

# **Appendix F**

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## Land Use Consistency Tables

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## Land Use Consistency Tables

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

Goal/Objective/Policy	Would the Project Conflict?
<i>Land Use Chapter</i>	
<p><b>Policy 3.1.2:</b> Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p>	<p><b>No Conflict.</b> As discussed in Section IV.I, Public Services, Section IV.L, Utilities and Service Systems, and in the Initial Study included in Appendix A to this Draft EIR, the agencies providing services and utilities to the Project Site would have capacity to serve the Project.</p>
<p><b>Policy 3.1.4:</b> 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><b>No Conflict.</b> The Project Site is an existing major motion picture and television studio that includes creative office space, production support space, and sound stages, which are permitted uses under the current land use and zoning designations. Therefore, the proposed studio-related creative office and production office/production support uses would be consistent with existing land use provisions. In addition, the Project would be within the maximum floor area ratio permitted of 1.5:1.</p>
<p><b>Objective 3.2:</b> 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><b>No Conflict.</b> The Project Site is located within Hollywood, a high density area featuring a mix of land uses including residential, retail, restaurants, entertainment, banking and other commercial offices and services. The Project would expand upon the existing uses in Hollywood by introducing additional studio/media/entertainment-related office and production support space on a site traditionally occupied by studio-related uses. The proposed uses would complement the ongoing expansion of residential development in the area, as well as expand the local area's employment base, thus reducing the need for such employees to travel greater distances for employment opportunities. In addition, the Project Site is located in an area that is well-served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard. The convenient location of such services and proposed uses would promote an improved quality of life by facilitating a reduction in vehicle trips and miles traveled.</p>
<p><b>Objective 3.3:</b> Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting</p>	<p><b>No Conflict.</b> The Project Site is located in an urbanized area of the City. The Project would be served by existing utility, transportation infrastructure, and public services. As discussed in Section IV.I, Public Services, Section IV.L,</p>

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

Goal/Objective/Policy	Would the Project Conflict?
transportation and utility infrastructure and public services.	Utilities and Service Systems, and in the Initial Study included in Appendix A to this Draft EIR, the agencies providing services and utilities to the Project Site would have capacity to serve the Project. In addition, as discussed in Section IV.J, Transportation, of this Draft EIR, the Project would result in less than significant transportation impacts.
<b>Urban Form and Neighborhood Design</b>	
<b>Objective 5.2:</b> 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.	<b>No Conflict.</b> The Project Site is located along Sunset Boulevard within Hollywood, a high density area featuring a mix of land uses including residential, retail, restaurants, entertainment, banking and other commercial offices and services. The Project would expand upon the existing uses in Hollywood by introducing additional studio/media/entertainment-related office and production support space on a site traditionally occupied by studio-related uses. The proposed uses would complement the established production, entertainment, and media uses in the area, supporting these uses. The retention of production space, with the provision of new creative office and studio support space further reinforces the entertainment focus of the Hollywood Center, augmenting and supporting this transit oriented center. The Project Site is located in an area that is well served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard.
<b>Economic Development Chapter</b>	
<b>Objective 7.2:</b> 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.	<b>No Conflict.</b> The Project would expand upon the existing uses in Hollywood by introducing additional studio/media/entertainment-related office and production support space on a site traditionally occupied by studio-related uses, thus sustaining economic growth. In addition, the Project would result in the retention of industrial land and industrial uses within the Project Site. The Project Site is located in an area that is well-served by public transit provided by Metro and LADOT, including bus stops along Sunset Boulevard. The convenient location of such services and proposed uses would facilitate a reduction in vehicle trips and miles traveled. In addition, the Project would be constructed to incorporate environmentally sustainable design features required by the Los Angeles Green Building Code and the sustainability intent of the U.S. Green Building Council's LEED green building program to achieve LEED Silver certification or equivalency. LEED standards would be incorporated to reduce energy and water usage and waste, thereby reducing associated greenhouse gas emissions. The Project would also assume maximum feasible environmental quality through the implementation of mitigation measures related to construction air quality and

