

# **Appendix F**

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## Land Use Tables

# Appendix F

## Land Use Tables

**Table 1**  
**Applicable Goals of SCAG 2020–2045 RTP/SCS**

Goals	Would the Project Conflict?
<p><b>Goal 2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.</p> <p><b>Goal 3:</b> Enhance the preservation, security, and resilience of the regional transportation system.</p> <p><b>Goal 4:</b> Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>No Conflict.</b> 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 public transit options, including a number of local and regional bus lines serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and the Los Angeles Department of Transportation (LADOT) that provide connections to Downtown subway stations. In particular, the Project Site is located within 0.5 mile of Metro Line 53 and 50 at the intersection of 7th Street and Central Avenue, and Metro Line 53 and 720 at the intersection of East 6th Street and Central Avenue. 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 indicated in the City’s Zoning Information File No. 2452. In addition, the Project would also provide a total of 173 bicycle parking spaces inclusive of 68 short-term and 105 long-term bicycle parking spaces. While pedestrian access to the Project Site would not be available due to the unique security needs of a production studio campus, the proposed office buildings fronting the surrounding streets along 6th Street, Alameda Street, and Mill Street would include large lobbies at the ground level to enhance pedestrian activity along those street frontages while maintaining essential security. The Project would also improve the pedestrian experience by including new landscaping along the perimeter of the Project Site, such as street trees and shrubs, lighting, and wayfinding signage. As such, the Project would maximize mobility, accessibility, and overall productivity of the transportation system by providing various opportunities for the use of alternative modes of transportation, including convenient access to transit and opportunities for walking and biking.</p> <p>As detailed in Section IV.I, Transportation, of this Draft EIR, the Project would implement a Construction Traffic Management Plan (CTMP) pursuant to Project Design Feature TR-PDF-1 to ensure that adequate and safe access is available within and near the Project Site.</p>

**Table 1 (Continued)**  
**Applicable Goals of SCAG 2020–2045 RTP/SCS**

Goals	Would the Project Conflict?
	<p>Appropriate construction traffic control measures would also be utilized to ensure that emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way during construction. During operation, the Project would not substantially increase hazards due to a geometric design feature or incompatible use. Therefore, the Project would not adversely affect the security and preservation of the regional transportation system. The Project would not conflict with these goals.</p>
<p><b>Goal 5:</b> Reduce greenhouse gas emissions and improve air quality.</p> <p><b>Goal 6:</b> Support healthy and equitable communities.</p> <p><b>Goal 7:</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p><b>No Conflict.</b> As evaluated in Sections IV.A, Air Quality, and Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less-than-significant impacts related to air quality and greenhouse gas (GHG) emissions during construction and operation. The Project would incorporate the use of Energy Star-labeled products and appliances, use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies to reduce electricity use, fenestration designed for solar orientation, and pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking. Furthermore, the Project would support environmental sustainability by incorporating sustainable building features and construction protocols required by the Los Angeles Green Building Code, the CALGreen Code, and the California Building Energy Efficiency Standards. These features would reduce GHG emissions and improve air quality.</p> <p>As discussed above, the Project would be developed on a currently developed site located within an existing urbanized area with an established transportation network of roads, freeways, and transit that provides local and regional access to the area, including the Project Site. 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 indicated in the City’s Zoning Information File No. 2452. In addition, the Project would provide a total of 173 bicycle parking stalls. The Project would also improve the pedestrian experience and enhance the public realm by including new landscaping along the perimeter of the Project Site, such as street trees and shrubs, lighting, and wayfinding signage. In addition to the streetscape enhancements, landscaping and open space elements would be used throughout the Project Site. Plantings would include resilient, drought-tolerant native and adaptive tree, shrub, and groundcover species, including shade trees. A total of six street trees were identified surrounding the Project Site, all of which are located along Alameda Street in the public right-of-way. None of the street trees are considered to be protected by the City of Los Angeles Protected Tree and</p>

**Table 1 (Continued)**  
**Applicable Goals of SCAG 2020–2045 RTP/SCS**

Goals	Would the Project Conflict?
	<p>Shrubs Ordinance No. 186,873. As part of the Project, the six existing trees would be removed. These existing trees would be replaced at a 2:1 ratio in accordance with City requirements.</p> <p>As such, the Project would reduce greenhouse gas emissions and improve air quality, support healthy and equitable communities, and adapt to a changing climate and support an integrated regional development pattern and transportation network. The Project would not conflict with these goals.</p>
<p><b>Goal 8:</b> Leverage new transportation technologies and data-driven solutions that results in more efficient travel.</p>	<p><b>No Conflict.</b> As discussed above, the Project would promote non-automobile travel and reduce the use of single-occupant vehicle trips by being located in a transit-rich area, providing bicycle parking, and improving the pedestrian experience. Therefore, the Project would not conflict with this goal.</p>
<p><b>Goal 10:</b> Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p><b>No Conflict.</b> The Project Site is located in an urbanized area and is currently developed with two large single-story warehouse structures and surface parking areas. A total of six street trees were identified surrounding the Project Site, all of which are located along Alameda Street in the public right-of-way. The street trees identified consist of various non-native species, including four yew pine trees, one pink trumpet tree, and one desert willow tree. None of the street trees are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873. As part of the Project, the six existing trees along Alameda Street would be removed. In accordance with City requirements, these trees would be replaced at a 2:1 ratio. The Project would include the planting of additional street trees along 6th Street, Mill Street, and Alameda Street. No riparian or other sensitive natural community exists on-site, and no agricultural uses or operations occur on-site or in the vicinity. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City of Los Angeles. Accordingly, development of the Project would not preclude the conservation of natural and agricultural lands and restoration of habitats. Thus, the Project would not conflict with this goal.</p>
<p>Source: <i>Eyestone Environmental, 2024</i></p>	

