

Appendix I

Land Use Plans Consistency Analysis Tables

Appendix I

Land Use Tables

Table 1
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
Land Use Chapter	
<p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p>	<p>No Conflict. The Project includes the continuation of an existing studio use and would involve the modernization and expansion of Television City to meet the contemporary needs and changing demands of the entertainment industry. The proposed Specific Plan would allow for a total of up to 1,874,000 square feet of new sound stages, production support, production office, general office, and retail uses within the Project Site. The Specific Plan would permit a wide variety of production and studio-related land uses and associated support uses. These uses would be consistent with the existing uses on-site as well as the surrounding uses. The specific mix of uses ultimately constructed would depend upon market demands, and the Specific Plan would allow flexibility in locating the various uses within the Project Site. Amenities available on-site for studio employees and visitors would include a Mobility Hub, ancillary retail and commissary uses, childcare and fitness facilities, etc. In addition, the Project would promote local and regional economic growth by creating a wide range of entertainment jobs as well as construction jobs. As such, the Project would not conflict with this objective.</p>
<p>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</p>	<p>No Conflict. The Project has been designed to enhance the public realm, create more effective and attractive transitions between off-site and on-site uses and provide useful screening and buffering of sensitive uses. The Project Site currently contains limited landscaping on-site, primarily located around the perimeter, while the interior of the Project Site is dominated by large surface parking areas. The Project would enhance the public realm surrounding the Project Site through streetscape improvements to the pedestrian experience, while continuing to provide for the unique security needs of a working production studio. A minimum of approximately 28,900 square feet of open space would be provided along the Project Site boundaries. These perimeter areas would include landscaping such as trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Along all street frontages, pedestrian access and safety would be</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	<p>improved, and bus stops and street lighting would be maintained. Visual screening and fencing would be provided around the entire Project Site perimeter within a softened, landscaped edge condition. Landscaping around the Project Site perimeter would incorporate a resilient, durable, and drought-tolerant selection of native and adapted tree, shrub, and groundcover species that can thrive in a developed and urbanized setting, including species to complement those at Pan Pacific Park and the Holocaust Museum LA to the east. The spacing of street trees would provide ample shade for pedestrians, and parkways would be scaled to promote long-term health and longevity. In addition, some of the Project buildings may incorporate landscaped rooftop terraces or decks that would serve as outdoor gathering spaces. Thus, the Project would not conflict with this policy.</p>
<p>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.</p>	<p>No Conflict. Per the Specific Plan, the Project would retain the Project Site’s primary land use as a studio facility and provide an expandable and flexible production platform through the establishment of a development framework able to respond to evolving market demands and studio production needs. Pursuant to LAMC Section 11.5.6, the Project includes a General Plan Amendment to: change the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Regional Center Commercial land use designation; assign a Regional Center Commercial land use designation to an approximately 0.63-acre portion of the Project Site located in unincorporated Los Angeles County to be annexed to the City of Los Angeles; and allow the TVC zone as a corresponding zone to the Regional Center Commercial designation. The new Regional Center Commercial land use designation would serve to create a cohesive Project Site subject to uniform land use regulations, while recognizing the unique land uses that have been operating on-site for many decades. These changes would increase the permitted floor area ratio (FAR) from 1.5 to 1.75 to allow for a synergistic mix of land uses with improved integration and circulation throughout the Project Site. Additionally, the Project would not include any uses discouraged within Table 3-1 of the General Plan Framework Long-Range Land Use Diagram such as highway-oriented commercial uses. As such, the Project would not conflict with this policy.</p>
<p>Policy 3.1.9: Assure that fair treatment of people of all races, cultures, incomes, and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and</p>	<p>No Conflict. Pursuant to the California Environmental Quality Act (CEQA), the City of Los Angeles and the Project Applicant have engaged with the community throughout the planning and environmental review process. In accordance with CEQA Section 15082, a</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
<p>policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.</p>	<p>Notice of Preparation (NOP) of a Draft EIR was prepared to provide the public, nearby residents and property owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects. A public scoping meeting was held on July 20, 2021 in an online format using GoToWebinar, which provided accessibility options consistent with the Americans with Disabilities Act (ADA), to share information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis. Public comments on the Draft EIR will also be received and a public hearing will be scheduled after the completion of the Final EIR. Thus, the Project does not conflict with this policy.</p>
<p>Objective 3.2: 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.</p> <p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</p>	<p>No Conflict. The land use regulations set forth in the Specific Plan would allow for a synergistic mix of land uses with improved integration and circulation throughout the Project Site. As previously discussed, amenities would be provided for studio employees and visitors, including an on-site Mobility Hub, ancillary retail and commissary uses, childcare and fitness facilities, etc. The Mobility Hub would support first/last mile connections; encourage employee and visitor use of public transit, carpooling, vanpooling, and biking/scooter to work; and to support other transportation demand management (TDM) strategies. First/last mile services would include personal transportation options such as motorized and non-motorized scooters, skateboards, and bicycles, both personally owned and as short-term rentals (e.g., bike share services). The Mobility Hub would also provide an off-street space for employees and visitors to access passenger pick-up/drop-off zones, carpools, vanpools, shuttles, ride-share services, taxis, and other commercial and non-commercial vehicles, as well as the temporary parking of buses. In particular, the Mobility Hub would support shuttle service between the planned Metro D (Purple) Line Wilshire/Fairfax Station and the Project Site, as well as future shuttle services connecting to other existing and/or future transit stations (e.g., the Metro B Line or Crenshaw North Extension). Furthermore, the Mobility Hub would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities. Such amenities would include a transportation information center providing real-time transit information via digital bulletin boards, wayfinding information for nearby transit stops, and bicycle-related services such as valet service, repair stands, showers, and lockers. Additional services to be provided at the</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	<p>Mobility Hub are detailed in the proposed TDM Program set forth in Section IV.K, Transportation, of this Draft EIR. The Project would also provide short-term and long-term bicycle parking spaces in accordance with LAMC requirements. In addition, the Project would contribute to and implement traffic-calming measures as part of a Neighborhood Traffic Management Plan to address potential cut-through traffic on surrounding residential streets. Moreover, the Project would include safe, delineated pathways for pedestrians throughout the Project Site. As such, the Project would maximize mobility and accessibility by encouraging the use of several modes of transportation, including facilitating and encouraging the use of public transit through a variety of transportation improvements and supporting opportunities for walking and biking. Thus, the Project does not conflict with this objective and associated policy.</p>
<p>Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.</p>	<p>No Conflict. The Project would retain the Project Site's primary land use as a studio facility, which has operated in the neighborhood since the 1950s. With the exception of the six-story Broadcast Center Apartments located to the immediate east, surrounding residential areas are separated from the Project Site by major thoroughfares such as Beverly Boulevard and Fairfax Avenue and the dense retail uses that line them.</p> <p>The Project would complement the neighboring community through design elements that would be compatible with surrounding uses, concentrate building height and mass toward the center and rear 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. The Specific Plan would include height zones with specified maximum height limits to regulate building heights throughout the Project Site, with taller maximum heights concentrated in the center and rear of the Project Site, away from Project Site edges. In particular, as shown in Figure II-5 in Section II, Project Description, of this Draft EIR, buildings in Height Zone C in the northeastern corner of the Project Site near the Broadcast Center Apartments would be subject to a base height limit of 88 feet, with a maximum height limit of 160 feet within up to 40 percent of the Height Zone C area. Along the Shared Eastern Property Line, a 30-foot frontage area would provide a transitional buffer between the on-site and off-site uses. Overall, with the exception of the HCM Protection Zone (Height Zone F) where no new occupiable structures could be constructed, the maximum height limits of the proposed height zones would vary from 58 feet to 225 feet, with a base height limit of 88 feet in Height Zones C and D, consistent with</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	<p>the height of the HCM. Frontage areas varying in depth between five feet and 30 feet would also be provided on all edges of the Project Site and would function as buffers and transitional space around the Project Site perimeter. Within these areas, features such as sidewalks, landscaping, security kiosks, fences, walls, projections, stairs, balconies, and parking would be permitted. Additionally, building stepbacks varying between 10 feet and 20 feet would be provided along Fairfax Avenue, Beverly Boulevard, and the southern property line/Southern Shared Access Drive to reduce building massing and vary building forms by pulling the façade of upper stories back from the building edge at a predetermined elevation. Building stepbacks would apply to those portions of buildings in Height Zones C and D greater than 88 feet in height above Project Grade.</p> <p>Furthermore, as previously discussed, the Project would enhance the public realm through streetscape improvements to the pedestrian experience. Visual screening and fencing would be provided around the entire Project Site perimeter within a softened, landscaped edge condition. In addition, some of the Project buildings may incorporate landscaped rooftop terraces or decks that would serve as outdoor gathering spaces. The proposed Project, with its landscaped open space areas, contemporary design, and integration of historic uses that help define the character of the Project Site and surrounding area, would represent a positive contribution to the urban elements of the surrounding cityscape. As such, the Project would not conflict with this policy.</p>
<p>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.</p>	<p>No Conflict. The Project Site is located in an urbanized area of the City on a site that has been historically developed with production and entertainment-related uses. As discussed in the Initial Study for the Project, provided in Appendix A of this Draft EIR, using employee generation factors from the City of Los Angeles Department of Transportation (LADOT), the Project is estimated to generate a total of 7,832 employees upon buildout, for a net increase of 5,702 employees over existing conditions.¹ Compared against employment data</p>

