to the extent feasible, so that estimated construction-related noise levels at six out of the eight off-site sensitive receptor locations (receptor locations R2, R3, R4, R5, R7, and R8) would be reduced below the significance criterion and to a less than significant level (noise levels at receptor location R6 would be below the significance criterion without mitigation). In response to public comments on the Draft EIR, Mitigation Measure NOI-MM-1 was updated to increase the height of the sound barrier adjacent to receptor location R1 and to extend sound barriers along specific locations along the property line. The temporary sound barrier specified for receptor location R1 would provide a noise reduction up to 5 dBA at level 3, which is a noticeable noise reduction. However, it would not be effective in reducing the construction-related noise levels at the higher levels of the residential building (up to five stories) due to the higher elevation relative to the Project Site. In order to be effective, the temporary noise barrier would need to be as high as the building (i.e., five stories), which is not financially or logistically feasible. As explained in Appendix FEIR-17 of the Final EIR, providing a 50-foot-high sound barrier would be extremely difficult to implement due to wind loading, which typically requires lateral bracing. Lateral bracing is not possible at this location due to the footprint of the new construction and the location of the existing Broadcast Center Apartment building. Further, lateral bracing would interfere with construction sequencing, causing the overall duration of construction to lengthen considerably. In response to public comments, various suggested measures to be implemented by the contractor were incorporated in Project Design Feature NOI-PDF-1 to address noise during construction, including scheduling of equipment, location of staging areas, use of a hot line, use of hydraulic tools instead of pneumatic tools, prohibition of audible music, locations of dumpsters, and use of electric or battery powered construction equipment for specified pieces of equipment. With respect to other mitigation measures suggested during the Draft EIR's public comment period, as discussed in detail in Appendix FEIR-17, there is currently no silent construction equipment available in the United States for the construction required for the Project; the use of alternative crushers, saws, hoppers, storage bins, etc. would extend the duration of construction, substantially increasing costs; and there is currently no electric/battery powered or hybrid equipment available in the United States for use in the heavy-duty requirements for mass excavation and shoring operations. Consequently, even with Mitigation Measure NOI-MM-1, the

⁶ The Gilmore Adobe (also referred to as the Rancho La Brea Adobe) is a commercial use. A commercial use is not a sensitive receptor for purposes of the noise analysis under CEQA. Nonetheless, the Gilmore Adobe was treated hypothetically as a residential use for informational purposes in response to comments on the Draft EIR.

construction-related noise at receptor location R1 would exceed the significance threshold. There are no other feasible mitigation measures to further reduce the construction noise impact at receptor location R1 below the significance threshold. In addition, concurrent construction activities at the Project Site and three related project sites located within 1,000 feet of the Project could cause significant cumulative noise impacts at nearby sensitive uses located in proximity to the Project Site and the related projects. Additionally, although the Modified Project would reduce the amount of square footage developed, the on- and off-site construction activities and the associated construction noise levels were conservatively assumed to be similar to the Original Project during maximum activity days. As such, noise levels during the maximum activity days, which are used for measuring noise impacts under CEQA, would be similar to those of the Original Project. Accordingly, construction noise impacts associated with on-site noise sources would remain significant and unavoidable at a project and cumulative level.

Reference

See Draft EIR Section IV.I, as revised in the Final EIR at pages III-50-66, Appendix J of the Draft EIR, and Appendix FEIR-16 of the Final EIR for a complete evaluation of noise impacts, thresholds, and evaluation methods conducted for the Project. The noise-related PDFs and mitigation measures are described in the MMP at pages IV-24 through IV-29 of the Final EIR. See also Appendix FEIR-17 of the Final EIR for a detailed discussion of the feasibility of noise-related mitigation measures suggested during the Draft EIR's public comment period. Refer also to page 60 of the Erratum.

Noise (Construction/Off-Site Noise)

Impact Summary

Off-site construction-related noise sources may include materials delivery, concrete mixing, and haul trucks, as well as construction worker vehicles accessing the Project Site during construction. The most significant noise sources associated with off-site construction-related noise would be from material delivery/concrete/haul trucks. The significance threshold for off-site construction noise impacts is whether Project-related construction noise exceeds the ambient exterior noise levels by 5 dBA (hourly Leq) or more at a noise-sensitive location.

The Project's construction delivery/haul trucks would travel from the Project Site to the I-10 freeway on approved truck routes via three optional routes. The highest number of construction trucks would occur during the mat foundation stage, which would occur for up to five days. During this stage, there would be a maximum of approximately 500 concrete trucks coming to and leaving the Project Site (1,000 total trips) on a concrete pour day. There would be up to approximately 320 construction trucks (300 haul trucks and 20 delivery trucks) during the grading/excavation stage (total of 640 truck trips). There would also be approximately 50 to 970 construction workers traveling to and from the Project Site per day during the various construction stages, generating approximately 100 to 1,940 trips per day. Revised Table IV.I-11 on page III-59 of the Final EIR sets forth the estimated number of construction-related truck trips, including haul/concrete/material delivery trucks and the estimated noise levels along the anticipated truck routes. As set forth in Revised Table IV.I-11, the Project's construction-related truck trip noise levels exceed the significance threshold along Fairfax Avenue during the grading excavation stage, where the threshold would be exceeded by 0.5 dBA Leq. In addition, the mat foundation pour could occur during nighttime hours if permitted by the Executive Director of the Board of Police Commissioners. Estimated noise levels due to concrete trucks used for mat foundation pour traveling at nighttime would exceed the significance criteria at three total locations along Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard. Temporary noise impacts from off-site trucks along the haul routes would therefore be potentially significant.

Off-site construction haul trucks would also have the potential to result in cumulative impacts if trucks for related projects use the same haul routes as the Project, as this would incrementally increase noise levels. Related projects in the vicinity of Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard between the Project Site and the I-10 could utilize the same haul routes as the Project. In addition, there are related projects in the vicinity of Beverly Boulevard which could use Beverly Boulevard as a haul route. It is estimated that cumulative truck traffic on the foregoing streets could increase ambient noise levels by 5 dBA or more and exceed the significance criterion. As such, cumulative noise impacts from off-site construction would be potentially significant.

Mitigation Measures

There are no feasible mitigation measures applicable to the Project's off-site construction-related noise impacts.

Finding

Pursuant to PRC Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Rationale for Finding

As discussed in Section IV.I of the Draft EIR, as revised in pages III-50-66 of the Final EIR, there are no feasible mitigation measures to reduce off-site construction-related truck traffic noise impacts. Conventional mitigation measures, such as temporary noise barriers, would be infeasible because the barriers would obstruct the access to and visibility of the properties along the anticipated haul routes. Additionally, although the Modified Project would reduce the amount of square footage developed, the on- and off-site construction activities and the associated construction noise levels were conservatively assumed to be similar to the Original Project during maximum activity days. As such, noise levels during the maximum activity days, which are used for measuring noise impacts under CEQA, would be similar to those of the Original Project. As such, the Project would have significant and unavoidable off-site noise impacts associated with construction trucks along Fairfax Avenue during daytime hauling activities during the grading/excavation stage of construction, as well as along Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard for any potential nighttime truck operations for mat pour foundations. The Project would also have significant and unavoidable cumulative off-site noise impacts associated with construction trucks traveling along Fairfax Avenue, La Brea Avenue, San Vicente Boulevard, and Beverly Boulevard.

Reference

See Draft EIR Section IV.I, as revised in the Final EIR at pages III-50-66, Appendix J of the Draft EIR, and Appendix FEIR-16 of the Final EIR for a complete evaluation of noise impacts, thresholds, and evaluation methods conducted for the Project. The noise-related PDFs and mitigation measures are described in the MMP at pages IV-24 through IV-29 of the Final EIR. See also Appendix FEIR-17 of the Final EIR for a detailed discussion of the feasibility of noise-related mitigation measures suggested during the Draft EIR's public comment period. See also page 60 of the Erratum.

Noise (Construction/On-Site Vibration [Human Annoyance])

Impact Summary

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the type of equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source.

The Project's potential construction-related human annoyance impacts from on-site ground-borne vibration were assessed in accordance with FTA guidance, which establishes a 72-decibel notation (VdB) threshold for residential and hotel uses and a 75 VdB threshold for school uses, assuming a minimum of 70 vibration events occurring during a typical construction day. As set forth in Table IV.I-21 on page IV.I-64 of the Draft EIR, construction-related vibration impacts were estimated for five different types of construction equipment (large bulldozer, caisson drilling, loaded trucks, jack-hammer, and small bulldozer) at eight off-site locations including residential and hotel uses (receptor locations R1, R3, and R5 to R8) and school uses (receptor location R4). Receptor location R2 was included for informational purposes only, as the FTA human annoyance criteria do not apply to people in an outdoor environment. As shown in Table IV.I-21, the estimated ground-borne vibration levels from construction equipment would be below the significance criteria for human annoyance at all off-site sensitive receptor locations except receptor location R1, where the criteria would be exceeded during the demolition and grading/excavation stages where large construction equipment (i.e., large bulldozer, caisson drilling, and loaded trucks) would be operating within 80 feet of the receptor location. When such equipment is operating at a distance of 80 feet or greater from receptor location R1, ground-borne vibration impacts would be below the significance criteria. As such, potentially significant ground-borne vibration impacts would be limited to construction along the eastern property line, which would be within 80 feet of receptor R1. On-site vibration impacts to human annoyance during construction would therefore be potentially significant.

Project Design Features

The Project incorporates the following PDFs regarding vibration:

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices, consistent with manufacturers' standards. All equipment will be properly maintained to assure that no additional noise due to worn or improperly maintained parts will be generated.

- Construction contractors will schedule construction activities to avoid the simultaneous operation of construction equipment within 100 feet of receptor location R1 (Broadcast Center Apartments) to minimize noise levels resulting from operating several pieces of high-noise-level emitting equipment such as drilling rigs, excavators, and concrete pumps.
- Construction equipment staging areas will be located at least 100 feet from receptor location R1. Contractors will place stationary noise sources on the Project Site at least 100 feet from receptor location R1.

- A telephone hotline for use by the public will be established to report any adverse noise conditions associated with the construction of the Project. The hot-line telephone number shall be posted at the Project Site during construction in a manner visible to passersby with a minimum spacing of one sign for each 200 feet of the perimeter. In the event that the noise complaint is Project construction-related, the Applicant shall:
 - Document and respond to each noise complaint;
 - Conduct an investigation to attempt to determine the source of noise related to the complaint;
 - Take all reasonable measures to reduce the noise at its source; and
 - Submit a monthly summary report of the Project-related noise complaints to the City Planning Department or Building and Safety.
- Hydraulic tools will be used instead of pneumatic tools within 100 feet from receptor location R1, when commercially available.
- All impacts tools will be shrouded or shielded within 100 feet from receptor location R1.
- Construction equipment will not be idled for extended periods of time (more than 5 minutes) within 100 feet of receptor location R1, as specified by CARB.
- Music (i.e., workers' radios) from the construction site will not be audible at off-site noise-sensitive receptors.
- Large 40-yard dumpsters will not be located within 200 feet from receptor location R1; or, if located within 200 feet of receptor location R1, a sound barrier blocking the line of sight to the dumpster from receptor location R1 will be required.
- Within 100 feet from any sensitive receptor location, the Project would utilize electric or battery powered construction equipment for the following pieces of equipment: tower cranes; mounted placing booms; scissor lifts; welding machines once permanent power is in place; swing stages; light towers for limited durations; concrete saw; and some light material forklifts (except for heavy material lifting) once concrete is in place.

Project Design Feature NOI-PDF-2: Project construction will not include the use of driven (impact) pile systems.

Mitigation Measures

There are no feasible mitigation measures applicable to the Project's human annoyance impacts from ground-borne vibration caused by on-site construction.

Finding

Pursuant to PRC Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly

trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Rationale for Finding

Mitigation measures considered to reduce vibration impacts from on-site construction activities with respect to human annoyance included the installation of a wave barrier, which is typically a trench, or a thin wall of sheet piles installed into the ground (essentially a subterranean sound barrier to reduce noise). To be effective, however, wave barriers must typically be very deep and long, rendering them cost prohibitive and infeasible for temporary applications such as construction, as confirmed in Appendix FEIR-17 of the Final EIR. (See also Caltrans, Transportation and Construction Induced Vibration Guidance Manual, June 2004.) Constructing a wave barrier would also generate the same ground-borne vibration that is sought to be mitigated. Thus, as explained on pages IV.I-66-67 of the Draft EIR, there are no feasible mitigation measures to reduce construction-related human annoyance impacts from on-site ground-borne vibration.