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

Goal/Objective/Policy	Would the Project Conflict?
	<p>construction noise. The Project would include Mitigation Measure AIR-MM-1, which requires the use of off-road diesel equipment that meets USEPA Tier 4 off-road emissions standards during peak periods of construction, where feasible. Implementation of Mitigation Measure AIR-MM-1 would reduce construction emissions of all pollutants. With regard to construction noise, the Project would include the implementation of Mitigation Measure NOI-MM-1, installation of a temporary sound barrier, which would reduce the noise generated by on-site construction activities. In addition, the Project would also implement Mitigation Measure NOI-MM-2, a vibration monitoring program capable of documenting the construction-related ground vibration levels at on-site historic buildings within 20 feet of the Project construction activities during demolition and grading/excavation phases. Additionally, operational noise of the Project would not result in the generation of noise levels in excess of standards and would be compatible with the area.</p>
<p><b>Policy 7.2.3:</b> Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	<p><b>No Conflict.</b> The Sunset Gower Studios is located in Hollywood along Sunset Boulevard, an area that is well-served by public transit. The Project would expand upon the existing uses in Hollywood by introducing additional studio/media/entertainment-related office and production support space on a site traditionally occupied by studio-related uses. The proposed uses would complement the established skill set of the local area’s employment base, thus reducing the need for such employees to travel greater distances for employment opportunities.</p>
<p><b>Conservation Element</b></p>	
<p><b>Objective:</b> Protect important cultural and historical sites and resources for historical, cultural, research and community educational purposes.</p> <p><b>Policy:</b> Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.</p>	<p><b>Conflict.</b> As discussed in Section IV.C, Cultural Resources, of this Draft EIR, the Sunset Gower Studios includes a potential Historic District as well as individually historic buildings. The Project would demolish 15 buildings within the boundaries of the potential districts, six of which are contributors. However, the potential historic district would continue to retain a concentration of buildings that date from the period of significance and reflect the historic identity of Columbia Studios as a “Big Eight” motion picture studio operating during the Major Studio Era. These buildings represent a large majority of the existing contributing square footage and highest levels of integrity among the contributing buildings. The important configuration of buildings, spatial relationships and circulation patterns that are characteristic of the Columbia Studios era and contribute to the historic character of the site would also remain after implementation of the Project. The contributing buildings to remain also include all contributors located on the western edge of the property</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	<p>facing Gower Street, which is the only portion of the potential historic district directly visible to the public. The removal of contributing buildings to the potential historic district would not reduce the integrity of the potential historic such that it can no longer convey its historic significance.</p> <p>The Project would demolish the United Recording Building at 6050 Sunset Boulevard which is eligible for listing in the National Register, California Register, and as a Los Angeles Historic-Cultural Monument for its associations with the music recording industry in Los Angeles. Demolition of this building would result in a significant impact to a historic resource. This impact cannot be mitigated to a less-than-significant level.</p> <p>Overall, the Project would maintain the integrity of the potential historic district in support of the Conservation Element’s objective to maintain important historical sites. In addition, implementation of Mitigation Measure CUL-MM-1 through Mitigation Measure CUL-MM-6 included in Section IV.C, Cultural Resources, of this Draft EIR, would ensure the protection and proper maintenance of the potential historic district during and after implementation of the Project. However, the historic impact associated with the removal of 6050 Sunset Boulevard cannot be mitigated to a less-than-significant level and would, therefore, be significant and unavoidable. Consequently, the removal of 6050 Sunset Boulevard would not be consistent with the objective and policy for the conservation of cultural and historic resources set forth in the Conservation Element. As discussed in Section IV.G, Land Use and Planning, of this Draft EIR, the <i>Sequoyah Hills Homeowners Association v. City of Oakland</i> court case ruled that a Project is not required to be an exact match to the objectives and policies of the General Plan to not pose a conflict. Refer to Section IV.C, Cultural Resources, of this Draft EIR, for an analysis of the Project’s impacts to historical resources.</p>
<b>Mobility Plan 2035</b>	
<p><b>Policy 1.1:</b> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p><b>No Conflict.</b> The design of any proposed access and circulation improvements would be coordinated with the Los Angeles Department of Transportation and the Department of Building and Safety to ensure the streets are appropriately designed and are safe for all users.</p>
<p><b>Policy 1.6:</b> Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p><b>No Conflict.</b> As identified in Section IV.J, Transportation, of this Draft EIR, a Construction Management Plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would provide temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Sunset Boulevard and Gordon Street, to ensure traffic safety on</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	public rights-of-way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's driveways. The Construction Management Plan would also include safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
<p><b>Policy 2.3:</b> 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><b>No Conflict.</b> With implementation of the Project, the Sunset Gower Studios would continue to operate as a closed studio property, granting access only to employees and previously approved visitors. Pedestrian-only access would continue to be provided along Gower Street and through the Sunset Boulevard gate. The Project would not include modifications to surrounding sidewalks and any access or circulation improvements proposed would be coordinated with the Los Angeles Department of Transportation and the Department of Building and Safety to ensure the streets are appropriately designed and are safe for all users. The Project would also include the planting of new street trees along Gower Street, Fountain Avenue, and Gordon Street and the installation of additional landscaping at the corner of Gordon Street and Fountain Avenue, including shrubs, groundcover, and trees to enhance the streetscape.</p>
<p><b>Policy 3.1:</b> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system.</p>	<p><b>No Conflict.</b> The Project would promote this policy by providing adequate vehicular, pedestrian, and bicycle access and providing bicycle facilities. In addition, the Project would be located in an area well-served by public transit. Therefore, the Project would recognize all modes of travel and would not conflict with this policy.</p>
<p><b>Policy 3.3:</b> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p><b>No Conflict.</b> The Project would expand upon the existing uses in Hollywood by introducing additional studio/media/entertainment-related office and production support space on a site traditionally occupied by studio-related uses. The proposed uses would complement the ongoing expansion of residential development in Hollywood, as well augment the existing entertainment oriented businesses.</p>
<p><b>Policy 3.8:</b> Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.</p>	<p><b>No Conflict.</b> As discussed in Section II, Project Description, of this Draft EIR, the Project proposes an approximately 1,450-square-foot bicycle parking facility with 182 long-term bicycle parking spaces, restrooms, and showers. The Project would also provide 102 short-term bicycle parking spaces.</p>
<p><b>Policy 4.8:</b> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p><b>No Conflict.</b> As identified in Section IV.J, Transportation, of this Draft EIR, the Project would include implementation of a Transportation Demand Management (TDM) Program that would identify measures to reduce peak-hour vehicular traffic to and from the Project Site, such as promoting carpools and rideshare; providing bicycle amenities;</p>