¹ Rate Source: LADOT and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. Results confirmed by LADOT in their Transportation Assessment for the Proposed Television City 2050 Specific Plan for the Television City Studio Located at 7800 West Beverly Boulevard dated November 16, 2021, provided in Appendix M of this Draft EIR; refer to Attachment B (VMT Calculator Worksheets, June 15, 2021) therein.

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	<p>from the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (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 0.29 percent of the total number of employees in the City in 2026 and 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 0.27 percent of the total number of employees in the City in 2043 and 2.61 percent of the total projected growth between 2021 and 2043. Thus, the Project would help accommodate the projected employment growth in the City and Community Plan area.</p> <p>As discussed above and in more detail in Section IV.K, Transportation, of this Draft EIR, the Project would include a Mobility Hub to support alternative modes of transportation, contributions to transportation improvements throughout the surrounding area, as well as on-site access and circulation improvements. In addition, as discussed in Section IV.J, Public Services, and Section IV.M, Utilities and Service Systems, of this Draft EIR, the Project would be adequately served by the existing public services and utilities, with connections and upgrades as needed. As such, the Project would not conflict with this objective.</p>
<p>Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.</p>	<p>No Conflict. The Project would retain the Project Site’s primary land use as a studio facility, which has operated since the 1950s. The Project would modernize the Television City studio campus to respond to the evolving and increasingly technological nature of the entertainment business. For example, much production work today is performed in “post-production,” using specialized digital facilities for editing and adding digital effects, graphics, etc. Production facilities use high-tech equipment and techniques to enhance quality and substitute virtual space for what was previously done with physical models or other cinematic techniques. These emerging trends create the need for a new kind of hybrid studio/campus with more alternative spaces including gathering, support, office, and post-production space. Thus, the proposed Project would help to ensure the retention of entertainment-related uses within Los Angeles. As such, the Project would not conflict with this objective.</p>
<p>Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the</p>	<p>No Conflict. See Land Use Policy 3.1.3. The Project would improve the pedestrian experience within the</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
City's residents.	Project Site and along Project Site perimeter. A minimum of approximately 28,900 square feet of open space would be provided along the Project Site boundaries. These perimeter areas would include landscaping such as street trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Along all street frontages, pedestrian access and safety would be improved, and bus stops and street lighting would be maintained. As described in Section IV.H, Land Use and Planning, of this Draft EIR and illustrated in Figures IV.H-3 through IV.H-6 therein, the Project would also include sidewalk improvements, with widening in some locations to meet the Mobility Plan 2035 standards and adjacent frontage areas to provide a transition between the sidewalk and on-site buildings. These landscape and sidewalk improvements around the Project Site perimeter would improve pedestrian safety and comfort; incorporate visual screening and fencing within a softened, landscaped edge condition; incorporate berms to conceal partially subterranean parking areas; contribute to improved street identities; and highlight the main pedestrian studio entrance on Beverly Boulevard. Additionally, along The Grove Drive, the improvements would complement the planting selections at Pan Pacific Park and the Holocaust Museum LA to the east. As such, the Project would not conflict with this goal.
Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.	No Conflict. See Land Use Policy 3.1.3 and Goal 3L. The Project has been designed to provide views of the HCM from Beverly Boulevard (which are currently obstructed), enhance the public realm, create more effective and attractive transitions between off-site and on-site uses, and provide visual screening where appropriate. Furthermore, the location and design of development within the Project Site would promote pedestrian activity. Specifically, internal circulation routes, including drives, sidewalks, and pathways, would be introduced to facilitate efficient access to all buildings and parking areas from the various Project driveways, and pedestrian bridges may be used to connect production areas within the buildings. As such, the Project would not conflict with this objective.
Goal 3M: A City where significant historic and architectural districts are valued.	No Conflict. As discussed further in Section IV.B, Cultural Resources, of this Draft EIR, the original Primary Studio Complex includes two attached buildings—the Service Building and the Studio Building—that are designated as an HCM (CHC-2018-476-HCM). The Project would preserve the integrity of the existing HCM, through the implementation of Project Design Features CUL-PDF-1 and CUL-PDF-2, and any new construction within the Project Site would be required to comply with