Additionally, although the overall amount and duration of construction activities would be reduced for the Modified Project, the on- and off-site construction activities and the associated vibration levels would be expected to be similar to those of the Original Project as construction vibration impacts are evaluated based on the maximum (peak) vibration levels generated by each type of construction equipment. As such, peak vibration levels generated by construction equipment and construction truck trips for the Modified Project would be similar to those of the Original Project.

Reference

See Draft EIR Section IV.I, as revised in the Final EIR at pages III-50 through III-66, Appendix J of the Draft EIR, and Appendix FEIR-16 of the Final EIR for a complete evaluation of noise impacts, thresholds, and evaluation methods conducted for the Project. The noise-related PDFs and mitigation measures are described in the MMP at pages IV-24 through IV-29 of the Final EIR. See also Appendix FEIR-17 of the Final EIR. See also pages 64 and 65 of the Erratum.

Noise (Construction/Off-Site Vibration [Human Annoyance])

Impact Summary

Heavy-duty construction trucks would generate ground-borne vibration as they travel along the Project's anticipated haul routes, including travel by construction delivery/haul trucks from the Project Site to the I-10 on approved truck routes via Washington Boulevard, Fairfax Avenue, San Vicente Boulevard, Beverly Boulevard, and/or La Brea Avenue.

The Project's potential construction-related human annoyance impacts from off-site ground-borne vibration were assessed in accordance with FTA guidance, which establishes a 72 VdB threshold for residential and hotel uses and a 75 VdB threshold for school uses. Buses and trucks rarely create vibration that exceeds 70 VdB at 50 feet from a receptor unless there are bumps in the road. The estimated vibration levels generated by construction trucks traveling along anticipated haul routes were assumed to be within 24 feet of the sensitive uses (residential and motel uses) along Fairfax Avenue, Beverly Boulevard, La Brea Avenue, and San Vicente Boulevard. As set forth in the noise calculation worksheets included in Appendix J of the Draft EIR, temporary vibration levels could reach approximately 72.6 VdB periodically as trucks pass sensitive receptors, exceeding the 72 VdB threshold. Accordingly, vibration impacts to human annoyance from off-site construction trucks traveling along the anticipated haul routes would be potentially significant.

Because related projects would use similar construction trucks as the Project, trucks from related projects are expected to generate similar vibration levels along Fairfax Avenue, La Brea Avenue, Beverly Boulevard, and San Vicente Boulevard. There are residential and motel uses along these truck routes at which the significance threshold could be exceeded as trucks pass by within 24 feet, as explained above, and related projects could use the same haul routes as the Project. As such, to the extent related projects use the same haul routes as the Project, cumulative vibration impacts with respect to human annoyance from temporary and intermittent vibration from haul trucks would be potentially significant.

Mitigation Measures

There are no feasible mitigation measures applicable to the Project's off-site construction-related vibration impacts to human annoyance.

Finding

Pursuant to PRC Section 21081(a)(3), specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Rationale for Finding

Mitigation measures considered to reduce vibration impacts from on-site construction activities with respect to human annoyance included the installation of a wave barrier, which is typically a trench, or a thin wall of sheet piles installed into the ground (essentially a subterranean sound barrier to reduce noise). To be effective, however, wave barriers must typically be very deep and long, rendering them cost prohibitive and infeasible for temporary applications such as construction, as confirmed in Appendix FEIR-17 of the Final EIR. (See also Caltrans, Transportation and Construction Induced Vibration Guidance Manual, June 2004.) Constructing a wave barrier would also generate the same ground-borne vibration that is sought to be mitigated. In addition, it would not be feasible to install a wave barrier along the public roadways to address off-site construction vibration impacts. Thus, as explained on pages IV.I-66-67 of the Draft EIR, there are no feasible mitigation measures to reduce off-site construction-related human annoyance impacts from ground-borne vibration. Impacts would therefore be significant and unavoidable at a project and cumulative level.

Additionally, although the overall amount and duration of construction activities would be reduced for the Modified Project, the on- and off-site construction activities and the associated vibration levels would be expected to be similar to those of the Original Project as construction vibration impacts are evaluated based on the maximum (peak) vibration levels generated by each type of construction equipment. As such, peak vibration levels generated by construction equipment and construction truck trips for the Modified Project would be similar to those of the Original Project.

Reference

See Draft EIR Section IV.I, as revised in the Final EIR at pages III-50-66, Appendix J of the Draft EIR, and Appendix FEIR-16 of the Final EIR for a complete evaluation of noise impacts, thresholds, and evaluation methods conducted for the Project. The noise-related PDFs and mitigation measures are described in the MMP at pages IV-24 through IV-29 of the Final EIR. See also pages 64 and 65 of the Erratum.

VIII. Alternatives

CEQA requires that an EIR analyze a reasonable range of potentially feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (PRC Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. The alternative analysis included in the Draft EIR, therefore, identified a reasonable range of Project alternatives focused on avoiding or substantially reducing the Project's significant impacts. The Modified Project results in the same Significant and Unavoidable Impacts as the Original Project, and, therefore, the impacts resulting from the Modified Project compared against each alternative is the same as the conclusions in the EIR for the Original Project.

Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure will substantially lessen any significant effect of the Project, reduce the significant unavoidable impacts of the Project to a level that is less than significant, or avoid any significant effect the Project would have on the environment.

Project Objectives

Section 15124(b) of the CEQA Guidelines states that a project description shall contain a "Statement of the objectives sought by the proposed project." In addition, Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." An important consideration in the analysis of alternatives to the Project is the degree to which such alternatives would achieve the objectives of the Project. As more thoroughly described in Section II, Project Description, of the Draft EIR, pages II-10 through II-12, the project objectives are focused on the underlying purpose of the Project, which is to maintain Television City as a studio use and to modernize and enhance production facilities within the Project Site to meet both the existing unmet and anticipated future demands of the entertainment industry, keep production activities and jobs in Los Angeles, upgrade utility and technology infrastructure, and create a cohesive studio lot. To achieve this underlying purpose, the Project Objectives are as follows:

6. 1. Create a fully integrated and cohesive master planned site regulated by a Specific Plan that retains the Project Site land use as a studio facility and provides an expandable, flexible, and operationally seamless production ecosystem that is able to respond to evolving market demands, support content creation, and maximize studio production capabilities.
7. 2. Rehabilitate and preserve the integrity of the Primary Studio Complex consistent with the HCM designation and restore the currently obstructed public views of the HCM consistent with the HCM designation, while building upon Pereira & Luckman's master plan for a flexible and expandable studio campus.

8. 3. Promote local and regional economic growth by creating a wide range of entertainment jobs as well as construction jobs and keeping production jobs in Los Angeles.
9. 4. Contribute to Los Angeles' status as a global creative capital and provide maximum opportunity for productions to be filmed in the region through the continued use and expansion of the Project Site as a major studio and entertainment institution, in conformance with the goals and objectives of applicable local and regional plans and policies.
10. 5. Optimize the currently underutilized Project Site to address past ad hoc building additions and 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 state-of-the-art production support facilities and production offices.
11. 6. Complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building mass and height towards the center of the Project Site, and provide an enhanced public realm to promote walkability, foster connectivity and safety, and better integrate on- and off-site uses.
12. 7. Provide adequate, safe, and efficient ingress/egress, circulation, staging, and parking that satisfies the unique demands of a large-scale production studio with direct, enhanced access to the uses on-site and sufficient truck and trailer circulation areas, in compliance with modern fire and life safety requirements.
13. 8. Create multiple production basecamps to allow for the flexible and efficient staging of vehicles needed for film and television productions.
14. 9. Provide multi-modal transportation solutions, including a Project Mobility Hub, to connect TVC employees and guests with surrounding public transit lines, employee shuttles, and a rideshare program, to encourage alternative means of transportation, and focus growth in a high-density, jobs-rich area in close proximity to bus and rail transit.
15. 10. Create a model for environmental sustainability in modern production studio operations by implementing best management practices regarding water, energy, and resource conservation by achieving LEED Gold certification or equivalent green building standards.
16. 11. Enhance the identity of the Project Site as an iconic entertainment and media center by providing architecturally distinct development and a creative signage program that reflects and complements the production uses on-site.
17. 12. Permit a reasonable, risk-adjusted return on investment commensurate with the Project Applicant's fiduciary responsibilities and allow for sustained economic viability and growth in an evolving entertainment market, while generating tax and property revenues to the City.

Alternatives Analyzed

Alternative 1—No Project/No Build

Description of Alternative

In accordance with the CEQA Guidelines, the “no project” alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. CEQA Guidelines Section 15126.6(e)(3)(B) states in part that “[i]n certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” Accordingly, for purposes of this analysis, Alternative 1, the No Project/No Build Alternative, assumes that the Project would not be approved, no new permanent development would occur within the Project Site, and the existing environment, as described in Section II, Project Description, of the Draft EIR, would be maintained. Thus, the physical conditions of the Project Site would generally remain as they are today. Specifically, the existing buildings and surface parking areas would remain on the Project Site, and no new construction, aside from ongoing production activities, would occur.

Impact Summary

Alternative 1 would avoid the Project’s significant and unavoidable impacts with respect to regional construction emissions; on- and off-site noise sources during construction; and on- and off-site vibration (related to the significance threshold for human annoyance) during construction. In addition, Alternative 1 would avoid the Project’s less-than-significant-with-mitigation impacts, including those related to localized air quality emissions during construction, paleontological resources, hazards, and groundwater quality. Impacts associated with the remaining environmental issues would be less than those of the Project.

Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the No Project Alternative, as described in the Draft EIR.

Rationale for Finding

No changes to existing land uses or operations on-site would occur under Alternative 1. Alternative 1 would avoid the Project’s significant and unavoidable impacts with respect to regional construction emissions; on- and off-site noise sources during construction; and on- and off-site vibration (related to the significance threshold for human annoyance) during construction. In addition, Alternative 1 would avoid the Project’s less-than-significant-with-mitigation impacts, including those related to localized air quality emissions during construction, paleontological resources, hazards, and groundwater quality. Impacts associated with the remaining environmental issues also would be less than those of the Project. Alternative 1 would not result in greater impacts for any environmental issue. Under Alternative 1, the existing uses would remain on the Project Site and no new development would occur. As such, Alternative 1 would not meet the Project’s underlying purpose or any of its objectives.

Reference

Section V, Alternatives, and Appendix P, Alternatives, of the Draft EIR pages V-19 through V-31.

Alternative 2—Development in Accordance with Existing Zoning Alternative

Description of Alternative

Alternative 2 would involve buildout of the Project Site in accordance with the existing zoning and land use regulations for the Project Site. Alternative 2 would include a total of an estimated 1,600,666 square feet of studio-related development and an FAR of 1.49:1. Alternative 2 assumes the construction of an estimated 856,986 square feet of new studio-related general office uses and the retention of an estimated 743,680 square feet of existing development. No demolition would occur under Alternative 2. New development would include a 15-story office building (maximum height of 203 feet) with four levels of subterranean parking and three levels of above-ground parking, and a six-level parking structure (maximum height of 66 feet) with two levels of subterranean parking. Approximately 4,550 parking spaces would be provided. Alternative 2 contemplates the development of additional office space to better support the existing studio and production requirements. Modern studios require a higher programmatic percentage of office space, significantly more than was traditionally provided. Currently at the Project Site, there is a lack of such additional office space within the existing studio facilities. This alternative is also responsive to public comments requesting that taller structures be located along Fairfax Avenue, furthest away from the Broadcast Center Apartments.

Impact Summary

Alternative 2 would not avoid or substantially reduce the Project's significant and unavoidable impacts with respect to Project-level and cumulative regional construction emissions; regional emissions associated with concurrent construction and operations; Project-level and cumulative on- and off-site noise during construction; and Project-level on-site vibration and Project-level and cumulative off-site vibration (related to the significance threshold for human annoyance) during construction. These impacts would continue to be significant and unavoidable under Alternative 2 although the duration of such impacts would be reduced due to the overall reduction in building footprint and associated construction activities. Impacts associated with the Project's less-than-significant environmental impacts would be less than or similar to those of the Project under Alternative 2.

Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible Alternative 2 as described in the EIR.

Rationale for Finding

Alternative 2 would not avoid or substantially reduce the Project's significant and unavoidable impacts with respect to Project-level and cumulative regional construction emissions; regional emissions associated with concurrent construction and operations; Project-level and cumulative on- and off-site noise during construction; and Project-level on-site vibration and Project-level and cumulative off-site vibration (related to the significance threshold for human annoyance) during construction because the significance thresholds for these impacts are based on daily thresholds. These impacts would continue to be significant and unavoidable under Alternative 2, although the duration of such impacts would be reduced due to the overall reduction in building footprint and associated construction activities. Impacts associated with the Project's less-than-significant environmental impacts also would be less than or similar to those of the Project under Alternative 2. While the amount of development under this alternative would be less than under the Project, Alternative 2 would still generally meet the underlying purpose of the Project. However, Alternative

2 would be less effective than the Project in meeting the underlying purpose as a result of the reduced amount of development under this alternative, which would reduce on-site synergies and production capacity.