**Table 2**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Objective/Policy	Would the Project Conflict?
<b>Land Use Chapter</b>	
<p><b>Goal 3A:</b> A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p> <p><b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p>	<p><b>No Conflict.</b> The Project would replace two single-story warehouse structures with a new production studio campus, contributing to the revitalization of an economically depressed, older industrial area, while preserving existing residential neighborhoods. The proposed uses would provide job opportunities, including for local Arts District artists, and support the needs of existing and future businesses. The Project would incorporate sustainability features required by the Los Angeles Green Building Code, the CALGreen Code, and the California Building Energy Efficiency Standards. In addition, the Project would incorporate landscaped areas along Alameda Street and Mill Street, which would create more effective transitions between off-site and on-site uses, and provide useable open space on-site for employees and visitors. The Project Site is located in a Transit Priority area (TPA) and is well served by a variety of public transit options that provide connections to Downtown rail stations. In particular, the Project Site is located within 0.5 mile of Metro Line 53 and 50 at the intersection of 7th Street and Central Avenue, and Metro Line 53 and 720 at the intersection of East 6th Street and Central Avenue. As such, the Project would support the needs of existing and future residents, businesses, and visitors in a transit-oriented mixed-use neighborhood of the City. The Project would not conflict with this goal and objective.</p>
<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> While this policy refers to the Citywide provision of public infrastructure, as discussed in Section IV.H.1, Public Services—Fire Protection; Section IV.H.2, Public Services—Police Protection; Section IV.K.1, Water Supply and Infrastructure; Section IV.K.2, Utilities and Service Systems—Wastewater; and Section IV.K.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR (regarding other public services including schools, parks and libraries), the Project would not require the construction of new or expanded public services facilities, the construction of which would cause significant environmental impacts. In addition, the utilities serving the Project Site would have the capacity to serve the Project within the patterns of use established in the community plan. Thus, the Project would not conflict with Policy 3.1.2.</p>
<p><b>Policy 3.1.9:</b> 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 policies, including affirmative efforts to inform</p>	<p><b>No Conflict.</b> 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 Notice of Preparation (NOP) of a Draft EIR was prepared to provide the public, nearby</p>

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Objective/Policy	Would the Project Conflict?
and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.	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 February 23, 2023 in an online format using Zoom, 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 would not conflict with Policy 3.1.9.
<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>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/ bicycle access and use in appropriate locations.</p>	<p><b>No Conflict.</b> The Project Site is located in a Transit Priority area (TPA) and is well served by a variety of public transit options, including a number of local and regional bus lines serviced by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT) that provide connections to Downtown rail stations. In particular, the Project Site is located within 0.5 mile of Metro Line 53 and 50 at the intersection of 7th Street and Central Avenue, and Metro Line 53 and 720 at the intersection of East 6th Street and Central Avenue. The Project would also provide 173 bicycle parking spaces inclusive of 68 short-term and 105 long-term bicycle parking spaces. Due to the unique security requirements of production studio campuses, public access to the campus would not be available. However, the Project would be designed to facilitate employee and visitor pedestrian access. Specifically, the proposed office buildings would include large lobbies at the ground level to enhance pedestrian activity along those street frontages while maintaining essential security. The Project would incorporate landscaped streetscape areas along Alameda Street and Mill Street, which would enhance the pedestrian experience. In addition, the Project would incorporate lighting and wayfinding signage to enhance pedestrian safety in the public right of way. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including access to public transit and opportunities for walking and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution. The Project would not conflict with this objective and policy.</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> As detailed in the Initial Study prepared for the Project, which is included in Appendix A of this Draft EIR, the Project does not include residential uses that would generate population growth, and the Project's employment growth would be well within SCAG's projections for the Subregion, which serve as the basis for the Framework</p>