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	<p>the applicable provisions of the Specific Plan, including historic preservation regulations. The Project would preserve all of the existing historic character-defining features of the Primary Studio Complex and restore those character-defining features which, in some cases, have been compromised in the past (prior to this Project), consistent with the HCM designation. Rehabilitation would occur in compliance with the Secretary of the Interior's Standards for Rehabilitation (Rehabilitation Standards), and CUL-PDF-1 would serve to ensure that the historic significance of the Primary Studio Complex is not adversely impacted by new construction. As discussed in Section IV.B, Cultural Resources, of this Draft EIR, with the incorporation of Project design features, the Project's impacts to historic resources would be less than significant. As such, the Project would not conflict with this goal.</p>
Urban Form and Neighborhood Design Chapter	
<p>Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p>	<p>No Conflict. The Project would improve the quality of the public realm through streetscape improvements to the pedestrian experience, while continuing to provide for the unique security needs of a working production studio. Furthermore, as previously discussed, the Project has been designed to restore views of the HCM from Beverly Boulevard (which are currently obstructed). A minimum of approximately 28,900 square feet of open space would be provided along the Project Site boundaries. These perimeter areas would include landscaping such as street trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Along all street frontages, pedestrian access and safety would be improved, and bus stops and street lighting would be maintained. As described above and illustrated in Figures IV.H-3 through IV.H-6 in Section IV.H, Land Use and Planning, of this Draft EIR, the proposed landscape and sidewalk improvements around the Project Site perimeter would improve pedestrian safety and comfort; incorporate visual screening and fencing within a softened, landscaped edge condition; incorporate berms to conceal partially subterranean parking areas; contribute to improved street identities; and highlight the main pedestrian studio entrance on Beverly Boulevard. Additionally, along The Grove Drive, the improvements would complement planting selections at Pan Pacific Park and the Holocaust Museum LA to the east. Thus, the Project would not conflict with this objective.</p>
<p>Objective 5.9: Encourage proper design and effective use of the built environment to help</p>	<p>No Conflict. As provided in Section IV.J.2, Public Services—Police Protection, of this Draft EIR, the Project</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
<p>increase personal safety at all times of the day.</p>	<p>would include numerous operational design features to enhance personal safety within and immediately surrounding the Project Site. Specifically, as set forth in Project Design Feature POL-PDF-2, the Project would include a 24-hour/seven-day security plan to ensure the safety of employees and visitors. The Project's security plan would include a 24-hour security camera network throughout the Project Site, controlled access to all buildings, maintaining security staff on-site, including at guard booths, and training staff on security policies and protocols. In addition, Project Design Feature POL-PDF-3 would provide for the lighting of buildings and walkways to facilitate pedestrian orientation and clearly identify secure routes between parking areas and points of entry into buildings, while Project Design Feature POL-PDF-4 would provide for the sufficient lighting of parking areas, elevators, and lobbies to maximize visibility and reduce areas of concealment. Furthermore, Project Design Feature POL-PDF-5 would require the Project building entrances/exits, spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. Lastly, as specified in Project Design Features POL-PDF-6 and POL-PDF-7, the Project Applicant would consult with the Los Angeles Police Department (LAPD) regarding the incorporation of feasible crime prevention features and submit a diagram of the Project Site to the LAPD showing access routes and other information that might facilitate a police response. Thus, the Project does not conflict with this objective.</p>
<p>Open Space and Conservation Chapter</p>	
<p>Policy 6.3.3. Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.</p>	<p>No Conflict. See Land Use Policy 3.1.3 and Goal 3L. The Specific Plan would include development standards for certain open space components, including the proposed frontage areas around the Project Site perimeter. As previously described, a minimum of approximately 28,900 square feet of open space would be provided along the Project Site boundaries. These perimeter areas would include landscaping such as street trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Along all street frontages, pedestrian access and safety would be improved, and bus stops and street lighting would be maintained. As also described above and illustrated in Figures IV.H-3 through IV.H-6 in Section IV.H, Land Use and Planning, of this Draft EIR, the proposed landscape and sidewalk improvements around the Project Site perimeter would improve pedestrian safety and comfort; incorporate visual screening and fencing within a softened, landscaped edge condition;</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	incorporate berms to conceal partially subterranean parking areas; contribute to improved street identities; and highlight the main pedestrian studio entrance on Beverly Boulevard. Thus, the Project would not conflict with this policy.
<p>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.</p> <p>a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</p> <p>b. Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of “unbuildable” areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.</p>	<p>No Conflict. See Land Use Policy 3.1.3 and Goal 3L, and Open Space and Conservation Chapter Policy 6.3.3.</p>
Economic Development Chapter	
<p>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.</p>	<p>No Conflict. See Land Use Objective 3.1, Objective 3.2, and Policy 3.2.3. The Project involves 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 on-site and in consideration of the surrounding uses. The proposed Mobility Hub and other TDM strategies would facilitate a reduction in vehicle trips and vehicle miles traveled (VMT). This, along with the incorporation of Project design features provided in Section IV.A, Air Quality, and Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, would facilitate a reduction in air pollution to improve environmental quality. Furthermore, 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</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	<p>systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; use of daylighting where feasible; energy-efficient lighting; and permeable paving where appropriate. Such measures would address energy conservation, water conservation, and waste reduction. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p>No Conflict. The Project would provide multi-modal transportation solutions, including a Mobility Hub, to connect with surrounding public transit lines, encourage alternative means of transportation, and focus growth in a high-density, jobs-rich area in close proximity to transit. A number of bus lines provide transit service throughout the Project Site area, with bus stops located adjacent to the Project Site on both Beverly Boulevard and Fairfax Avenue as well as within a 0.25-mile radius. These bus lines include Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 14, 16, 17, 217, 218, 316, and 780; and LADOT DASH Line FX. In addition, 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 and is scheduled to open in 2024. The new Wilshire/Fairfax station will be located approximately 0.8 mile south of the Project Site, with a station portal on the southeast corner of Wilshire Boulevard and Orange Grove Avenue. Shuttle service to the new station would be provided from the Mobility Hub. Therefore, the Project would not conflict with this policy.</p>
<p>Transportation Chapter/Mobility Plan 2035</p>	
<p>Policy 1.1: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>No Conflict. As illustrated in Figure II-8 in Section II, Project Description, of this Draft EIR, pedestrian entries to the Project Site would be provided along Beverly Boulevard, Fairfax Avenue, The Grove Drive, and the southern property line. All of the access points would be controlled with gates and/or staffed guard houses. A gate marking the central pedestrian entrance to the studio would be located along Beverly Boulevard. In addition to the Mobility Hub, ride-share pick-up/drop-off zones could be located at Beverly Boulevard, Fairfax Avenue and/or at the Southern Shared Access Drive. Internal circulation routes, including drives, sidewalks, and pathways, would be introduced throughout the Project Site to facilitate efficient access to all buildings and parking areas from the various Project driveways, and pedestrian bridges may be used to connect production areas within the buildings. Furthermore, the Project would include</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	<p>numerous improvements that would enhance the pedestrian experience, including landscaping, sidewalk, crosswalk, and bus stop improvements around the Project Site. As described above and illustrated in Figures IV.H-3 through IV.H-6 in Section IV.H, Land Use and Planning, of this Draft EIR, the proposed landscape and sidewalk improvements around the Project Site perimeter would improve pedestrian safety and comfort. Furthermore, the Project Applicant would make a financial contribution for bicycle improvements in accordance with the Mobility Plan 2035, as well as pedestrian facilities improvements as part of the City's Vision Zero plan, as discussed further in Section IV.K, Transportation, of this Draft EIR. All improvements within the public right-of-way would be designed and completed in consultation with LADOT, or other relevant agencies, and in compliance with applicable regulatory standards. Thus, the Project would not conflict with this policy.</p>
<p>Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p>No Conflict. As identified in Section IV.K, Transportation, of this Draft EIR, a Construction Traffic Management Plan would be prepared and implemented as a part of the Project to minimize potential construction impacts to the surrounding area related to construction trucks, worker trips, and any possible sidewalk and lane closures. The Construction Traffic Management Plan would include temporary traffic controls during all construction activities adjacent to public rights-of-way on public roadways to provide for the safe passage for all modes of travel during construction. The Construction Traffic Management Plan would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. In addition, a work site traffic control plan identifying the location of all temporary roadway lane and/or sidewalk closures needed during Project construction would be submitted to LADOT. Thus, the Project would provide safe passage for all modes of travel during construction and would not conflict with this policy.</p>
<p>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.</p>	<p>No Conflict. See Land Use Policy 3.1.3 and Goal 3L and Mobility Plan 2035 Policy 1.1. Within the Project Site area, Fairfax Avenue and Beverly Boulevard are designated as part of the Pedestrian Enhanced District (PED) in the Mobility Plan 2035. As discussed in Section IV.H, Land Use and Planning, of this Draft EIR and illustrated in Figures IV.H-3 through IV.H-6 therein, the Project would include sidewalk improvements around all Project Site edges, with widening in some locations to meet the Mobility Plan 2035 standards and adjacent frontage areas to provide a transition between the sidewalk and on-site buildings. Pedestrian access would be provided from Beverly Boulevard, Fairfax Avenue, The</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	Grove Drive, and the southern property line. All access points would be controlled with gates and/or staffed guard houses. A gate marking the main pedestrian entrance to the Project Site would be located along Beverly Boulevard near the center of the Project Site. The Project Applicant would also contribute toward pedestrian facility improvements within the vicinity of the Project Site as part of Vision Zero. Furthermore, the Project Site's location within an area that is well-served by transit would further promote walking as a component of trips. As such, the Project would not conflict with this policy.
Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system.	No Conflict. See Land Use Policy 3.1.3 and Goal 3L, Objective 3.2/Policy 3.2.3, and Mobility Plan 2035 Policy 1.1. As discussed in Section IV.H, Land Use and Planning, of this Draft EIR, the Project would provide short-term and long-term bicycle parking spaces in accordance with LAMC requirements, including secured bicycle parking facilities, as well as valet service, showers, lockers, and bicycle service areas with repair stands within the Project Site. Furthermore, the Project Applicant would make a financial contribution toward bicycle improvements in accordance with the Mobility Plan 2035. Thus, the Project would recognize and provide opportunities for the use of all modes of travel and would not conflict with this policy.
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.	No Conflict. See Economic Development Chapter Objective 7.2. As previously discussed, the land use regulations set forth in the Specific Plan would allow for a synergistic mix of land uses with improved integration and circulation throughout the Project Site. Amenities would be provided for studio employees and visitors, including a Mobility Hub, ancillary retail and commissary uses, childcare and fitness facilities, etc. The Project would expand employment opportunities in close proximity to residential areas, destinations, and local-serving retail and restaurants. The surrounding mix of land uses would offer convenient, non-commute commercial opportunities for Project employees and visitors to help minimize vehicle trips. Furthermore, as concluded in the Transportation Assessment prepared for the Project and included in Appendix M of this Draft EIR, the Project would not result in significant impacts associated with VMT. As such, the Project would not conflict with this policy.
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	No Conflict. See Economic Development Chapter Policy 7.2.3. The Project Site is located in an area well-served by public transit. The Project's proposed Mobility Hub would facilitate the use of multi-modal transportation services by Project employees and visitors. Pedestrian and bicycle