Regarding the Project objectives, Alternative 2 would meet the following Project objective generally as effectively as the Project:

- Provide multi-modal transportation solutions, including a Project Mobility Hub, to connect TVC employees and guests with surrounding public transit lines, employee shuttles, and a rideshare program, to encourage alternative means of transportation, and focus growth in a high-density, jobs-rich area in close proximity to bus and rail transit.

Alternative 2 would partially meet the following Project objectives or would not meet the objectives as well as the Project, due to the reduced amount of development under this alternative:

- Promote local and regional economic growth by creating a wide range of entertainment jobs as well as construction jobs and keeping production jobs in Los Angeles.
- Contribute to Los Angeles' status as a global creative capital and provide maximum opportunity for productions to be filmed in the region through the continued use and expansion of the Project Site as a major studio and entertainment institution, in conformance with the goals and objectives of applicable local and regional plans and policies.
- Provide adequate, safe, and efficient ingress/egress, circulation, staging, and parking that satisfies the unique demands of a large-scale production studio with direct, enhanced access to the uses on-site and sufficient truck and trailer circulation areas, in compliance with modern fire and life safety requirements.
- Permit a reasonable, risk-adjusted return on investment commensurate with the Project Applicant's fiduciary responsibilities and allow for sustained economic viability and growth in an evolving entertainment market, while generating tax and property revenues to the City.
- Create multiple production basecamps to allow for the flexible and efficient staging of vehicles needed for film and television productions.
- Create a model for environmental sustainability in modern production studio operations by implementing best management practices regarding water, energy, and resource conservation by achieving LEED Gold certification or equivalent green building standards.

Alternative 2 would not meet the following objectives, due to the nature of the alternative and the location of proposed development under this alternative's conceptual layout:

- Create a fully integrated and cohesive master planned site regulated by a Specific Plan that retains the Project Site's land use as a studio facility and provides an expandable, flexible, and operationally seamless production ecosystem that is able to respond to evolving market demands, support content creation, and maximize studio production capabilities.

- Rehabilitate and preserve the integrity of the Primary Studio Complex consistent with the HCM designation and restore the currently obstructed public views of the HCM consistent with the HCM designation, while building upon Pereira & Luckman's master plan for a flexible and expandable studio campus.
- Optimize the currently underutilized Project Site to address past ad hoc building additions and 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 state-of-the-art production support facilities and production offices.
- Complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building mass and height towards the center of the Project Site, and provide an enhanced public realm to promote walkability, foster connectivity and safety, and better integrate on- and off-site uses.
- Create multiple production basecamps to allow for the flexible and efficient staging of vehicles needed for film and television productions.
- Create a model for environmental sustainability in modern production studio operations by implementing best management practices regarding water, energy, and resource conservation by achieving LEED Gold certification or equivalent green building standards.
- Enhance the identity of the Project Site as an iconic entertainment and media center by providing architecturally distinct development and a creative signage program that reflects and complements the production uses on-site.

Reference

Section V, Alternatives, and Appendix P, Alternatives, of the Draft EIR pages V-32 through V-61; Final EIR, Appendix FEIR-4.

Alternative 3—Reduced Density Alternative

Description of Alternative

Alternative 3 would involve a 20-percent reduction in the Project's proposed development program set forth in Section II, Project Description, of the Draft EIR. Alternative 3 consists of the same general site plan as the Project but with certain reduced building heights and square footages. Alternative 3 would include a total of an estimated 1,499,200 square feet of development (FAR of 1.4:1), including an estimated 280,000 square feet of sound stages, 83,200 square feet of production support, 560,000 square feet of production office, 560,000 square feet of general office, and 16,000 square feet of retail uses. Alternative 3 would involve the construction of an estimated 1,251,380 square feet of new development, the demolition of 495,860 square feet of existing studio-related uses and the retention of an estimated 247,820 square feet of existing studio-related uses. Approximately 4,240 parking spaces would be provided.

Impact Summary

Alternative 3 would not avoid or substantially lessen the Project-level and cumulative significant and unavoidable impacts with respect to regional construction emissions; regional emissions associated with concurrent construction and operations; Project-level and cumulative on- and off-site noise during construction; and Project-level on-site vibration and Project-level and

cumulative off-site vibration (based on the significance threshold for human annoyance) during construction. These impacts would continue to be significant and unavoidable under Alternative 3 because the significance thresholds for these impacts are based on daily thresholds, although the duration of such impacts would be reduced due to the overall reduction in building footprint and associated construction activities. Impacts associated with the Project's less-than-significant environmental impacts would be less than or similar to those of the Project under Alternative 3.

Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible Alternative 3, as described in the Draft EIR.

Rationale for Finding

Alternative 3 would not avoid or substantially lessen the Project-level and cumulative significant and unavoidable impacts with respect to regional construction emissions; regional emissions associated with concurrent construction and operations; Project-level and cumulative on- and off-site noise during construction; and Project-level on-site vibration and Project-level and cumulative off-site vibration (based on the significance threshold for human annoyance) during construction. These impacts would continue to be significant and unavoidable under Alternative 3, although the duration of such impacts would be reduced due to the overall reduction in building footprint and associated construction activities. While the amount of development under this alternative would be less than under the Project, Alternative 3 would generally meet the underlying purpose of the Project. However, Alternative 3 would be less effective than the Project in meeting this purpose as a result of the reduced amount of development under this alternative, which would reduce on-site synergies and production capacity. Reducing the size of the Project by a total of 20 percent and reducing the amount of both sound stage and production support floor area under Alternative 3 does not allow for an operationally feasible mix of studio uses that meets the needs of modern productions. The demands of the entertainment industry are continually evolving, and the industry has seen the demand of "high-tech" sound stages increase drastically in recent years. These sound stage types are typically smaller than traditional media sound stages. The Modified Project meets the current needs of the entertainment industry by proposing a total of 22 sound stages that vary in type and size, ranging from approximately 1,800 square feet to 18,000 square feet, whereas Alternative 3 proposed 14 traditional sound stages ranging from approximately 12,000 square feet to 18,000 square feet. The Modified Project would retain two existing medium-format sound stages, located on the second level of the HCM, which were proposed to be demolished in both the Original Project and Alternative 3, thereby increasing the floor area being retained within the HCM. In addition, the Modified Project retains the same maximum permitted floor area of sound stages as the Original Project.

A secondary, but critical component of this technological and industry shift, as mentioned above, results in the increased demand for production support space. Space accommodating additional mill and set/production construction activities, editing bays, VFX rooms, and server rooms, for example, have all increased in demand on an equal or greater basis to sound stage area. Alternative 3 proposed 83,200 square feet of production support space, whereas the Modified Project proposes 215,440 square feet of production support (an approximately 250% increase). With such a small proportion of production support space provided under Alternative 3, productions would be required to lease space off-site and either provide remote access and/or move materials back and forth via production vehicles, increasing trips on public roadways and hindering their production operations.

Based on the reduced overall size of Alternative 3 as well as the reduced sound stage area coupled with the reduced production support area, Alternative 3 does not provide an operationally feasible mix of studio uses. As a result, Alternative 3 would face difficulties in attracting and retaining major movie and television production work in the City of Los Angeles, compromising several Project objectives.

Regarding the Project objectives, Alternative 3 would meet the following Project objectives generally as effectively as the Project:

- Rehabilitate and preserve the integrity of the Primary Studio Complex consistent with the HCM designation and restore the currently obstructed public views of the HCM consistent with the HCM designation, while building upon Pereira & Luckman's master plan for a flexible and expandable studio campus.
- Complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building mass and height towards the center of the Project Site, and provide an enhanced public realm to promote walkability, foster connectivity and safety, and better integrate on- and off-site uses.
- Provide adequate, safe, and efficient ingress/egress, circulation, staging, and parking that satisfies the unique demands of a large-scale production studio with direct, enhanced access to the uses on-site and sufficient truck and trailer circulation areas, in compliance with modern fire and life safety requirements.
- Create multiple production basecamps to allow for the flexible and efficient staging of vehicles needed for film and television productions.
- Provide multi-modal transportation solutions, including a Project Mobility Hub, to connect TVC employees and guests with surrounding public transit lines, employee shuttles, and a rideshare program, to encourage alternative means of transportation, and focus growth in a high-density, jobs-rich area in close proximity to bus and rail transit.
- Create a model for environmental sustainability in modern production studio operations by implementing best management practices regarding water, energy, and resource conservation by achieving LEED Gold certification or equivalent green building standards.
- Enhance the identity of the Project Site as an iconic entertainment and media center by providing architecturally distinct development and a creative signage program that reflects and complements the production uses on-site.

Alternative 3 would partially meet the following Project objectives or would not meet the objectives as well as the Project, due to the reduced amount of development under this alternative:

- Create a fully integrated and cohesive master planned site regulated by a Specific Plan that retains the Project Site's land use as a studio facility and provides an expandable, flexible, and operationally seamless production ecosystem that is able to respond to evolving market demands, support content creation, and maximize studio production capabilities.
- Promote local and regional economic growth by creating a wide range of entertainment jobs as well as construction jobs and keeping production jobs in Los Angeles.

- Contribute to Los Angeles' status as a global creative capital and provide maximum opportunity for productions to be filmed in the region through the continued use and expansion of the Project Site as a major studio and entertainment institution, in conformance with the goals and objectives of applicable local and regional plans and policies.
- Optimize the currently underutilized Project Site to address past ad hoc building additions and 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 state-of-the-art production support facilities and production offices.
- Permit a reasonable, risk-adjusted return on investment commensurate with the Project Applicant's fiduciary responsibilities and allow for sustained economic viability and growth in an evolving entertainment market, while generating tax and property revenues to the City.

Reference

Section V, Alternatives, and Appendix P, Alternatives, of the Draft EIR pages V-62 through V-90; Final EIR, Appendix FEIR-4.

Alternative 4—Mixed-Use Alternative

Description of Alternative

Alternative 4 would involve a mixed-use development with studio, residential, and retail uses. Alternative 4 would be developed in accordance with the existing zoning and land use designations for the Project Site and would seek a maximum FAR of up to 3.75:1, per Transit Oriented Community (TOC) Tier 3. Alternative 4 would include a total of 3,696,370 square feet of development (FAR of 3.45:1), including approximately 2,772,000 square feet of residential uses and 924,370 square feet of commercial uses. Alternative 4 assumes the construction of 3,047,400 square feet of new development, the demolition of 94,710 square feet of existing studio-related uses, and the retention of 648,970 square feet of existing studio-related uses. In addition to residential uses, this alternative would include 36,000 square feet of sound stages, 41,400 square feet of production support, 138,000 square feet of general office uses, and 60,000 square feet of retail uses. The residential uses would include 3,680 units within three residential towers, with a mix of studios and one-, two- and three-bedroom units, of which 14 percent (516 units) would be affordable units for Very Low-Income households. The residential towers would be located along the western side of the Project Site, fronting Fairfax Avenue, and would consist of 30 stories over a six-level parking podium (maximum height of 400 feet), with ground floor retail uses and four levels of subterranean parking. New development on the eastern portion of the Project Site would include a six-story office building (maximum height of 90 feet) with two levels of subterranean parking, a four-story production support building (maximum height of 60 feet) connected to two single-story sound stages (maximum height of 60 feet), and a four-level parking structure (maximum height of 45 feet) with three levels of subterranean parking. Approximately 5,880 parking spaces would be provided.

Alternative 4 was analyzed in response to public comments received during the NOP comment period requesting the inclusion of housing in the Project. Alternative 4 was designed to locate all of the residential uses along the Fairfax Avenue frontage within a 30-story mixed-use structure with ground floor retail. A smaller office tower and parking structure would be located on the eastern portions of the Project Site. The location of the residential component along the Fairfax

Avenue frontage preserves the HCM-required historic viewshed and allows for on-going operations of the existing HCM and studio uses to continue without interruption. The number of units chosen for this Alternative is consistent with City goals related to housing production.