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

Goal/Objective/Policy	Would the Project Conflict?
	providing incentives for using alternative travel modes; providing parking incentives for carpools/vanpools; and contributing to the City's Bicycle Trust Fund.
<p><b>Policy 5.2:</b> Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p><b>No Conflict.</b> The Project would expand upon the existing uses in Hollywood by introducing additional studio/media/entertainment-related office and production support space on a site traditionally occupied by studio-related uses. The proposed uses would complement one another by siting creative office adjacent to production facilities and pull from the established skill set of the local area's employment base, thus reducing the need for such employees to travel greater distances for employment opportunities. Furthermore, the Project would implement a TDM Program to promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support ways to reduce VMT.</p>
<p><b>Policy 5.4:</b> Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p><b>No Conflict.</b> While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are equipped with electric vehicle charging stations as identified in Project Design Feature GHG-PDF-2 and Project Design Feature GHG-PDF-2 in Section IV.F, Greenhouse Gas Emissions, of this Draft EIR.</p>
<p><b>Infrastructure and Public Services Chapter</b></p>	
<p><b>Goal 9A:</b> Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p>	<p><b>No Conflict.</b> While this is a citywide goal, with regard to wastewater, as discussed in Section IV.L.2, Utilities and Service Systems—Wastewater, of this Draft EIR, wastewater generated during Project operation would be collected and discharged into existing sewer mains and conveyed to the Hyperion Water Reclamation Plant. Based on current approximate flow levels and design capacities in the sewer system and the Project's estimated wastewater flow, the City determined that the existing capacity of the sewer system would be adequate to accommodate the additional wastewater infrastructure demand created by the Project.</p>
<p><b>Policy 9.3.1:</b> Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p><b>No Conflict.</b> As discussed in the Initial Study prepared for the Project, included in Appendix A of this Draft EIR, the Project would implement BMPs to filter, treat, and reduce stormwater pollutants prior to discharge from the Project Site, in accordance with the City's LID requirements. In addition, with implementation of the Project, stormwater would flow to discharge points at the curb face and then discharge the stormwater to the public storm drain system, which would be an improvement over existing conditions wherein some of the on-site stormwater sheet flows directly into the street curb.</p>