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	access to existing and future transit services would be enhanced with additional landscaping, sidewalk, and crosswalk improvements along the Project Site perimeter. Additionally, the Project would include an employee shuttle service between the planned Metro D Line Wilshire/Fairfax station and the Project Site. The Mobility Hub would also support future shuttle services to provide connections to existing and/or future transit stations (e.g., Metro B Line or Crenshaw North Extension). As such, the Project would not conflict with this policy.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	No Conflict. See Mobility Plan 2035 Policy 3.1. The Project would provide convenient and secure long-term and short-term bicycle parking to encourage bicycling for employees and visitors to the Project Site. The Mobility Hub would also provide bike-share facilities or similar first-mile/last-mile transportation alternatives and bicycle amenities such as valet service, repair stands, showers, and lockers. As such, the Project would not conflict with this policy.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	No Conflict. As described in Project Design Feature TR-PDF-2, the Project would include the following TDM measures: <ul style="list-style-type: none"> • Educational Programs/On-Site Coordinator • Transportation Information Center/Kiosks • Carpool/Vanpool Parking and Loading • Bicycle and Pedestrian Amenities • First-Mile/Last-Mile Options • Ride-Share Matching, Carpool/Vanpool, Guaranteed Ride Home Programs • Local Transit Infrastructure Improvements • Shuttle Service • Neighborhood Enhancements As such, the Project would not conflict with this policy.
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	No Conflict. See Economic Development Chapter Objective 7.2. As evaluated in Section IV.K, Transportation, of this Draft EIR, the Project is estimated to generate a lower work VMT per employee than the average for the area through the implementation of TDM Program measures, as described in Project Design Feature TR-PDF-2. As such, the Project would not conflict with this policy.
Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	No Conflict. The Project would provide EV charging stations and parking spaces capable of supporting future EV supply equipment in compliance with LAMC requirements. As such, the Project would not conflict with

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	this policy.
Infrastructure and Public Services Chapter	
<p>Goal 9A: Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p>	<p>No Conflict. While this is a citywide goal, as discussed in Section IV.M.2, Utilities and Service Systems—Wastewater, of this Draft EIR, wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Water Reclamation Plant, which has an available treatment capacity of approximately 175 million gallons per day. In addition, the existing 8-inch sewer line in Beverly Boulevard and 10- to 12-inch sewer line along the southern property line have adequate capacity to serve the Project. Overall, the Project would not conflict with this goal.</p>
<p>Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p>No Conflict. Project operations would not dispose of hazardous substances in the sewer system. As discussed in Section IV.F, Hazards and Hazardous Materials, of this Draft EIR, the Project would include a number of Project design features to contain hazardous materials, prevent spills, and establish spill response protocols. As discussed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, pursuant to the Stormwater Pollution Prevention Plan (SWPPP) required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the Project would implement best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants that could be carried off in stormwater runoff. The Project would also comply with the Standard Urban Stormwater Mitigation Plans (SUSMP) requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. Further, the Project would comply with the City's Low Impact Development (LID) Ordinance. As such, the Project would not conflict with this policy.</p>
<p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p>No Conflict. See Infrastructure and Public Services Chapter Policy 9.3.1. As discussed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site, and impacts to surface water quality would be less than significant. Specifically, runoff flows during Project operation would remain unchanged from existing conditions at 53.47 cubic feet per second (cfs) during a 50-year storm event. Accordingly, there would be no increase in runoff volumes into the existing storm drain system. Furthermore, the Project's stormwater infrastructure would be designed to convey a 50-year</p>