Impact Summary

Alternative 4 would not avoid the Project-level and cumulative significant and unavoidable impacts with respect to regional construction emissions; regional emissions associated with concurrent construction and operations; Project-level and cumulative on- and off-site noise during construction; and Project-level on-site vibration and Project-level and cumulative off-site vibration (based on the significance threshold for human annoyance) during construction. These impacts would continue to be significant and unavoidable under Alternative 4. The duration of the construction noise and vibration impacts, and the concurrent construction and operational regional air quality impacts, would increase due to the increase in building footprint and overall construction activities. The duration of the regional air quality impact during construction would decrease due to the reduction in overall grading. Moreover, the significant and unavoidable impacts with respect to regional emissions associated with concurrent construction and operations and on- and off-site construction noise would be greater under Alternative 4. In addition, regional operational emissions of VOCs and NOx under Alternative 4 would result in new significant and unavoidable air quality impacts that would not occur under the Project. In addition, Alternative 4 would result in greater less-than-significant impacts than the Project, including localized air emissions and TACs during operation, GHG emissions during operation, hazards and hazardous materials during operation, surface water quality and groundwater quality during operation, operational noise and vibration, fire protection, police protection, VMT, freeway safety, water supply and infrastructure during operation, wastewater, and energy and telecommunications infrastructure. In addition, Alternative 4 would result in substantially increased building heights and overall density than the Project, which could be considered incompatible with the predominantly low- and mid-rise land uses in the surrounding area. Furthermore, although not considered significant impacts on the environment, Alternative 4 would result in greater aesthetic and shading impacts than the Project. Impacts associated with the remaining environmental issues would be less than or similar to those of the Project.

Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible Alternative 4, as described in the Draft EIR.

Rationale for Finding

Alternative 4 would not avoid the Project-level and cumulative significant and unavoidable impacts with respect to regional construction emissions; regional emissions associated with concurrent construction and operations; Project-level and cumulative on- and off-site noise during construction; and Project-level on-site vibration and Project-level and cumulative off-site vibration (based on the significance threshold for human annoyance) during construction. These impacts would continue to be significant and unavoidable under Alternative 4. The duration of the construction noise and vibration impacts and the concurrent construction and operational regional air quality impacts would increase due to the increase in building footprint and overall construction activities. The duration of the regional air quality impact during construction would decrease due to the reduction in overall grading. Moreover, the significant and unavoidable impacts with respect to regional emissions associated with concurrent construction and operations and on- and off-site construction noise would be greater under Alternative 4. In addition, regional operational emissions of VOCs and NOx under Alternative 4 would result in new significant and unavoidable

air quality impacts that would not occur under the Project. In addition, Alternative 4 would result in greater less-than-significant impacts than the Project, including localized air emissions and TACs during operation, GHG emissions during operation, hazards and hazardous materials during operation, surface water quality and groundwater quality during operation, operational noise and vibration, fire protection, police protection, VMT, freeway safety, water supply and infrastructure during operation, wastewater, and energy and telecommunications infrastructure. In addition, Alternative 4 would result in substantially increased building heights and overall density than the Project, which could be considered incompatible with the predominantly low- and mid-rise land uses in the surrounding area. Furthermore, although not considered significant impacts on the environment, Alternative 4 would result in greater aesthetic and shading impacts than the Project.

Given that this alternative would substantially reduce the amount of studio-related uses within the Project Site, Alternative 4 would not meet the underlying purpose of the Project, which is to maintain Television City as a studio use and to modernize and enhance production facilities within the Project Site to meet both the existing unmet and anticipated future demands of the entertainment industry, keep production activities and jobs in Los Angeles, upgrade utility and technology infrastructure, and create a cohesive studio lot. Alternative 4 would be less effective than the Project in meeting this purpose as a result of the reduced amount of studio-related uses. Regarding the Project objectives, Alternative 4 would meet the following Project objectives generally as effectively as the Project:

- Provide multi-modal transportation solutions, including a Project Mobility Hub, to connect TVC employees and guests with surrounding public transit lines, employee shuttles, and a rideshare program, to encourage alternative means of transportation, and focus growth in a high-density, jobs-rich area in close proximity to bus and rail transit.
- Create a model for environmental sustainability in modern production studio operations by implementing best management practices regarding water, energy, and resource conservation by achieving LEED Gold certification or equivalent green building standards.
- Alternative 4 would partially meet the following Project objectives or would not meet the objectives as well as the Project, due to the reduced amount of studio-related development under this alternative:
 - Provide adequate, safe, and efficient ingress/egress, circulation, staging, and parking that satisfies the unique demands of a large-scale production studio with direct, enhanced access to the uses on-site and sufficient truck and trailer circulation areas, in compliance with modern fire and life safety requirements.
 - Create multiple production basecamps to allow for the flexible and efficient staging of vehicles needed for film and television productions.
 - Promote local and regional economic growth by creating a wide range of entertainment jobs as well as construction jobs and keeping production jobs in Los Angeles.
 - Contribute to Los Angeles' status as a global creative capital and provide maximum opportunity for productions to be filmed in the region through the continued use and expansion of the Project Site as a major studio and entertainment institution, in conformance with the goals and objectives of applicable local and regional plans and policies.

- Enhance the identity of the Project Site as an iconic entertainment and media center by providing architecturally distinct development and a creative signage program that reflects and complements the production uses on-site.
- Permit a reasonable, risk-adjusted return on investment commensurate with the Project Applicant's fiduciary responsibilities and allow for sustained economic viability and growth in an evolving entertainment market, while generating tax and property revenues to the City.

Alternative 4 would not meet all or portions of the following objectives, due to the nature of the alternative and the location of proposed development under this alternative's conceptual layout:

- Create a fully integrated and cohesive master planned site regulated by a Specific Plan that retains the Project Site's land use as a studio facility and provides an expandable, flexible, and operationally seamless production ecosystem that is able to respond to evolving market demands, support content creation, and maximize studio production capabilities.
- Rehabilitate and preserve the integrity of the Primary Studio Complex consistent with the HCM designation and restore the currently obstructed public views of the HCM consistent with the HCM designation, while building upon Pereira & Luckman's master plan for a flexible and expandable studio campus.
- Optimize the currently underutilized Project Site to address past ad hoc building additions and 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 state-of-the-art production support facilities and production offices.
- Complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building mass and height towards the center of the Project Site, and provide an enhanced public realm to promote walkability, foster connectivity and safety, and better integrate on- and off-site uses.

Reference

Section V, Alternatives, and Appendix P, Alternatives, of the Draft EIR pages V-91 through V-126; Final EIR, Appendix FEIR-4.

Alternative 5—Above-Ground Parking Structure

Description of Alternative

Alternative 5 has been designed to eliminate subterranean parking in order to reduce excavation and export. Alternative 5 would include the same development program, square footages, and general layout as the Project, except that all parking would be located in above-ground structures. As a result, building heights would increase. Alternative 5 would involve the same demolition and retention of existing uses and the same FAR as the Project. Approximately 5,300 parking spaces would be provided.

Impact Summary

Alternative 5 would reduce the Project-level and cumulative significant and unavoidable construction-related regional air quality NOx impacts to a less-than-significant level with mitigation because the elimination of subterranean parking would reduce excavation and the export of soil. However, Alternative 5 would not avoid the Project's significant and unavoidable impacts with respect to regional NOx and VOC emissions associated with concurrent construction and operations; Project-level and cumulative on- and off-site noise during construction; or Project-level on-site vibration and Project-level and cumulative off-site vibration (based on the significance threshold for human annoyance) during construction. These impacts would continue to be significant and unavoidable and would be similar to the Project's, with the exception of (a) the air quality impact related to concurrent construction and operations, which would be less than under the Project due to the reduction in earthwork; and (b) off-site construction noise, which would only occur during nighttime hours over the course of five days and, thus, would be substantially reduced in comparison to the Project. The duration of the regional NOx and VOC emissions impacts associated with concurrent construction and operations and the significant noise and vibration impacts would be reduced due to the reduction in grading and the overall length of the construction schedule. Impacts associated with the Project's less-than-significant environmental impacts would be less than or similar to those of the Project under Alternative 5.

Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible Alternative 5, as described in the Draft EIR.

Rationale for Finding

Alternative 5 would reduce the Project-level and cumulative significant and unavoidable construction-related regional air quality NOx impacts to a less-than-significant level with mitigation by eliminating subterranean parking in order to reduce excavation and the export of soil. However, Alternative 5 would not avoid the Project's significant and unavoidable impacts with respect to regional NOx and VOC emissions associated with concurrent construction and operations; Project-level and cumulative on- and off-site noise during construction; or Project-level on-site vibration and Project-level and cumulative off-site vibration (based on the significance threshold for human annoyance) during construction. These impacts would continue to be significant and unavoidable and would be similar to the Project's, with the exception of (a) the air quality impact related to concurrent construction and operations, which would be less than under the Project due to the reduction in earthwork; and (b) off-site construction noise, which would only occur during nighttime hours over the course of five days and, thus, would be substantially reduced in comparison to the Project. The duration of the regional NOx and VOC emissions impacts associated with concurrent construction and operations and the significant noise and vibration impacts would be reduced due to the reduction in grading and the overall length of the construction schedule.

The mix of land uses and associated floor area provided under Alternative 5 would be the same as the Project, and, therefore, Alternative 5 would still generally meet the underlying purpose of the Project. However, Alternative 5 would be less effective than the Project in meeting this purpose since the elimination of subterranean parking would compromise the Project's internal circulation plan and create operational inefficiencies. The Project's parking, basecamp, loading, and circulation areas that are at and below grade would allow for sound stages to be serviced and supported more efficiently. By eliminating these areas and elevating sound stages on parking podiums, maneuvering sets and equipment around the studio lot would become more challenging

and inefficient. Further, the disruption of a single, contiguous production plane would create difficult circulation paths for production vehicles, as well as loading and engineering challenges. Lastly, Alternative 5 would result in sub-optimal production operations that would jeopardize the economic viability of these sound stages. Specifically, in today's market, producers of movies and television shows need the ability to use multiple sound stages instead of just a single sound stage. Motion pictures typically require larger, more elaborate sets, as well as "shots" that necessitate wider frames, which require sound stage sizes of 30,000 square feet or more. The ability to have multiple, linked sound stages allows two 18,000 square foot sound stages to be combined, creating an overall production footprint of 36,000 square feet. Integrated use of multiple sound stages can only be achieved if the sound stages are located on the same level. Locating some sound stages on top of above-ground parking structures while other sound stages are located at ground level would not allow producers to easily use multiple sound stages for their productions. Regarding the Project objectives, Alternative 5 would meet the following Project objectives generally as effectively as the Project:

- Rehabilitate and preserve the integrity of the Primary Studio Complex consistent with the HCM designation and restore the currently obstructed public views of the HCM consistent with the HCM designation, while building upon Pereira & Luckman's master plan for a flexible and expandable studio campus.
- Promote local and regional economic growth by creating a wide range of entertainment jobs as well as construction jobs and keeping production jobs in Los Angeles.
- Contribute to Los Angeles' status as a global creative capital and provide maximum opportunity for productions to be filmed in the region through the continued use and expansion of the Project Site as a major studio and entertainment institution, in conformance with the goals and objectives of applicable local and regional plans and policies.
- Provide multi-modal transportation solutions, including a Project Mobility Hub, to connect TVC employees and guests with surrounding public transit lines, employee shuttles, and a rideshare program, to encourage alternative means of transportation, and focus growth in a high-density, jobs-rich area in close proximity to bus and rail transit.
- Create a model for environmental sustainability in modern production studio operations by implementing best management practices regarding water, energy, and resource conservation by achieving LEED Gold certification or equivalent green building standards.

Alternative 5 would partially meet the following Project objectives or would not meet the objectives as well as the Project:

- Create a fully integrated and cohesive master planned site regulated by a Specific Plan that retains the Project Site's land use as a studio facility and provides an expandable, flexible, and operationally seamless production ecosystem that is able to respond to evolving market demands, support content creation, and maximize studio production capabilities.
- Optimize the currently underutilized Project Site to address past ad hoc building additions and 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 state-of-the-art production support facilities and production offices.

- Complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building mass and height towards the center of the Project Site, and provide an enhanced public realm to promote walkability, foster connectivity and safety, and better integrate on- and off-site uses.
- Provide adequate, safe, and efficient ingress/egress, circulation, staging, and parking that satisfies the unique demands of a large-scale production studio with direct, enhanced access to the uses on-site and sufficient truck and trailer circulation areas, in compliance with modern fire and life safety requirements.
- Create multiple production basecamps to allow for the flexible and efficient staging of vehicles needed for film and television productions.
- Enhance the identity of the Project Site as an iconic entertainment and media center by providing architecturally distinct development and a creative signage program that reflects and complements the production uses on-site.
- Permit a reasonable, risk-adjusted return on investment commensurate with the Project Applicant's fiduciary responsibilities and allow for sustained economic viability and growth in an evolving entertainment market, while generating tax and property revenues to the City.

Reference

Section V, Alternatives, and Appendix P, Alternatives, of the Draft EIR pages V-127 through V-157; Final EIR, Appendix FEIR-4.