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

Goal/Objective/Policy	Would the Project Conflict?
<p><b>Objective 9.6:</b> Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p><b>No Conflict.</b> As discussed in the Initial Study prepared for the Project, included in Appendix A of this Draft EIR, the Project would maintain the existing percentage of impervious surfaces within the Project Site and would therefore not create new potential for runoff water to exceed the capacity of existing stormwater drainage systems. In addition, post-development runoff flows would actually decrease from 44.27 cubic feet per second to 43.75 cubic feet per second during a 50-year storm event. Therefore, stormwater flows from the Project Site would not increase due to the Project. In addition, the Project would implement BMPs to filter, treat, and reduce stormwater pollutants prior to discharge from the Project Site, in accordance with the City’s LID requirements.</p>
<p><b>Goal 9C:</b> Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p> <p><b>Objective 9.10:</b> Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p>	<p><b>No Conflict.</b> As evaluated in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, through preparation of the Water Supply Assessment for the Project, the LADWP has found that it would be able to meet the water demand of the Project as well as the existing and planned future water demands of its service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, impacts are less than significant and the Project would not conflict with this goal and objective.</p>
<p>Source: <i>Eyestone Environmental, 2020.</i></p>	

**Table 2**  
**Applicable Objectives and Policies of the Hollywood Community Plan**

Objective/Policy	Would the Project Conflict?
<p><b>Objective 6:</b> To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p><b>No Conflict.</b> The Project Site is located in a highly urbanized area of the City. The Project would be served by existing transportation infrastructure and would be located in an area that is well-served by public transit provided by Metro and LADOT. As discussed in Section IV.J, Transportation, of this Draft EIR, the Project would result in less than significant transportation impacts. The Project would also promote opportunities for the use of alternative modes of transportation, including use of public transportation and bicycling.</p>
<p><b>Industry</b></p>	
<p>The Plan designates approximately 335 acres of land for industrial uses. A large proportion should be encouraged to be occupied by the types of industry which are indigenous to Hollywood—motion picture and television production, radio studios, sound and recording studios, film processing studios, and motion picture equipment manufacturing and distribution.</p>	<p><b>No Conflict.</b> The Project Site is designated in the Community Plan for Limited Manufacturing, an industrial land use. Further, the Project Site is located along a portion of Sunset Boulevard that is highly urbanized with a high concentration of entertainment industry uses. The Project is being designed to meet the evolving needs of the entertainment industry, which has been vital to the character, economic health, and social identity of Hollywood. As such, the Project would be consistent with the Project Site's land use designation, and would help to retain industry which is indigenous to Hollywood.</p>
<p><b>Service Systems</b></p>	
<p>Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.</p>	<p><b>No Conflict.</b> The Project Site is located in an urbanized area with established service facilities. As discussed in Section IV.I, Public Services and in Section IV.L, Utilities and Service Systems, of this Draft EIR, as well as in the Initial Study included in Appendix A to this Draft EIR, the agencies providing services and utilities to the Project Site would have capacity to serve the Project.</p>
<p>Source: <i>Eyestone Environmental, 2020.</i></p>	

**Table 3**  
**Consistency of Project with Applicable Goals of the Hollywood Redevelopment Plan**

Goal	Would the Project Conflict?
<p><b>Goal 3:</b> Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.</p>	<p><b>No Conflict.</b> As mentioned above, the Project would expand upon the existing entertainment-related uses in the Hollywood area within the confines of the existing studio lot.</p>
<p><b>Goal 6:</b> Support and promote Hollywood as the center of the entertainment industry and a tourist destination through the retention, development and expansion of all sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry.</p>	<p><b>Conflict.</b> The Project would provide additional studio/media/entertainment-related uses to a Project Site that historically and presently contains such uses. The proposed creative office and production office and production support uses would be consistent with existing development in the surrounding community given the Project Site's location within Hollywood, the historic center of the entertainment industry.</p> <p>As discussed in Section IV.C, Cultural Resources, of this Draft EIR, the Project would demolish the United Recording building at 6050 Sunset Boulevard which is eligible for listing in the National Register, California Register, and as a Los Angeles Historic-Cultural Monument for its associations with the music recording industry in Los Angeles. Demolition of this building would result in a significant impact to a historic resource. This impact cannot be mitigated to a less-than-significant level. Consequently, the removal of 6050 Sunset Boulevard would not be consistent with the portion of this goal related to preservation of landmarks. As discussed in Section IV.G, Land Use and Planning, of this Draft EIR, the <i>Sequoyah Hills Homeowners Association v. City of Oakland</i> court case ruled that a Project is not required to be an exact match to the objectives and policies of a land use plan to not pose a conflict. Refer to Section IV.C, Cultural Resources, of this Draft EIR, for an analysis of the Project's impacts to historical resources.</p>
<p><b>Goal 11:</b> Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having significant historic and/or architectural value and ensure that new development is sensitive to these features through land use and development criteria.</p>	<p><b>Conflict.</b> As discussed above, the Project would demolish the United Recording Building at 6050 Sunset Boulevard which is eligible for listing in the National Register, California Register, and as a Los Angeles Historic-Cultural Monument for its associations with the music recording industry in Los Angeles. Demolition of this building would result in significant impacts to a historic resource. This impact cannot be mitigated to a less-than-significant level. Although, the Project would maintain the integrity of the potential historic district, the removal of 6050 Sunset Boulevard would not be consistent with the goal for the retention and restoration of existing buildings, especially those having significant historic and/or architectural value. As discussed in Section IV.G, Land Use and Planning, of this Draft EIR, the <i>Sequoyah Hills Homeowners Association v. City of Oakland</i> court case ruled that a Project is not required</p>