Table 1 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element

Objective/Policy	Would the Project Conflict?
	<p>storm to the designated discharge location. Inlets within the Project Site would be sized to eliminate the potential for ponding. Accordingly, drainage within the Project Site during operations would be similar to current conditions. As such, the Project would not conflict with this goal and associated objective.</p>
<p>Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p>No Conflict. As evaluated in the Water Supply Assessment (WSA) prepared by the Los Angeles Department of Water and Power (LADWP) and summarized in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, LADWP’s current and projected available water supplies for normal, single-dry, and multiple-dry years would be sufficient to meet the Project’s water demand in addition to the existing and planned future water demands within LADWP’s service area through the year 2045. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Thus, the Project would not conflict with this goal and associated objective.</p>
<p>Source: Eyestone Environmental, 2021.</p>	

Table 2
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
Residential	
Policy 1-1.2: Promote neighborhood preservation in all stable residential neighborhoods.	No Conflict. The Project would not introduce or remove any residential uses, and no stable residential neighborhoods would be divided or isolated by Project development. The Project would retain the Project Site's primary land use as a studio facility, which has operated in the neighborhood since the 1950s. With the exception of the six-story Broadcast Center Apartments located to the immediate east, surrounding residential areas are separated from the Project Site by major thoroughfares such as Beverly Boulevard and Fairfax Avenue and the dense retail uses that line them. The Project would enhance the aesthetic appeal of the Project Site while respecting the scale and character of the adjacent residential use. Specifically, as shown in Figure II-5 in Section IV.H, Land Use and Planning, of this Draft EIR, buildings in Height Zone C in the northeastern corner of the Project Site would be subject to a base height limit of 88 feet, with a maximum height limit of 160 feet within up to 40 percent of the Height Zone C area. Along the Shared Eastern Property Line, a 30-foot frontage area would provide a transitional buffer between the on-site and off-site uses. By concentrating development on an existing studio property, the Project would preserve existing neighborhoods. As such, the Project would not conflict with this policy.
Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	No Conflict. See Residential Policy 1-1.2.
Commercial	
<p>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.</p> <p>Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.</p> <p>Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.</p> <p>Policy 2-1.2: Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from</p>	<p>No Conflict. The Project would retain the Project Site's primary land use as a studio facility, which has operated in the neighborhood since the 1950s. The Project involves 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 on-site. 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. As previously discussed, the Project would enhance the public realm surrounding the Project Site through streetscape improvements to the pedestrian experience, while continuing to provide for the unique security needs of a working production studio.</p> <p>Furthermore, per the Specific Plan, the Project would promote local and regional economic growth by creating a wide range of entertainment jobs as well as construction</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
encroachment by stand-alone residential development by adhering to the community plan land use designations.	<p>jobs. As discussed in the Initial Study for the Project, provided in Appendix A of this Draft EIR, using LADOT's employee generation factors, the Project is estimated to generate a total of 7,832 employees upon buildout, for a net increase of 5,702 employees over existing conditions.²</p> <p>Pursuant to LAMC Section 11.5.6, the Project includes a General Plan Amendment to: change the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Regional Center Commercial land use designation; assign a Regional Center Commercial land use designation to an approximately 0.63-acre portion of the Project Site located in unincorporated Los Angeles County to be annexed to the City of Los Angeles; and allow the TVC zone as a corresponding zone to the Regional Center Commercial designation. The new Regional Center Commercial land use designation would serve to create a cohesive Project Site subject to uniform land use regulations, while recognizing the unique land uses that have been operating on-site for many decades. These changes would increase the permitted FAR from 1.5 to 1.75 to allow for a synergistic mix of land uses with improved integration and circulation throughout the Project Site.</p> <p>As such, the Project would not conflict with this goal and associated objective and policies.</p>
<p>Policy 2-1.3: Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.</p>	<p>No Conflict. The Specific Plan would permit the construction of up to 20,000 square feet of new retail uses on the Project Site. These uses would generally serve the needs of employees and/or guests of the studio. Given the limited amount of retail space and the targeted clientele it would serve, the proposed Project's retail uses are not anticipated to adversely impact existing retailers or other commercial uses in the Project Site vicinity by triggering economic competition. Furthermore, the Project's increase in employment opportunities would support other commercial businesses in the surrounding area. As such, the Project would not conflict with this policy.</p>
<p>Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented</p>	<p>No Conflict. As previously discussed, the Project would enhance the public realm through streetscape</p>

² Rate Source: LADOT and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020. Results confirmed by LADOT in their Transportation Assessment for the Proposed Television City 2050 Specific Plan for the Television City Studio Located at 7800 West Beverly Boulevard dated November 16, 2021, provided in Appendix M of this Draft EIR; refer to Attachment B (VMT Calculator Worksheets, June 15, 2021) therein.