Alternatives Rejected as Infeasible

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible include the following:

Alternative Site: The objectives of the proposed Project are closely tied to the need to improve existing operations on the currently underutilized Project Site by creating a cohesive and integrated studio campus environment with new technologically advanced facilities. To meet the Project's objective to provide an expandable, flexible, and operationally seamless production ecosystem that is able to respond to evolving market demands, support content creation, and maximize studio production capabilities, the Project Applicant has identified improvements that are needed to bring the existing studio in line with modern production techniques and trends and to meet the significant and unmet demand for production space in Los Angeles. To this end, a central guiding principle behind the Project is to maximize the number of state-of-the-art sound stages on-site, combined with an adequate and complementary mix of production support facilities and production offices in order to meet the existing unmet and anticipated future demands of the entertainment industry. This goal is influenced by the inherent challenges posed by the existing development on-site, including the

age and layout of the existing facilities, as well as the need to rehabilitate and preserve the integrity of the Primary Studio Complex consistent with the HCM designation. Many of the existing production facilities on-site have been developed in an ad hoc manner over the years, resulting in inefficiencies and space constraints. Development on an alternative site would result in no changes to existing on-site conditions, which would therefore provide no potential to achieve the basic Project objectives related to: modernizing and enhancing production facilities within Television City; rehabilitating the Primary Studio Complex and restoring the currently obstructed public views of the HCM; optimizing the currently underutilized Project Site to address past ad hoc building additions; and enhancing the identity of the Project Site as an iconic entertainment and production facility. Furthermore, development on an alternative site would split studio operations into two locations, which would substantially reduce operational efficiency and functionality and increase VMT and related air quality and GHG impacts.

As all of the Project's significant and unavoidable impacts are related to construction activities, development on another site would not avoid or substantially lessen the Project's significant impacts. It is anticipated that development on an alternative site would still produce the significant construction-related air quality, noise, and vibration impacts as the Project, albeit in a different location. Moreover, depending on localized and site-specific conditions, development at another location could result in additional significant impacts, such as new traffic impacts in an area where transit options are not as plentiful or readily available. Finally, the Project Applicant already owns the Project Site, and it is not reasonable to assume that Television City's operations could be feasibly divided and transferred to another site.

Based on the above, an alternative site is not considered feasible as it would fail to achieve the basic project objectives related to modernizing the Project Site, providing new environmentally friendly and state-of-the-art sustainable facilities on the Project Site, creating an integrated, studio campus environment with a synergistic mix of uses, rehabilitating and preserving the integrity of the HCM, and enhancing the role of the Project Site in the entertainment industry. In addition, the development of an alternative site would not avoid or substantially lessen the Project's significant impacts. Thus, in accordance with Section 15126.6(f) of the CEQA Guidelines, this alternative was rejected from further consideration.

- **Alternatives that Remove or Substantially Modify the Primary Studio Complex:** Given that the Primary Studio Complex is designated as an HCM, any alternative that would remove or substantially alter the HCM such that its historic integrity and eligibility would be compromised was rejected as infeasible. Similarly, alternatives that would introduce substantial development within the Viewshed Restoration Area were eliminated from consideration since they would be inconsistent with the HCM designation. Thus, any alternatives that would compromise the HCM were rejected as infeasible.
- **Alternatives that Eliminate the Project's On-Site Construction Noise and Vibration Impacts:** An analysis was performed to determine whether the Project's significant impacts related to on-site construction noise and on-site vibration could be substantially reduced or avoided through an alternative development program. As shown in Table IV.I-10 in Section IV.I, Noise, of the Draft EIR, all stages of Project construction would cause a significant noise impact affecting the adjacent residential use (R1 [i.e., Broadcast Center Apartments]) given its proximity to on-site construction activities. In order to eliminate this impact, construction activities would need to be

moved approximately 700 feet westerly from the Shared Eastern Property Line; in other words, new development could not occur on approximately 2/3 of the Project Site, which would eliminate the development of any new sound stages. Accordingly, this alternative was rejected as infeasible.

Another alternative that was considered involved moving construction activities away from the adjacent residential building combined with the use of a tall sound wall. If development were moved approximately 100 feet westerly from the Shared Eastern Property Line, then a 30-foot-tall sound wall extending nearly 1,000 feet along the Shared Eastern Property Line would need to be erected in order to substantially reduce noise impacts at the fourth story of the apartment building. Not only would this be cost prohibitive, but a wall of this size would block views and sunlight for all of the west and south facing residential units of the adjacent building for the duration of the construction period. Further, this type of buffer zone alternative would preclude development of up to two acres of the Project Site, eliminate two to four new sound stages, and reduce the size of the floor plates of the new offices. Therefore, this alternative was rejected from further consideration, although the 30-foot-tall sound wall itself was added to Mitigation Measure NOI-MM-1 as part of the Final EIR.

With respect to on-site vibration, as discussed in Section IV.I, Noise, of the Draft EIR and shown in Table IV.I-21 therein, Project construction activities involving a large bulldozer, caisson drilling, jackhammer, or loaded trucks would exceed the vibration threshold with respect to human annoyance at the adjacent residential building (R1). As ground-borne vibration generated by human activities attenuates rapidly with distance from the vibration source, this impact could be reduced to a less-than-significant level by moving construction activities using heavy equipment at least 80 feet westerly from the Shared Eastern Property Line. While the Project's significant and unavoidable vibration impact would be reduced to a less-than-significant level, this alternative would render a substantial portion of the Project Site undevelopable (for the reasons discussed in the prior buffer zone alternative), and a significant construction-related noise impact would continue to occur. As such, this alternative was rejected from further consideration.

- **Tier 3 TOC Alternative Use with Maximum FAR:** As previously discussed, the Project Site is located in TOC Tier 3, which allows a maximum FAR of 3.75:1. Based on a site area of 1,071,011 square feet, this would allow 4,016,291 square feet of development, including over 4,500 residential units (TOC Tier 3 allows a 70 percent density bonus). The building heights, parking needs, and other space constraints associated with this maximum FAR scenario would yield both building massing and an overall density that would be greater than the surrounding predominantly low- and mid-rise land uses and would result in substantial increases in environmental impacts (e.g., operational air quality impacts, public services, and utilities impacts, etc.). Therefore, this alternative was rejected from further consideration.

Reference

Section V, Alternatives pages V-10 through V-14, of the Draft EIR; Final EIR, Appendix FEIR-4.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project

Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to “avoid or substantially lessen one or more of the significant effects” of the Project.

Of the alternatives analyzed in the Draft EIR, Alternative 1, the No Project/No Build Alternative, would avoid all of the Project’s significant environmental impacts.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative 5, the Above-Ground Parking Alternative, would be the Environmentally Superior Alternative. As discussed above, although Alternative 5 would not eliminate all of the Project’s significant and unavoidable impacts, Alternative 5 would reduce the Project-level and cumulative construction-related regional air quality impacts related to NO_x emissions from a significant and unavoidable level to a less-than-significant level with mitigation by eliminating subterranean parking that reduces excavation and the export of soil. Alternative 5 would also reduce the Project-level and cumulative air quality impacts related to concurrent construction and operations and would substantially reduce the Project’s off-site construction noise impact, although these impacts would remain significant and unavoidable. Alternative 5 would result in the same significant and unavoidable impacts related to on-site noise during construction and on- and off-site vibration during construction (based on the significance threshold for human annoyance). In addition, Alternative 5 would result in the same significant cumulative impacts that cannot feasibly be mitigated with regard to on-site construction noise and off-site construction vibration (based on the significance threshold for human annoyance). The duration of the regional NO_x and VOC emissions impacts associated with concurrent construction and operations and the significant noise and vibration impacts would be reduced due to the reduction in grading and the overall length of the construction schedule.

Of the Project’s less-than-significant-with-mitigation impacts, Alternative 5 would result in similar less-than-significant-with-mitigation impacts as the Project with regard to geologic hazards. Alternative 5 would also reduce several of the construction-related less-than-significant-with-mitigation impacts associated with the Project, including localized emissions during construction; archaeological resources; paleontological resources; and hazards and hazardous materials during construction. Of the Project’s less-than-significant impacts, those related to construction activities or occurring during construction would generally be less than the Project’s impacts due to the reduction in soil import/export, while those related to operational activities would be the same as under the Project. Under Alternative 5, no environmental impacts would be greater than the Project. Thus, of the range of alternatives analyzed, Alternative 5, the Above-Ground Parking Alternative, would be the Environmentally Superior Alternative.

However, Alternative 5 would not meet the underlying purpose of the Project as effectively as the Project since the elimination of subterranean parking would compromise and require changes to the Project’s internal circulation plan, resulting in reduced integration of the production staging, loading, and basecamp areas with sound stages and filming areas, thereby making studio operations less efficient and flexible. These sub-optimal production operations would jeopardize the economic viability of the sound stages. Additionally, Alternative 5 would only partially meet the following Project objectives or would not meet the objectives as well as the Project, generally due to the elimination of the Project’s subterranean parking and resulting effects on internal circulation and production efficiencies, as well as the increased building massing:

- Create a fully integrated and cohesive master planned site regulated by a Specific Plan that retains the Project Site’s land use as a studio facility and provides an expandable, flexible, and operationally seamless production ecosystem that is able to

respond to evolving market demands, support content creation, and maximize studio production capabilities.

- Optimize the currently underutilized Project Site to address past ad hoc building additions and 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 state-of-the-art production support facilities and production offices.
- Complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building mass and height towards the center of the Project Site, and provide an enhanced public realm to promote walkability, foster connectivity and safety, and better integrate on- and off-site uses.
- Provide adequate, safe, and efficient ingress/egress, circulation, staging, and parking that satisfies the unique demands of a large-scale production studio with direct, enhanced access to the uses on-site and sufficient truck and trailer circulation areas, in compliance with modern fire and life safety requirements. Create multiple production basecamps to allow for the flexible and efficient staging of vehicles needed for film and television productions.
- Enhance the identity of the Project Site as an iconic entertainment and media center by providing architecturally distinct development and a creative signage program that reflects and complements the production uses on-site.
- Permit a reasonable, risk-adjusted return on investment commensurate with the Project Applicant's fiduciary responsibilities and allow for sustained economic viability and growth in an evolving entertainment market, while generating tax and property revenues to the City.

IX. Significant Irreversible Environmental Changes

Section 15126.2(d) of the CEQA Guidelines indicates that an EIR should evaluate any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the Project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation. The Project Site contains no energy resources that would be precluded from future use through Project implementation. For the reasons set forth in Section VI, Other CEQA Considerations, of the Draft EIR, the Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant, and the limited use of nonrenewable resources is justified.

Building Materials and Solid Waste

Construction of the Project would include the consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), and petrochemical construction materials (e.g., plastics).

The Project's potential impacts related to solid waste are addressed in the Initial Study prepared for the Project, which is included as Appendix A to the Draft EIR. As discussed therein, pursuant to the requirements of SB 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Furthermore, pursuant to LAMC Sections 66.32 through 66.32.5 (Ordinance No. 181,519), the Project's general contractor and/or subcontractors would be required to deliver all remaining construction and demolition waste generated by the Project to a certified construction and demolition waste processing facility. In addition, during operation, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of a specified size. The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling, recycling of organic waste, and participation in the City's Curbside Recycling Program. Overall, the Project would adhere to State and local solid waste policies and objectives that further goals to divert waste. Thus, the consumption of nonrenewable building materials, such as aggregate materials and plastics, would be reduced and the Project would not result in significant impacts regarding solid waste.

Water

Consumption of water during construction and operation of the Project is addressed in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR. As evaluated therein, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be less than the net new water consumption estimated for the Project at buildout, and such water demand during construction would be offset by the removal of the existing uses on the Project Site. During operation, the estimated water demand for the Project would not exceed the available supplies projected by LADWP, as confirmed by the Water Supply Assessment prepared by LADWP for the Project and included as Appendix N of the Draft EIR. The Project would also be required to reduce indoor water use by at least 20 percent, in accordance with the City of Los Angeles Green Building Code. In addition, the Project would implement Project Design Feature WAT-PDF-1, which includes water conservation measures in excess of code requirements, such as high efficiency toilets, high efficiency shower heads, ENERGY STAR Certified residential dishwashers, drip/subsurface irrigation, and proper hydro-zoned irrigation. Thus, as evaluated in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, while Project construction and operation would result in some irreversible consumption of water, the Project would not result in significant impacts related to water supply.

Energy Consumption

During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source, and, thus, the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Project consumption of non-renewable fossil fuels for energy use during construction and operation of the Project is addressed in Section IV.C, Energy, of the Draft EIR. As discussed therein, construction activities for the Project would not require the consumption of natural gas but would require the use of fossil fuels and electricity. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. In addition, trucks and equipment used during construction activities would comply with CARB's anti-idling regulations, as well as the In-Use Off-Road Diesel-Fueled Fleets

regulation. Further, on-road vehicles (i.e., haul trucks, worker vehicles) would be subject to federal fuel efficiency requirements. Therefore, construction of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Thus, impacts related to the consumption of fossil fuels during construction of the Project would be less than significant.