**Table 3 (Continued)**  
**Consistency of Project with Applicable Goals of the Hollywood Redevelopment Plan**

Goal	Would the Project Conflict?
	to be an exact match to the objectives and policies of a land use plan to not pose a conflict. Refer to Section IV.C, Cultural Resources, of this Draft EIR, for an analysis of the Project's impacts to historical resources.
<p><b>Goal 12:</b> Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.</p>	<p><b>No Conflict.</b> As previously discussed, the Project Site is well served by existing transit and transportation corridors. The Project Site would continue to feature internal pedestrian pathways. Further, the Project could provide up to 1,335 new parking spaces. As concluded in Section IV.J, Transportation, of this Draft EIR, the Project would result in less than significant transportation impacts.</p>
<p>Source: <i>Eyestone Environmental, 2020.</i></p>	

**Table 4  
Applicable Goals and Principles of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)**

Goals and Principles	Would the Project Conflict?
<p><b>Goal 2:</b> Maximize mobility and accessibility for all people and goods in the region.</p> <p><b>Goal 5:</b> Maximize the productivity of our transportation system.</p>	<p><b>No Conflict.</b> Although these goals apply at a regional level, the Project would be developed within an existing urbanized area that provides 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. The availability and accessibility of public transit in the vicinity of the Project Site 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. In addition, the Project would provide bicycle parking spaces for the proposed uses that would serve to promote walking and use of bicycles. The Project would also include adequate parking to serve the proposed uses and would provide charging stations to serve electric vehicles. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and opportunities for walking and biking.</p>
<p><b>Goal 3:</b> Ensure travel safety and reliability for all people and goods in the region.</p>	<p><b>No Conflict.</b> As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project does not include any hazardous design features that could pose safety issues to travelers. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. Furthermore, during construction, temporary traffic controls, such as flag persons to control traffic movement during temporary traffic flow disruptions, would be provided to direct traffic around any closures as required in the Construction Management Plan (see Section IV.J, Transportation, of this Draft EIR). Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access or access to emergency routes. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow are maintained on adjacent rights-of-way.</p>
<p><b>Goal 6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).</p>	<p><b>No Conflict.</b> Refer to the consistency analysis for the goal to “Maximize mobility and accessibility for all people and goods in the region,” above. In addition, a Transportation Demand Management program is also proposed as part of the Project that would include strategies to promote non-automobile travel and reduce the use of single-occupant vehicle trips, thereby facilitating a reduction in vehicle miles traveled and improved air quality to contribute to the protection of the environment and the health of the community’s residents.</p>

**Table 4 (Continued)**  
**Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)**

Goals and Principles	Would the Project Conflict?
<p><b>Goal 7:</b> Actively encourage and create incentives for energy efficiency, where possible.</p>	<p><b>No Conflict.</b> As detailed in Section II, Project Description, of this Draft EIR, the Project would include several energy conservation and efficiency design features, including, but not limited to, the use of Energy Star appliances; reduced indoor water use by at least 20 percent; plumbing fixtures (water closets and urinals) and fittings (faucets) that exceed the performance requirements specified in the Los Angeles Municipal Code; weather-based irrigation system; and water-efficient landscaping with use of drought tolerant plants in up to 60 percent of the proposed landscaping.</p>
<p><b>Goal 8:</b> Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p><b>No Conflict.</b> The Project would develop new studio-related uses within an existing operating studio that is located along a primary transit corridor/boulevard. The Project would also be located in an area well-served by public transit. In addition, the Project would provide bicycle amenities within the Project Site to serve the proposed uses. As such, the Project would provide opportunities for the use of alternative modes of transportation, thereby the use of transit and non-motorized transportation.</p>

Source: Eyestone Environmental, 2020.