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
<p>areas.</p> <p>Policy 2-2.1: Encourage pedestrian-oriented design in designated areas and in new development.</p>	<p>improvements to the pedestrian experience, while continuing to provide for the unique security needs of a working production studio. In particular, the Project has been designed to restore views of the HCM from Beverly Boulevard (which are currently obstructed). A minimum of approximately 28,900 square feet of open space would be provided along the Project Site boundaries. These perimeter areas would include landscaping such as trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Thus, the proposed Project would represent a positive contribution to the commercial and pedestrian environment in the Wilshire Community Plan area. As such, the Project would not conflict with this objective and associated policy.</p>
<p>Policy 2-2.2: Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.</p>	<p>No Conflict. The Project includes the continuation of an existing studio use and would involve the modernization and expansion of the approximately 25-acre Television City studio. The nature of the existing and proposed production activities requires strict security measures and controlled community access to the Project Site. While public-serving uses would be permitted by the Specific Plan, they are not currently planned, and similar to existing conditions, the proposed on-site support and retail uses would be available to employees and/or visitors at the Project Site. Such uses may include a childcare facility, fitness center, bank, dry cleaners, cafés or restaurants, and various types of shops and service-oriented uses, as permitted under the proposed Specific Plan. As such, the Project would not conflict with this policy.</p>
<p>Objective 2-3: Enhance the visual appearance and appeal of commercial districts.</p> <p>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.</p>	<p>No Conflict. See Objective 2-2. The Project would retain the Project Site's primary land use as a studio facility, which has operated in the neighborhood since the 1950s. With the exception of the six-story Broadcast Center Apartments located to the immediate east, surrounding residential areas are separated from the Project Site by major thoroughfares such as Beverly Boulevard and Fairfax Avenue and the dense retail uses that line them. The Project would enhance the aesthetic appeal of the Project Site while respecting the scale and character of the adjacent residential use. Specifically, as shown in Figure II-5 in Section IV.H, Land Use and Planning, of this Draft EIR, buildings in Height Zone C in the northeastern corner of the Project Site would be subject to a base height limit of 88 feet, with a maximum height limit of 160 feet within up to 40 percent of the Height Zone C area. Along the Shared Eastern Property Line, a 30-foot frontage area would provide a transitional buffer between the on-site and off-site uses. Additionally, the Specific Plan includes a viewshed restoration area in Height Zone A, which would provide views of the currently obstructed HCM from</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
	<p>Beverly Boulevard (CHC-2018-476-HCM), serving to enhance the character of the commercial zone. Per the proposed height zones, the tallest maximum heights would be concentrated in the center and rear of the Project Site, away from Project Site edges. Overall, with the exception of the HCM Protection Zone (Height Zone F) where no new occupiable structures could be constructed, the maximum height limits of the proposed height zones would vary from 58 feet to 225 feet, with a base height limit of 88 feet in Height Zones C and D, consistent with the height of the HCM. Frontage areas varying between five feet and 30 feet in depth would also be provided on all edges of the Project Site and would function as buffers and transitional space around the Project Site perimeter. Within these areas, features such as sidewalks, landscaping, security kiosks, fences, walls, projections, stairs, balconies, and parking would be permitted. Additionally, building stepbacks varying between 10 feet and 20 feet would be provided along Fairfax Avenue, Beverly Boulevard, and the southern property line/Southern Shared Access Drive to reduce building massing and vary building forms by pulling the façade of upper stories back from the building edge at a predetermined elevation above Project Grade. Building stepbacks would apply to those portions of buildings in Height Zones C and D greater than 88 feet in height above Project Grade. Furthermore, as previously discussed, the Project would enhance the public realm through streetscape improvements to the pedestrian experience. In addition, the proposed Sign District would regulate the type, size, quantity, and lighting of signage to ensure signs are integrated with and enhance the character of the Project Site as an important entertainment industry venue. New signage would be compatible with the historic character of the Primary Studio Complex’s original sign program in terms of placement, scale, color, illumination, and material. Project signage would be integrated with and complement the overall aesthetic character of on-site development and would be designed to enhance the entertainment character of the Project Site. Lastly, while the Specific Plan would not place limitations on architectural styles, all new construction adjacent to the HCM would be consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties, thus ensuring general architectural compatibility with the existing International style such that the historic integrity of the HCM would be preserved. As such, the Project would not conflict with this objective and associated policy.</p>
Open Space	
Objective 5-1: Preserve existing open space resources and where possible develop new	No Conflict. Existing open space on the Project Site is generally limited to small, landscaped areas and surface