During operation, the Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and SoCalGas. In addition, as discussed in Section IV.C, Energy, of the Draft EIR, the Project would comply with all applicable energy conservation policies and plans, including the City's All-Electric Buildings Ordinance, as applicable, California Title 24 energy standards, the CALGreen Code, the City of Los Angeles Green Building Code, City of Los Angeles Green New Deal, and the 2020–2045 RTP/SCS. Applicable requirements of Title 24, the CALGreen Code, and the Green Building Code that would be implemented by the Project include specific lighting requirements to conserve energy, window glazing to reflect heat, enhanced insulation to reduce heating and ventilation energy usage, and enhanced air filtration. In addition, compliance with Title 24 standards would ensure the use of the most energy efficient and energy conserving technologies and construction practices. The Project would also implement measures to comply with Title 24 energy efficiency requirements, including Project Design Features GHG-PDF-1 and WAT-PDF-1 included in Section IV.E, Greenhouse Gas Emissions, and Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, respectively.

Regarding transportation uses, the Project design would reduce VMT in comparison to developments located in non-infill, non-urban areas and encourage the use of alternative modes of transportation. The Project would also be consistent with regional planning strategies that address energy conservation. As discussed above and in Section IV.H, Land Use and Planning, of the Draft EIR, SCAG's 2020–2045 RTP/SCS focuses on creating livable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. The 2020–2045 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, reducing building energy use, and increasing the use of renewable sources. The Project would be consistent with the energy efficiency policies emphasized in the 2020–2045 RTP/SCS. Notably, the Project is a commercial development located in a High Quality Transit Area (HQTAs), as designated by the 2020–2045 RTP/SCS. The 2020–2045 RTP/SCS identifies HQTAs as generally walkable transit villages or corridors that are within 0.5 miles of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs to reduce VMT. The Project would provide new development in proximity to neighborhood services and would be well-served by existing public transportation, as evidenced by the Project Site's location within a designated HQTAs. The Project's generation of new job opportunities within an HQTAs is also consistent with numerous policies in the 2020–2045 RTP/SCS related to locating new jobs near transit.

Based on the above, the Project would not cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines. In addition, Project operations would not conflict with adopted energy conservation plans. Refer to Section IV.C, Energy, of the Draft EIR for further analysis regarding the Project's consumption of energy resources.

Environmental Hazards

The Project's potential use of hazardous materials is addressed in Section IV.F, Hazards and Hazardous Materials, of the Draft EIR. As evaluated therein, operation of the Project would be expected to involve the use and storage of potentially hazardous materials typical of those used in studio campuses, including paints, stains, adhesives, solvents and other materials used in set design and fabrication, fuels, pesticides for landscaping, cleaning and maintenance supplies,

materials for pyrotechnic activities, and other general products related to studio operations. Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Additionally, the existing plans and protocols currently implemented at the Project Site with regard to the handling of hazardous materials and wastes would be updated pursuant to Project Design Features HAZ-PDF-1 through HAZ-PDF-4. Furthermore, the Project Site is currently designated as a small quantity generator under Resource Conservation and Recovery Act (RCRA), and the Applicant implements the life cycle provisions of both RCRA and the Hazardous Waste Control Law (HWCL) by maintaining the required inspection logs, manifests, and records, which are subject to review by the Los Angeles County Department of Health Services. In addition, the Applicant currently employs staff members trained in the appropriate standards for the management of hazardous waste and the clean-up of releases and uses licensed firms for the transport of hazardous waste. The Project would allow for the continued operation of the Project Site under these provisions and the required records, training, and licensed transport would continue to be maintained, thus minimizing risks.

Additionally, any asbestos or lead based paint encountered during demolition and construction would be handled and disposed of according to Project Design Features HAZ-PDF-5 and HAZ-PDF-6 and any contaminated soil would be handled and disposed of according to the Soil Management Plan prepared for the Project, as detailed in Mitigation Measure HAZ-MM-1. With regard to methane, Mitigation Measure HAZ-MM-2 requires the installation of controls during Project construction to mitigate the effects of subsurface gases on workers and the public. These measures would include monitoring devices for methane and benzene to alert workers of elevated gas concentrations, contingency procedures if elevated gas concentrations are detected, worker training to identify exposure symptoms and implement alarm response actions, and the minimization of soil and groundwater during excavations. Additionally, soil removed as part of construction would be sampled and tested for off-site disposal in a timely manner and, if soil is stockpiled prior to disposal, it would be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP). Furthermore, fencing would be erected to limit public access and allow for gas dilution. Lastly, a Health and Safety Plan (HASP) would be prepared to describe the proposed construction activities and hazards associated with each activity. As such, implementation of Mitigation Measure HAZ-MM-2 would ensure potential impacts related to subsurface gases and associated potential impacts to soil and groundwater would be less than significant.

Therefore, any associated risk due to the use or disposal of hazardous materials would be reduced to a less-than-significant level through implementation of Project Design Features HAZ-PDF-1 through HAZ-PDF-6 and Mitigation Measures HAZ-MM-1 and HAZ-MM-2. As such, it is not expected that the Project would cause irreversible damage from environmental accidents.

X. Growth-Inducing Impacts

Section 15126.2(e) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth or increases in the population which may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Additionally, consideration must be given to characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either

individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Population

As discussed in Section II, Project Description, of the Draft EIR, the Project would involve the continuation of the existing studio use and the modernization and expansion of Television City to meet the contemporary needs and changing demands of the entertainment industry, while rehabilitating and preserving the integrity of the HCM. Since the Project does not propose a housing component, it would not directly induce a new residential population, which would contribute to population growth in the vicinity of the Project Site or the Wilshire Community Plan area.

Employment

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

As discussed in the Initial Study included as Appendix A to the Draft EIR, the Project would generate an estimated total of 7,832 employees at buildout, for a net increase of 5,702 employees over existing conditions. Per the employment data from the 2020–2045 RTP/SCS, an estimated 1,947,472 employees are projected within the City of Los Angeles in 2026, the Project's earliest buildout year, with 49,586 new employees projected in the City between 2021 and 2026. The Project's net increase in employment would represent approximately 0.29 percent of the total number of employees in the City in 2026 and approximately 11.50 percent of the growth between 2021 and 2026. In the event of phased development of the Project, which could potentially extend to 2043, the Project's net increase in employment would represent approximately 0.27 percent of the total number of employees in the City in 2043 and approximately 2.61 percent of the total projected growth between 2021 and 2043. As the Modified Project would result in a slight reduction in employment due to the reduction in office uses, the Modified Project would also be consistent with expected growth in the City. Overall, the provision of new jobs would constitute a small percentage of the City's anticipated employment growth and would not be considered "unplanned growth."

Furthermore, while some new Project employees may be anticipated to relocate to the Project vicinity, many would not, nor would existing employees be expected to move as a result of redevelopment of the Project Site. Accordingly, this potential indirect increase in population would not be substantial. Specifically, some employment opportunities may be filled by people already residing in the vicinity of the Project Site, and it is anticipated that other employees would commute to the Project Site from other communities both in and outside of the City, as under existing conditions. Therefore, given that the Project would not directly contribute to substantial population growth in the Project area through the development of residential uses, and since many of the employment opportunities generated by the Project would be filled by people already residing in the Project vicinity or who would commute to the Project Site, the potential growth

associated with Project employees who may relocate their place of residence would not be substantial. Further, as the Project would be located in an urbanized area with an established network of roads and other urban infrastructure, the Project would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth. A variety of public transit options are located within 0.5 mile from the Project Site. Specifically, a number of bus lines provide transit service throughout the Project area, with bus stops located adjacent to the Project Site on both Beverly Boulevard and Fairfax Avenue as well as within a one-block radius; these include Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 14, 16, 17, 217, 218, and 316, several of which have headways of 15 minutes or less during the morning and afternoon peak commute periods; and LADOT DASH Fairfax Line. Furthermore, Metro transit facilities planned in the area include the Metro D (Purple) Line extension. The first section of the Metro D (Purple) Line extension, which includes a new Wilshire/Fairfax Station, is currently under construction. The new Wilshire/Fairfax Station will be located approximately 0.8 miles south of the Project Site, with a station portal on the southeast corner of Wilshire Boulevard and Orange Grove Avenue. In addition, as part of the TDM Program set forth in Project Design Feature TR-PDF-2, a Mobility Hub would be located on-site to support first-mile/last-mile connections; encourage employee and visitor use of public transit, carpooling, vanpooling, and biking/scooter to work; and to support other TDM strategies, as previously discussed.

Utility Infrastructure Improvements

The area surrounding the Project Site is already developed with a mix of residential, commercial, and industrial uses, and the Project would not remove impediments to growth. The Project Site is located within an urban area that is currently served by existing utilities and infrastructure. As discussed in Sections IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, IV.M.2, Utilities and Service Systems—Wastewater, and IV.M.3, Utilities and Service Systems—Electric Power, Natural Gas, and Telecommunications Infrastructure, of the Draft EIR, while the Project would require local infrastructure to connect the Project Site to the mainlines, such improvements would be limited to serving Project-related demand and would not necessitate major local or regional utility infrastructure improvements that have not otherwise been accounted and planned for on a regional level.

Conclusion

Overall, the Project would be consistent with the growth forecast for SCAG's City of Los Angeles Subregion and would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of VMT. In addition, the Project would not require any major roadway improvements or open any large undeveloped areas for new use. Any access improvements would be limited to driveways necessary to provide immediate access to the Project Site and to improve safety and walkability. Therefore, direct and indirect growth-inducing impacts would be less than significant.

XI. Energy Conservation

The Project would be designed and constructed to incorporate features to support and promote environmental sustainability. Specifically, the Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11; referred to as the CALGreen Code), and the California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6; California Energy Code), pursuing U.S. Green Building Council's LEED Gold certification or equivalent green building standards. The Project would also comply with the City's

All-Electric Buildings Ordinance, as applicable. The Project represents an infill development located in close proximity to existing and proposed transit lines and would utilize existing infrastructure to service the proposed uses. The Project also involves the re-use of certain existing buildings and facilities. Both in compliance with and, in some cases, in exceedance of regulatory requirements, a number of specific sustainable design components would be incorporated into the Project, including, but not limited to: Energy Star appliances; solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in some outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; a TDM Program; the proposed Mobility Hub; use of daylighting where feasible; energy-efficient lighting; and permeable paving where appropriate.

XII. Statement of Overriding Considerations

The EIR identifies unavoidable significant impacts that would result from implementation of the Project. PRC Section 21081 and CEQA Guidelines Section 15093(b) provide that when a decision of a public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. The CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR that cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the documents and materials that constitute the record of proceedings, including, but not limited to, the EIR and all technical appendices attached thereto.

Based on the analysis provided in Section IV, Environmental Impact Analysis, of the Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to: regional construction-related emissions of nitrogen oxides (NOx) (Project-level and Cumulative); on- and off-site noise during construction (Project-level and Cumulative); on- and off-site vibration during construction based on the significance threshold for human annoyance (Project-level); off-site vibration during construction based on the significant threshold for human annoyance (Project-level and cumulative); and emissions of NOx and volatile organic compounds (VOC) under a long-term buildout scenario due to concurrent construction and operations (Project-level and Cumulative).⁷

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that temporary significant and unavoidable impacts would result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible the alternatives to the Project discussed above, (iii) recognized all significant, and unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that the Project's benefits, as listed below, outweigh and override the temporary significant and unavoidable impacts relating to construction-related emissions, noise and vibration, and concurrent construction and operation-related emissions as identified above.

The below stated reasons summarize the benefits, goals and objectives of the Project, and provide the detailed rationale for the benefits of the Project. In accordance with CEQA Guidelines

⁷ While Project buildout is anticipated in 2026, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2043.

Section 15093(a), the benefits of the Project include economic, social, technological and other benefits at a local, regional and statewide level. Each of the listed Project benefits set forth in this Statement of Overriding Considerations provides a separate and independent ground for the City's decision to approve the Project despite the Project's identified significant and unavoidable environmental impacts. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

1. The Project would invest in the economic growth of the production and entertainment industry in the City of Los Angeles by preserving the historic Television City studio as a production facility and providing approximately 1,724,000 square feet of sound stage and production support facilities, production office, general office and retail uses.
2. The Project would contribute to Los Angeles' status as the creative capital of the world, help meet both the existing and future demands of the entertainment industry for modern technologically advanced sound stages, provide the opportunity for more productions to be filmed in the City and region, and create a wide range of new production, entertainment and construction jobs in the City.
3. During construction, the Project will provide widespread economic benefits and will be a key component of Los Angeles' iconic production and entertainment industry. The planned expenditure of approximately \$1.25 billion (in 2024 dollars) to develop the Project could result in a total economic output of approximately \$2.1 billion, accompanied by approximately 7,750 total development-related jobs, of which approximately 2,950 would be directly involved in the construction of the Project. Approximately 1,660 countywide jobs will be indirectly supported by purchases of goods and services such as raw building materials or computer software, and approximately 3.150 jobs are supported by induced effects.⁸
4. 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 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 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.
5. The Project will support the goals of the Wilshire Community Plan to encourage strong and competitive commercial sectors that promote economic vitality and serve the needs of the Wilshire community through well-designed, safe, and accessible areas, while preserving historic and cultural character. The Project will modernize and expand Television City to meet the contemporary needs and changing demands of the entertainment industry while rehabilitating and preserving the integrity of the Primary

⁸ Los Angeles County Economic Development Corporation (2021). The Television City Expansion Project, An Economic Impact Study.

Studio Complex on-site (Historic-Cultural Monument [HCM] No. 1167). The Project will preserve all of the existing historic character-defining features of the Primary Studio Complex and restore those character-defining features that have been compromised in the past prior to the Project, consistent with the HCM designation.

6. The Project would support the Transportation Element of the City's General Plan (Mobility Plan 2035) and reduce traffic effects through the implementation of various improvements to encourage the use of public transit, including a Mobility Hub and a Transportation Demand Management (TDM) Program, monetary contributions toward transportation systems management (TSM) improvements within the Project Site area, Vision Zero safety improvements, among other improvements. Thus, the Project is ideally located to help achieve the City's goal of reducing vehicle miles of travel associated with travel between homes and employment opportunities in the region.
7. The Project supports Smart Growth policies. As an infill development, the Project will modernize and improve site by providing additional studio facilities and job-producing uses. The Project would represent the intensification of urban density within a City-designated Transit Priority Area and in close proximity to transit. Furthermore, the Project would not require the extension of roads or utility infrastructure, and would not result in urban sprawl. The Project would also provide new jobs in close proximity to 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.
8. The Project's design will support sustainability goals and will incorporate features of the U.S. Green Building Council's LEED program to be capable of meeting the standards of LEED Gold or equivalent green building standards, will include photovoltaic panels on the Project Site capable of generating a minimum of 2,000,000 kilowatt-hours annually, and newly constructed buildings would be all-electric.

General Findings

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.
2. The EIR evaluated the following potential Project and cumulative environmental impacts: air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services (fire and police), transportation, tribal cultural resources, utilities and service systems (water, wastewater, and energy infrastructure), alternatives, and other CEQA considerations. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The significant environmental impacts of the Project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of the Project. The public review periods provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review periods and responds to comments made during the public review periods.
4. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with Project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.
5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
6. The Final EIR and Erratum document revisions, clarifications, corrections, and modifications to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, Erratum, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:
 - The Responses to Comments contained in Section II of the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.
 - The City has thoroughly reviewed the public comments received regarding the Project, the Final EIR, and the Erratum as it relates to the Project to determine whether under the requirements of CEQA, any of the public comments provide

substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

- None of the information submitted after publication of the Final EIR and Erratum, including testimony at the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR and Erratum, or a feasible mitigation measure or alternative not included in the Final EIR or Erratum.
 - The mitigation measures identified for the Project were included in the Draft EIR and Final EIR. The final mitigation measures for the Project are described in the MMP. Each of the mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.
7. CEQA requires the Lead Agency approving a project to adopt an MMP or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and revised in the MMP as adopted by the City serve that function. The MMP includes all of the mitigation measures and PDFs adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of PRC Section 21081.6, the City hereby adopts the MMP.
 8. In accordance with the requirements of PRC Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
 9. The custodian of the documents or other materials which constitute the record of proceedings upon which the City decision is based is the City of Los Angeles, Department of City Planning, 221 N. Figueroa Street, Room 1350, Los Angeles, CA 90012.
 10. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
 11. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.
 12. The EIR is a project EIR for purposes of environmental analysis of the Project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and the other regulatory jurisdictions.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of VTTM No. 83387, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) **THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision and merger of land is regulated pursuant to Article 7 of the LAMC. The LAMC implements the goals, objectives, and policies of the General Plan through zoning regulations, including Specific Plans and standards for the subdivision of land.

Pursuant to LAMC Section 17.05 C, vesting tract maps are to be designed in conformance with applicable tract map regulations to ensure compliance with the various elements of the General Plan. Additionally, the maps are to be designed in conformance with the Street Standards established pursuant to LAMC Section 17.05 B.

The General Plan Framework identifies the Project Site as located along a Mixed Use Boulevard along Fairfax Boulevard. These connect 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 and higher buildings within centers. Mixed Use Boulevards are served by a variety of transportation facilities.

The Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the LAMC. The zoning regulations contained within the LAMC regulate, but are not limited to permitted uses of land, the maximum permitted density, height, and other standards. The Project Site is located within the Wilshire Community Plan, which designates the Project Site for Commercial land uses, with corresponding zones of C2 and C1.5.

The Project Applicant is requesting a General Plan Amendment to the Wilshire Community Plan to change the land use designation from Community Commercial, Neighborhood Commercial, and Limited Commercial to Community Commercial and to establish a new Footnote to identify the TVC Zone as a corresponding zone to the Community Commercial land use designation; and a General Plan Amendment to assign a Community Commercial land use designation to a 0.63-acre portion of the Project Site located within unincorporated Los Angeles County to be annexed to the City of Los Angeles.

The TVC 2050 Specific Plan, upon adoption, would restrict development on the Project Site for studio land uses, including sound stage, production support, production office, general office, and retail uses that are generally included in commercial zones. In conjunction with the dedications associated with the proposed VTTM, the Project Site area would consist of approximately 25 acres. Contingent upon the approval of the Project's

requested entitlements and proposed Specific Plan, the Project would allow for up to 1,724,000 square feet of floor area within the approximately 25-acre Project Site, resulting in a maximum project FAR of less than 2:1.

Contingent upon approval of the request for a General Plan Amendment Zone Change and Height District Change, and the Specific Plan, the proposed merger and re-subdivision of the site to create three lots for a studio campus development would be consistent with these regulations, and the VTTM would be consistent with the use and floor area permitted by the General Plan and the proposed Specific Plan.

Furthermore, pursuant to LAMC Section 17.06 B, a tentative tract map must be prepared by or under the direction of a licensed land surveyor or registered civil engineer. The VTTM indicates the map number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Additionally, LAMC Section 17.15 B requires that vesting tentative tract maps provide the proposed building envelope, height, size, and number of units, as well as the approximate location of buildings, driveways, and proposed exterior garden walls. The VTTM provides the building envelope, height, and approximate location of the building and driveways among other required map elements. Therefore, as conditioned, the proposed map demonstrates compliance with LAMC Sections 17.05 C, 17.06 B, 17.15 B and would be consistent with the applicable General Plan and Specific Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term “design” as follows: “Design” means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the “Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects.”

LAMC Section 17.05 enumerates design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. LAMC Section 17.05 C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (net area). LAMC Section 17.06 B and 17.15 lists the map requirements for a tentative tract map and vesting tentative tract map. The design and layout of the VTTM is consistent with the design standards established by the Subdivision Map Act and LAMC regulations.

As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning regulations of the Project Site. The Project Site is currently zoned C2-1-O and C1.5-2D-O. The Project Applicant is requesting a General Plan Amendment to the Wilshire Community Plan to change the land use designation from Community Commercial, Neighborhood Commercial, and Limited Commercial to Community Commercial and to establish a new Footnote to identify the TVC Zone as a

corresponding zone to the Community Commercial land use designation; and a General Plan Amendment to assign a Community Commercial land use designation to a 0.63-acre portion of the Project Site located within unincorporated Los Angeles County to be annexed to the City of Los Angeles. In conjunction, a Zone Change and Height District Change to the TVC Zone, and the establishment of the TVC 2050 Specific Plan with site-specific development regulations is also proposed.

The TVC Zone and TVC 2050 Specific Plan, upon adoption, would restrict development on the Project Site for studio land uses, including sound stage, production support, production office, general office, and retail uses that are generally included in commercial zones. In conjunction with the dedications associated with the proposed tract map, the Project Site area would consist of approximately 25 acres. Contingent upon the approval of the Project's requested entitlements and proposed Specific Plan, the Project would allow for up to 1,724,000 square feet of floor area within the Project Site, with a FAR of less than 2:1. The design and improvements associated with the proposed re-subdivision of the site to create three lots for a studio campus development would be consistent with these regulations, and the VTTM would be consistent with the General Plan and the proposed Specific Plan, as well as the density and floor area permitted by the Specific Plan and zone.

The design and layout of the map is also consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC. The VTTM was distributed to and reviewed by the various City agencies of the Subdivision Committee, including, but not limited to, the Bureau of Engineering, Department of Building and Safety, Grading Division and Zoning Division, Bureau of Street Lighting, Department of Recreation and Parks, that have the authority to make dedication, and/or improvement recommendations. Several public agencies found the subdivision design satisfactory, with imposed improvement requirements and/or conditions of approval.

Specifically, the Bureau of Engineering reviewed the tract map for compliance with the Street Design Standards and pursuant to the letter dated May 10, 2024, requires dedication along The Grove Drive, and improvements along Beverly Boulevard, Fairfax Avenue, and The Grove Drive. The Department of Building and Safety – Grading Division reviewed the site grading and deemed it appropriate provided the conditions included in its Soils Report Approval Letter correspondence dated August 4, 2021, are complied with. The Bureau of Street Lighting determined that no street lighting improvements shall occur unless widening is required per BOE. If widening is required, streetlights must be relocated and upgraded with six along Fairfax Avenue, nine along Beverly Boulevard, and five along The Grove Drive. All Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy, as applicable.

Therefore, as conditioned and upon approval of the entitlement requests, the design and improvements of the proposed subdivision would be consistent with the applicable General Plan and Specific Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The Project Site consists of four lots totaling 1,065,726 gross square feet of lot (approximately 25 acres) and is currently developed with an existing television studio complex and ancillary buildings, totaling 743,7680 square feet of floor area, and surface parking lots. The request for VTTM No. 83387 is for merger and re-subdivision of four lots

into three lots, and a Haul Route for the export of up to 772,000 cubic yards of soil to allow for the TVC 2050 Project. With the approval of the proposed subdivision, the Project Site would consist of approximately 25 acres, and under the proposed entitlements, the Specific Plan would allow for up to 1,724,000 square feet of floor area of studio-related uses within the Project Site, with a FAR of less than 2:1.

There are currently 181 trees on or adjacent to the Project Site, including 150 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. In addition, the Project would provide a minimum of approximately 28,900 square feet of open space, which would include landscaping such as trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. The Project also includes public right-of-way and on-site street frontage improvements that would include both new and widened sidewalks; planting areas for street trees, shrubs, and groundcover; fencing, walls, and landscaped buffers; and berms and other visual screening to conceal parking areas.

The Project Site is located within an urbanized area, has been previously developed, and is relatively flat throughout its entirety. The Project Site is not located in a Very High Fire Hazard Severity Zone, Alquist Priolo Zone, Fault Rupture Study Area, Landslide, or Tsunami Inundation Zone. The Project Site is located within a designated Methane Zone mapped by the City and would therefore be subject to the Methane Requirements in Division 71 Section 91.7103 of the LAMC. The northwestern portion of the Project Site is also located within an area of minimal flood hazard while the remainder of the Project Site is located within Zone X, a flood hazard zone with a 0.2 percent annual chance of flooding. Additionally, a majority of the Project Site is located within an area prone to liquefaction, although results of the liquefaction analysis performed as a part of the Geotechnical Investigation provided in Appendix E of the Draft EIR demonstrates that the potential for liquefaction on the Project Site is low. As noted in the Conditions of Approval, the Los Angeles Department of Building and Safety, Grading Division, has reviewed the geology/soils reports prepared for the Project and issued a Soils Approval Letter. The Soils Approval Letter includes specific design and engineering conditions that will ensure the Project can be built safely and that the site will be suitable for the proposed development.

Regarding potential hazards on the site, the Phase I ESA, prepared in 2018, identified one Recognized Environmental Condition (REC), one Historical REC (HREC), and one Controlled REC (CREC) on-site, as well as several other conditions. No active regulatory cases were identified for the Project Site, and the various RECs identified in the Phase I ESA were evaluated as part of a Phase II ESA and supplemental investigations, including, a Limited Phase II Investigation in October 2018 and Supplemental Phase II Investigations in November 2018, August 2019, and May 2020, which revealed concentrations of naturally occurring methane up to 90.7 percent by volume and detected occurring hydrogen sulfide.