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
<p>open space.</p> <p>Policy 5-1.1: Encourage the retention of passive and visual open space to provide a balance to urban development.</p>	<p>parking areas with associated carports and solar panels. As part of the Project, some of the Project buildings may incorporate rooftop terraces or decks that would serve as outdoor gathering spaces. The Project would also provide a minimum of approximately 28,900 square feet of open space along the Project Site boundaries. The perimeter areas would include landscaping such as street trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Along all street frontages, pedestrian access and safety would be improved, and bus stops and street lighting would be maintained. Visual screening and fencing would be provided around the entire Project Site perimeter. Thus, the project would not conflict with this objective and associated policy.</p>
<p>Police Protection</p>	
<p>Objective 8-1: Provide adequate police facilities, personnel and protection to correspond with existing and future population and service demands.</p> <p>Policy 8-1.1: Consult with the LAPD in the review of development projects and land use changes to determine law enforcement needs and requirements.</p>	<p>No Conflict. As discussed in Section IV.J.2, Public Services—Police Protection, of this Draft EIR, LAPD was consulted during the preparation of this Draft EIR. As indicated in LAPD’s letter included in Appendix L of this Draft EIR, the Project would not require any special police protection requirements and would not result in the need for new or altered police facilities. Additionally, as discussed in Section IV.J.2, Public Services—Police Protection, of this Draft EIR, through Project Design Features POL-PDF-1 through POL-PDF-7, the Project would include numerous operational design features to enhance safety within and immediately surrounding the Project Site, thereby reducing the demand for police services. Specifically, as set forth in Project Design Feature POL-PDF-2, the Project would include a 24-hour/seven-day security plan to ensure the safety of employees and site visitors. The Project’s security plan would include a 24-hour security camera network throughout the Project Site, controlled access to all buildings, maintaining security staff on-site, including at guard booths, and training staff on security policies and protocols. In addition, Project Design Feature POL-PDF-3 would provide for the lighting of buildings and walkways to facilitate pedestrian orientation and clearly identify secure routes between parking areas and points of entry into buildings, while Project Design Feature POL PDF-4 would provide for the sufficient lighting of parking areas, elevators, and lobbies to maximize visibility and reduce areas of concealment. Furthermore, Project Design Feature POL-PDF-5 would require the Project building entrances/exits, spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites. Lastly, as specified in Project Design Features POL-PDF-6 and POL-PDF-7, the Project Applicant would consult with LAPD regarding the incorporation of feasible crime</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
	<p>prevention features and submit a diagram of the Project Site to the LAPD showing access routes and other information that might facilitate police response.</p> <p>In addition to these site 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. The proposed PDFs, as well as the Project's contribution to the General Fund, would help offset any Project-related increase in the demand for police services. As such, the Project would not conflict with this objective and policy.</p>
<p>Policy 8-2.2: Provide adequate lighting around residential, commercial and industrial buildings, and park, school, and recreational areas to improve security.</p> <p>Policy 8-2.3 Ensure that landscaping around buildings does not impede visibility and provide hidden places which could foster criminal activity.</p>	<p>No Conflict. See Police Protection Objective 8-1 and Policy 8-1.1. In conjunction with the security measures described above, the Project's lighting and landscaping would be designed to improve security and to not impede visibility or provide hidden places which could foster criminal activity. As such, the Project would not conflict with these policies.</p>
Fire Protection	
<p>Policy 9-1.1: Coordinate with the City of Los Angeles Fire Department during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service demands.</p>	<p>No Conflict. As discussed in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR, the Los Angeles Fire Department (LAFD) was consulted during the preparation of this Draft EIR. In addition, compliance with applicable Building and Fire Code requirements would be confirmed as part of LAFD's fire/life safety plan review and fire/life safety inspection, as set forth in LAMC Section 57.118, prior to the issuance of a building permit. As concluded in Section IV.J.1, Public Services—Fire Protection, of this Draft EIR, the Project's impacts related to service demands would be less than significant. As such, the Project would not conflict with this policy.</p>
Transportation	
<p>Objective 10-2: Increase work trips and non-work trips made on public transit.</p>	<p>No Conflict. The Project would provide a Mobility Hub on-site to support first/last mile connections, encourage employee and visitor use of public transit, and to support other TDM strategies. First/last mile services would include personal transportation options such as motorized and non-motorized scooters, skateboards, and bicycles, both personally owned and as short-term rentals (e.g., bike share services). The Mobility Hub would also provide an off-street space for employees and visitors to access passenger pick-up/drop-off zones, carpools, vanpools, shuttles, ride-share services, taxis, and other commercial and non-commercial vehicles, as well as the temporary parking of buses. In particular, the Mobility Hub would support shuttle</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
	<p>service between the planned Metro D (Purple) Line Wilshire/Fairfax Station and the Project Site, as well as future shuttle services connecting to other existing and/or future transit stations (e.g., the Metro B Line or Crenshaw North Extension). Furthermore, the Mobility Hub would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities. Such amenities would include a transportation information center providing real-time transit information via digital bulletin boards, wayfinding information for nearby transit stops, and bicycle-related services such as valet service, repair stands, showers, and lockers. Additional services to be provided at the Mobility Hub are detailed in the proposed TDM Program set forth in Section IV.K, Transportation, of this Draft EIR. As such, the Project would increase work trips and non-work trips made on public transit by facilitating and encouraging the use of public transit through a variety of transportation improvements. Thus, the Project does not conflict with this objective.</p>
<p>Goal 11: Encourage a system of safe, efficient and attractive bicycle and pedestrian routes.</p> <p>Objective 11-1: Promote an adequate system of bikeways for commuter, school and recreational use.</p> <p>Policy 11-1.4: Support the provision of bicycle facilities in all new development.</p>	<p>No Conflict. Although the Project Site does not include any public roadways and thus would not provide public bicycle routes, the Project would provide short-term and long-term bicycle parking spaces in accordance with LAMC requirements, including secured bicycle parking facilities, as well as valet service, showers, lockers, and bicycle service areas with repair stands within the Mobility Hub. The Mobility Hub would also provide space for bike share facilities, bicycle rentals, and other similar bicycle services. Furthermore, the Project Applicant would make a financial contribution toward bicycle improvements in accordance with the Mobility Plan 2035.</p> <p>As described in Section IV.H, Land Use and Planning, of this Draft EIR and illustrated in Figures IV.H-3 through IV.H-6 therein, the Project would include sidewalk improvements, with widening in some locations to meet the Mobility Plan 2035 standards and adjacent frontage areas to provide a transition between the sidewalk and on-site buildings. Moreover, internal circulation routes, including drives, sidewalks, and pathways, would be introduced on-site to facilitate efficient access to all buildings and parking areas from the various Project driveways, and pedestrian bridges may be used to connect production areas within the buildings.</p> <p>As such, the Project would not conflict with this goal and associated objective and policy.</p>
<p>Objective 11-2: Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas,</p>	<p>No Conflict. As discussed above, the Project would create a pedestrian-oriented public realm along Fairfax Avenue, Beverly Boulevard, and The Grove Drive to accommodate</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
<p>recreational areas, schools, and transit centers.</p> <p>Policy 11-2.1: Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians.</p> <p>Policy 11-2.3: Protect and improve existing pedestrian oriented street segments.</p>	<p>pedestrian travel and provide a more comfortable pedestrian environment. The Project would include new landscaping along all public Project Site frontages, upgraded bus stops around the Project Site perimeter as needed, and signalization of the currently uncontrolled crosswalk across Fairfax Avenue at 1st Street. Furthermore, the Project Applicant would make a financial contribution toward pedestrian facility improvements as part of Vision Zero. As such, the Project would not conflict with this objective and associated policies.</p>
<p>Goal 12: Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.</p> <p>Objective 12-1: Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.</p> <p>Policy 12-1.1: Encourage non-residential developments to provide employee incentives for using alternatives to the automobile (car pools, van pools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules.</p> <p>Policy: 12-1.3: Require that proposals for major non-residential development projects include submission of a TDM Plan to the City.</p> <p>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.</p>	<p>No Conflict. The Project would implement a TDM Program designed to promote the use of alternative transportation modes by employees and visitors and reduce single occupancy vehicle trips to the Project Site. As detailed in Section IV.K, Transportation, of this Draft EIR, the TDM Program would include an educational program/on-site coordinator, bicycle parking and amenities, pedestrian amenities, a ride-share matching and carpool/vanpool program, first-mile/last-mile options, a Guaranteed Ride Home Program, and a Mobility Hub with a transportation information center/kiosks. In particular, the Mobility Hub would support first/last-mile connections, encourage employee and visitor use of public transit, and provide an off-street space for employees and visitors to access passenger pick-up/drop-off zones and buses. First/last mile services would include personal transportation options such as motorized and non-motorized scooters, skateboards, and bicycles, both personally owned and as short-term rentals (e.g., bike share services). The Mobility Hub would also include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities. Such amenities would include a transportation information center providing real-time transit information via digital bulletin boards, wayfinding information for nearby transit stops, and bicycle-related services such as valet service, repair stands, showers, and lockers. Additionally, the Project would include an employee shuttle service between the planned Metro D (Purple) Line Wilshire/Fairfax station and the Project Site. The Mobility Hub would also support future shuttle services to provide connections to existing and/or future transit stations (e.g., the Metro B Line or Crenshaw North Extension).</p> <p>As previously discussed, the Project would also include public realm improvements, including sidewalk widenings, streetscaping, pedestrian amenities, and bike facilities such as short-term and long-term bicycle parking spaces and other supportive amenities.</p> <p>As such, the Project would not conflict with this goal and</p>

Table 2 (Continued)
Applicable Goals, Objectives, and Policies of the Wilshire Community Plan

Policy	Would the Project Conflict?
	associated objective and policies.
<p>Policy: 12-1.2 Encourage the use of Multiple-Occupancy Vehicle programs for shopping and other non-work activities to reduce midday, evening, and special event traffic.</p>	<p>No Conflict. As discussed above, the Project would implement a TDM Program to promote opportunities for employees and visitors to utilize alternative transportation modes and reduce single-occupancy vehicle trips to the Project Site. The TDM Program would include carpool/vanpool programs. Additionally, the Project would include various on-site amenities and retail uses, including a commissary, which would reduce mid-day off-site trips for meals. Furthermore, the Project is located in a dense, urbanized area near local-serving commercial retail, restaurant, and supermarket uses within walking distance that would promote non-automobile trips and pedestrian activity. As such, the Project would not conflict with this policy.</p>
Historic and Cultural Resources	
<p>Goal 17: Preserve and restore cultural resources, neighborhoods and landmarks which have historical and/or cultural significance.</p> <p>Objective 17-1: Ensure that the Wilshire Community's historically significant resources are protected, preserved, and/or enhanced.</p> <p>Policy 17-1.1: Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.</p> <p>Objective 17-3: Encourage private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.</p>	<p>No Conflict. The original Primary Studio Complex includes two attached buildings—the Service Building and the Studio Building—that are designated as an HCM (CHC-2018-476-HCM). The Project would preserve the integrity of the existing HCM, through the implementation of Project Design Features CUL-PDF-1 and CUL-PDF-2, and any new construction within the Project Site would be required to comply with the applicable provisions of the Specific Plan, including historic preservation regulations. The Project would preserve all of the existing historic character-defining features of the Primary Studio Complex and restore those character-defining features which, in some cases, have been compromised in the past (prior to this Project), consistent with the HCM designation.</p> <p>As discussed in Project Design Feature CUL-PDF-1, the Specific Plan would provide parameters for new construction to preserve the HCM's integrity and its character-defining features. Furthermore, as discussed in Project Design Feature CUL-PDF-2, the Project Applicant would prepare a Historic Structure Report (HSR) to further document the history of the Primary Studio Complex and guide its rehabilitation in compliance with the Rehabilitation Standards. Finally, the Project would comply with City of Los Angeles Administrative Code Section 22.171.14 (i.e., the Cultural Heritage Ordinance). As such, the Project would not conflict with this goal and associated objectives and policy.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	