In order to address potential adverse effects associated with contaminated soils, the EIR's Hazards and Hazardous Materials analysis determined that with implementation of Mitigation Measures HAZ-MM-1 and HAZ-MM-2, potentially significant impacts with respect to the public or the environment from the release of hazardous materials released during upset and/or accident conditions would be reduced to a less-than-significant level. Project construction would also be required to comply with all applicable regulations protecting public health related to the removal of potential ACMs and LBP-containing materials, including but not limited to Section 19827.5 of the California HSC and California Occupational Safety and Health Administration's (Cal/OSHA) Lead in Construction

Standards and SCAQMD Rule 403. Health and safety issues related to methane will be adequately addressed through regulatory compliance with LAMC Chapter IX, Article 1, Section Division 71, 91.7103, also known as the Los Angeles Methane Seepage Regulations, which establish requirements for buildings and paved areas located in methane zones. In the event that VOC-contaminated soils are encountered during construction or construction occurs in areas of known or potential contamination, appropriate handling, off-site disposal, and/or treatment would be implemented in accordance with applicable regulatory requirements, including SCAQMD Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil).

The Phase I ESA found three surrounding properties of potential concern to the Project Site. Records associated with additional off-site properties were reviewed, and determined they are not RECs and pose no concern with respect to the Project Site. Due to the absence of RECS on surrounding properties, these sites are not expected to represent a significant environmental concern for the Project Site. Therefore, development of the Project Site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Finally, prior to the issuance of any permits, then Project would be required to be reviewed and approved by the Department of Building and Safety and the Fire Department to ensure compliance with building, fire, and safety codes. In general, compliance with existing regulations, VTTM conditions, and MMs identified in the EIR ensure that the proposed development could be feasibly and safely constructed and operated on the site. Therefore, based on the above and as conditioned, the Project Site would be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning standards for density are applied to sites throughout the city and are allocated based on the type of land use, physical suitability, and future population growth expected to occur. The General Plan Framework identifies the Project Site as located along a Mixed Use Boulevard along Fairfax Boulevard. 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 and higher buildings within centers. The adopted Wilshire Community Plan designates the Project Site for Community Commercial, Neighborhood Commercial, and Limited Commercial land uses. The Project Site is zoned C2-1-O and C1.5-2D-O, which allows for a range of commercial uses. Height District 1 allows does not restrict height but imposes a maximum FAR of 1.5:1 within commercial zones, and Height District 2 with D Limitations pursuant to Ordinance No. 171,432 does not restrict height but imposes a maximum average site FAR of 1.5:1 and a maximum building FAR of 3:1.

The Project Applicant is requesting a General Plan Amendment to the Wilshire Community Plan to change the land use designation to Community Commercial over the entire site and to establish a new Footnote to identify the TVC Zone as a corresponding zone to the Community Commercial land use designation; and a General Plan Amendment to assign a Community Commercial land use designation to a 0.63-acre portion of the Project Site located within unincorporated Los Angeles County to be annexed to the City of Los

Angeles. The requested Community Commercial land use designation corresponds to the CR, C2, C4, RAS3, RAS4, P, and PB Zones, and a proposed Footnote to the land use designation would include the proposed TVC Zone. Thus, the requested TVC Zone would be consistent with the requested land use designation.

The TVC 2050 Specific Plan, upon adoption, would restrict development on the Project Site for studio land uses, including sound stage, production support, production office, general office, and retail uses that are generally permitted in commercial zones. In conjunction with the dedications associated with the proposed VTTM, the Project Site area would consist of approximately 25 acres. Contingent upon the approval of the Project's requested entitlements and proposed Specific Plan, the Project would allow for up to 1,724,000 square feet of floor area within the Project Site, with an FAR of less than 2:1.

The physical characteristics of the site and the proposed density of development are generally consistent with existing development and urban character of the surrounding Beverly-Fairfax neighborhood. The Project Site vicinity is characterized by a concentration of both low- 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.

In general, the major arterials in the Project vicinity, including Beverly Boulevard, 3rd Street, and Fairfax Avenue, are lined with commercial, institutional, and multi-family residential uses, with mixed residential neighborhoods interspersed between the major arterials. Immediately east of the Project Site is the Broadcast Center Apartments, a six-story apartment complex with a ground floor grocery store and café. To the east, across The Grove Drive, is a U.S. Post Office and Pan Pacific Park, which includes a variety of active and passive recreational uses, an outdoor amphitheater, and the Holocaust Museum LA. To the south are commercial uses, including The Grove, an outdoor shopping and entertainment center that includes groupings of one- to three-story retail shops, a movie theater, restaurants, and a seven-level (plus rooftop) parking garage; The Original Farmers Market complex (HCM No. 543), comprised of one- and two-story restaurants and other food-related businesses, including a four-story mixed-use office and retail building; and the approximately four-story Farmers Market Storage Facility (which is roughly the same height as the adjacent seven-level garage), the Gilmore Adobe, and surface parking. Further to the south across 3rd Street are a neighborhood-serving shopping center with surface parking, four- and five-story residential buildings, Hancock Park Elementary School, and several 13-story apartment buildings at Park La Brea. Along Fairfax Avenue to the immediate west are low-rise community-serving commercial uses, including a gas station, bank, dry cleaner, and several restaurants and retail stores, interspersed with small surface parking lots, and low- to mid-rise apartments further to the west, and Fairfax High School along Fairfax Avenue to the north. Similar development of up to three stories is located to the north along Beverly Boulevard, including retail shops, restaurants, a bank, gas station, religious temple, several small hotels, personal fitness facilities, Ohel Chana High School, and Morasha Hebrew Academy, with low-rise apartments further to the north.

Upon approval of the entitlement requests, and as conditioned therein, the Project's proposed density is consistent with the general provisions and area requirements of the Planning and Zoning Code. The Project's floor area, density, and massing are appropriately scaled and situated given the existing uses in the surrounding area. The site is a relatively flat infill lot in a developed urban area with adequate infrastructure. The area is easily accessible via improved streets and highways. Therefore, the Project Site is physically suitable for the proposed density of development.

- (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project Site, as described in detail in the EIR, does not contain wetlands or riparian areas or have significant value as a wildlife habitat, and implementation of the Project would not harm protected species. The Project Site is situated in an established, fully developed mixed commercial and residential area, and is currently developed with 743,680 square feet of studio-related uses. Existing development on-site is comprised of four main buildings in addition to approximately 30 one-story ancillary buildings and structures. The Project Site does not contain any natural open spaces with water courses such as streams or lakes within and/or directly adjacent to the Project Site and the Project Site and vicinity do not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act.

Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area, as defined by the City. Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area. The Project Site does not contain any natural open spaces, act as a wildlife corridor, migratory corridors, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value.

Regarding trees, as discussed in the associated Tree Report, the Project Site has been operating as a studio since the 1960s. There are currently 181 trees on or adjacent to the Project Site, including 150 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. In addition, the Project would provide a minimum of approximately 28,900 square feet of open space, and improvements along the public right-of-way, which would include landscaping such as trees and shrubs. The on-site replacement of trees would be provided at a minimum 1:1 ratio for non-protected trees and the Project would be subject to the street tree replacement requirements of the City's Urban Forestry Division. In addition, the Project vicinity is highly urbanized and does not support habitat for candidate, sensitive, or special status plant species. Therefore, no impacts to candidate, sensitive, or special status plant species would occur.

Therefore, as noted above, the Project Site is presently improved with existing studio-related buildings and parking areas, and does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, or migratory corridors. The Project would not conflict with any protected tree ordinance or Habitat Conservation Plan, nor possess any areas of significant biological resource value. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and

the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The Project Site is located within an urbanized area, has been previously developed, and is relatively flat throughout its entirety. The Project Site is not located in a Very High Fire Hazard Severity Zone, Alquist Priolo Zone, Fault Rupture Study Area, Landslide, or Tsunami Inundation Zone. The Project Site is located within a designated Methane Zone mapped by the City and would therefore require the entire Project Site be subject to the Methane Requirements in Division 71 Section 91.7103 of the Los Angeles Municipal Code. The northwestern portion of the Project Site is also located within an area of minimal flood hazard while the remainder of the Project Site is located within Zone X, a flood hazard zone with a 0.2 percent annual chance of flooding.

Regarding other hazards, the Phase I ESA, prepared in 2018, identified one Recognized Environmental Condition (REC), one Historical REC (HREC), and one Controlled REC (CREC) on-site, as well as several other conditions. No active regulatory cases were identified for the Project Site, and the various RECs identified in the Phase I ESA were evaluated as part of a Phase II ESA and supplemental investigations, including, a Limited Phase II Investigation in October 2018 and Supplemental Phase II Investigations in November 2018, August 2019, and May 2020, which revealed concentrations of naturally occurring methane up to 90.7 percent by volume and detected occurring hydrogen sulfide.

In order to address potential adverse effects associated with contaminated soils, the EIR's Hazards and Hazardous Materials analysis determined that with implementation of Mitigation Measures HAZ-MM-1 and HAZ-MM-2, potentially significant impacts with respect to the public or the environment from the release of hazardous materials released during upset and/or accident conditions would be reduced to a less-than-significant level. Project construction would also be required to comply with all applicable regulations protecting public health related to the removal of potential ACMs and LBP-containing materials, including but not limited to Section 19827.5 of the California HSC and California Occupational Safety and Health Administration's (Cal/OSHA) Lead in Construction Standards and SCAQMD Rule 403. Health and safety issues related to methane will be adequately addressed through regulatory compliance with LAMC Chapter IX, Article 1, Section Division 71, 91.7103, also known as the Los Angeles Methane Seepage Regulations, which establish requirements for buildings and paved areas located in methane zones. In the event that VOC-contaminated soils are encountered during construction or construction occurs in areas of known or potential contamination, appropriate handling, off-site disposal, and/or treatment would be implemented in accordance with applicable regulatory requirements, including SCAQMD Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil).

The Phase I ESA found three surrounding properties of potential concern to the Project Site. Records associated with additional off-site properties were reviewed, and determined they are not RECs and pose no concern with respect to the Project Site. Due to the absence of RECS on surrounding properties, these sites are not expected to represent a significant environmental concern for the Project Site. With implementation of mitigation measures and adherence to existing regulations, the design and improvement of the subdivision would not result in serious public health problems related to hazardous materials.

Regarding seismic safety, a majority of the Project Site is located within an area prone to liquefaction, although results of the liquefaction analysis performed as a part of the Geotechnical Investigation provided in Appendix E of the Draft EIR demonstrates that the

potential for liquefaction on the Project Site is low. With adherence to State and City building requirements, along with the recommendations from the LADBS Geology and Soils Report Approval Letter, the subdivision and proposed improvements would not result in serious public health problems related to seismic safety.

Furthermore, the Project can be adequately served by existing utilities. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which meets Statewide ocean discharge standards. The subdivision will be connected to the public sewer system and will have only a minor incremental increase on the effluent treated by the Hyperion Treatment Plant, which has adequate capacity to serve the project. Moreover, as required by LAMC Section 64.15, further detailed gauging and evaluation will be conducted as part of the required building permit process for the project, including the requirement to obtain final approval of an updated Sewer Capacity Availability Report demonstrating adequate capacity. In addition, Project-related sanitary sewer connections and on-site water and wastewater infrastructure will be designed and constructed in accordance with applicable LASAN and California Plumbing Code standards.

No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

- (g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are public infrastructure easements contained within the Project Site and any proposed development near the easements must secure Department of Public Works approval. There are no other recorded instruments identifying easements encumbering the Project Site for the purpose of providing public access. The Project Site is surrounded by public streets and private properties, that adjoin improved public streets designed and improved for the specific purpose of providing public access throughout the area. The Project Site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. No streams or rivers cross the Project Site. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at-large for access through or use of property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the Project Applicant has prepared and submitted materials which consider the local climate, contours, configuration of the lot(s) to be subdivided and other design and improvement requirements. Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed. The topography of the Project Site has been considered in the maximization of passive or natural heating and cooling opportunities. In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows,

insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the Project Site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for VTTM No. 83387.



LOS ANGELES CITY PLANNING APPEAL FILING PROCEDURES

Entitlement and CEQA appeals may be filed using either the Online Application System (OAS) or in person Drop Off at DSC (Development Services Center).

Online Application System: The OAS (<https://planning.lacity.org/oas>) allows appeals to be submitted entirely electronically online; fee payment is by credit card or e-check.

Drop off at DSC: Appeals of this determination can be submitted in person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

Metro DSC

(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC

(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC

(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable Los Angeles Municipal Code provisions.

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure that DSC staff members have adequate time to review and accept the documents, and to allow appellants time to submit payment.



QR Code to Online
Appeal Filing



QR Code to Forms
for In-Person Filing