**Table 3
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

Goals	Would the Project Conflict?
<p>Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p> <p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.</p> <p>Goal 4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>No Conflict. Although these goals apply at a regional level, Project development would occur within an existing urbanized area served by an established network of roads and freeways that provide local and regional access to the area, including the Project Site. In addition, the Project Site is served by a variety of nearby mass transit options, including a number of bus lines. Specifically, bus stops are located adjacent to the Project Site on both Beverly Boulevard and Fairfax Avenue as well as within a one-block radius; these include Metro Bus Lines 14, 16, 17, 217, 218, 316, and 780, several of which have headways of 15 minutes or less during the morning and afternoon peak commute periods; and LADOT DASH Line FX. In addition, Metro transit facilities planned in the area include the Metro D (Purple) Line extension. The availability and accessibility of public transit in the Project Site area is documented by the Project Site’s location within a designated SCAG High-Quality Transit Area and City of Los Angeles Transit Priority Area, as defined in the City’s Zoning Information File No. 2452.</p> <p>As discussed in Section IV.H, Land Use and Planning, of this Draft EIR, the Project would provide short-term and long-term bicycle parking spaces in accordance with LAMC requirements, including secured bicycle parking facilities, as well as valet service, showers, lockers, and bicycle service areas with repair stands within the Project Site. As also discussed in Section IV.H, Land Use and Planning, of this Draft EIR, and illustrated in Figures IV.H-3 through IV.H-6 therein, the Project would include sidewalk improvements around all Project Site edges, with widening in some locations to meet the Mobility Plan 2035 standards and adjacent frontage areas to provide a transition between the sidewalk and on-site buildings. Furthermore, the Project Applicant would make financial contributions toward bicycle improvements in accordance with the Mobility Plan 2035, as well as pedestrian facility improvements within the vicinity of the Project Site as part of Vision Zero.</p> <p>The Project would provide EV charging stations and parking spaces capable of supporting future EV supply equipment in compliance with LAMC requirements.</p> <p>Additionally, the Project would include a Mobility Hub on-site to support first/last mile connections; encourage employee and visitor use of public transit, carpooling, vanpooling, and biking/scooter to work; and to support other TDM strategies. First/last mile services would include personal transportation options such as motorized and non-motorized scooters, skateboards, and bicycles,</p>

Table (Continued)
Applicable Goals of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)

Goals	Would the Project Conflict?
	<p>both personally owned and as short-term rentals (e.g., bike share services). The Mobility Hub would also provide an off-street space for employees and visitors to access passenger pick-up/drop-off zones, carpools, vanpools, shuttles, ride-share services, taxis, and other commercial and non-commercial vehicles, as well as the temporary parking of buses. In particular, the Mobility Hub would support shuttle service between the planned Metro D (Purple) Line Wilshire/Fairfax Station and the Project Site, as well as future shuttle services connecting to other existing and/or future transit stations (e.g., the Metro B Line or Crenshaw North Extension). Furthermore, the Mobility Hub would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities. Such amenities would include a transportation information center providing real-time transit information via digital bulletin boards, wayfinding information for nearby transit stops, and bicycle-related services such as valet service, repair stands, showers, and lockers. Additional services to be provided at the Mobility Hub are detailed in the proposed TDM Program set forth in Section IV.K, Transportation, of this Draft EIR. As such, the Project would improve mobility and accessibility by providing opportunities for the use of several modes of transportation, including facilitating and encouraging the use of public transit through a variety of transportation improvements and supporting opportunities for walking and biking, while also increasing travel choices within the transportation system. Therefore, the Project would not conflict with these goals.</p>
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality.</p> <p>Goal 6: Support healthy and equitable communities.</p> <p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>No Conflict. See Goals 2, 3, and Goal 4, above. The proposed Mobility Hub and TDM strategies would facilitate a reduction in vehicle trips and VMT. As detailed in Section IV.K, Transportation, of this Draft EIR, the TDM Program set forth in Project Design Feature TR-PDF-2 would include an educational program/on-site coordinator, bicycle parking and amenities, pedestrian amenities, shuttle service to the future Metro D (Purple) Line station, a ride-share matching and carpool/vanpool program, first-mile/last-mile options, and a Guaranteed Ride Home Program. As previously discussed, the Project would also include public realm improvements, including sidewalk widenings, streetscaping, and pedestrian amenities such as benches and shade structures; and bike facilities such as short-term and long-term bicycle parking spaces and other supportive amenities. All of these measures would promote non-automobile travel (i.e., active/non-motorized transportation, such as bicycling and walking). This, along with the incorporation of the Project design features</p>

Table (Continued)
Applicable Goals of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)

Goals	Would the Project Conflict?
	<p>provided in Section IV.A, Air Quality, and Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, would facilitate a reduction in air pollution to improve environmental quality. These Project characteristics would reduce greenhouse gasses and improve air quality, support healthy and equitable communities, and respond to a changing climate. As such, the Project would not conflict with these goals.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that results in more efficient travel.</p>	<p>No Conflict. As discussed above, the Project would promote non-automobile travel and reduce the use of single-occupant vehicle trips by supporting and connecting to existing transit services in the area; providing a Mobility Hub on-site, including space to accommodate support uses, staging facilities, bike share, and ridership amenities; and improving the pedestrian environment. Such amenities at the Mobility Hub would include a transportation information center providing real-time transit information via digital bulletin boards, wayfinding information for nearby transit stops, and bicycle-related services such as valet service, repair stands, showers, and lockers. Additional services to be provided at the Mobility Hub are detailed in the proposed TDM Program set forth in Section IV.K, Transportation, of this Draft EIR. The Project would also provide EV charging stations and EV-ready parking spaces. Therefore, the Project would not conflict with this goal.</p>
<p>Source: <i>Eyestone Environmental, 2021.</i></p>	