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Objective/Policy	Would the Project Conflict?
transportation and utility infrastructure and public services.	Element's demographics projections and planned provisions of transportation and utility infrastructure and public services. Therefore, the Project would not conflict with this objective.
<b>Objective 3.4:</b> Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	<b>No Conflict.</b> The Project includes the development of a new production studio campus that would be compatible with existing and proposed uses within the surrounding area. Specifically, the area surrounding the Project Site is highly urbanized and includes a mix of low- to mid-rise buildings, containing a variety of industrial, commercial, and residential uses. Proposed structures would vary in height and would reach a maximum height of 74 feet. The surrounding properties are generally zoned M3, which is consistent with the zoning of the Project Site. In addition, the Project would be developed within the boundaries of the Project Site and would not interfere with surrounding uses. Thus, the Project would not conflict with Objective 3.4.
<b>Policy 3.10.4:</b> Provide for the development of public streetscape improvements, where appropriate.	<b>No Conflict.</b> The Project would include new landscaping along Alameda Street, 6th Street, and Mill Street. These perimeter areas would include landscaping such as street trees and shrubs, lighting, and wayfinding signage. As such, the Project would not conflict with this policy.
<p><b>Policy 3.14.3:</b> Promote the re-use of industrial corridors for small scale incubator industries.</p> <p><b>Policy 3.14.4:</b> Limit the introduction of new commercial and other non-industrial uses in the existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.</p>	<b>No Conflict.</b> Given that the Project Site is currently developed with light industrial uses, the Project's implementation of the proposed uses (i.e., studio sound stages, stage support uses, offices, post-production facilities, and mill/shop areas) would not result in a fragmented pattern of development. Also, the Project Site is located near the Arts District, where many of the former industrial and warehouse buildings have been redeveloped as incubator spaces, creative office, retail/restaurant, and live/work uses. Thus, the Project would continue the area's trend of re-using industrial lands while supporting the remaining industrial, warehouse, and commercial uses in the surrounding area. For these reasons, the Project would not conflict with these policies.
<p><b>Goal 3L:</b> Districts that promote pedestrian activity and provide a quality experience for the City's residents.</p> <p><b>Objective 3.16:</b> Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.</p>	<b>No Conflict.</b> The Project has been designed such that the proposed soundstages and office buildings would have public facing street frontages. The Project would enhance the public realm through streetscape improvements that would create a cohesive visual identity for the Project Site and enhance the pedestrian experience, while providing for the unique security needs of a production studio. The Project would include new landscaping along Alameda Street, 6th Street, and Mill Street. These perimeter areas would include landscaping such as street trees and shrubs, lighting, and wayfinding signage. Along Alameda Street and Mill Street, proposed landscaped areas would enhance

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Objective/Policy	Would the Project Conflict?
	the pedestrian experience. In addition, the proposed office buildings would include large lobbies at the ground level to encourage pedestrian activity along the street frontages on Alameda Street, 6th Street, and Mill Street while maintaining essential security. Therefore, the Project would not conflict with this goal and objective.
<b>Urban Form and Neighborhood Design Chapter</b>	
<b>Goal 5A:</b> A liveable [sic] City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.	<b>No Conflict.</b> The Project would introduce a new studio campus in an existing Arts District, contributing to and attracting future investment in a transit-oriented mixed-use neighborhood at the local level when considered together with the other mixed-use and commercial developments in the area, as well as citywide as part of the larger entertainment industry. Therefore, the Project would not conflict with this goal.
<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 in an area that is well served by transit and where activity is already concentrated. In addition, the Project would include the development of a new studio campus within the Downtown Center. Thus, the Project would not conflict with Objective 5.2.
<b>Objective 5.5:</b> Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	<b>No Conflict.</b> The Project Site is currently developed with two large warehouse structures and associated surface parking and loading. The area surrounding the Project Site is highly urbanized and includes a mix of low to mid rise buildings containing a variety of industrial, commercial, and residential uses. The Project would upgrade the quality of development at the Project Site by demolishing the existing warehouse structures and developing a new production studio campus. The Project would incorporate sustainability features required by the Los Angeles Green Building Code, the CALGreen Code, and the California Building Energy Efficiency Standards. In addition, the Project would incorporate landscaping features including new street trees to enhance the public realm, reduce the urban heat-island effect, create more effective transitions between off-site and on-site uses, and provide useable open space on-site. The Project would also incorporate lighting and wayfinding signage to enhance pedestrian safety in the public right of way. Overall, the uses and improvements proposed by the Project would enhance the quality of the Project Site and the area in the vicinity of the Project Site. Therefore, the Project would not conflict with this objective.
<b>Policy 5.8.4:</b> Encourage that signage be designed to be integrated with the architectural	<b>No Conflict.</b> New signage would be integrated with and complement the overall aesthetic character of proposed on-site development and surroundings. Project signage could include general ground-level and wayfinding

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Objective/Policy	Would the Project Conflict?
<p>character of the buildings and convey a visually attractive character.</p>	<p>pedestrian signage around the Project Site perimeter, building identification signs, marquee and monument signs, pillar and pole signs, banners, and other sign types such as on-site wall signs, internal digital on-site signage, murals, and studio graphics that are typical on production studios. Project signage may include both externally and internally lit signs, and LAMC illumination regulations would apply. Therefore, the Project would not conflict with this policy.</p>
<p><b>Objective 5.9:</b> Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p>	<p><b>No Conflict.</b> Project security would be achieved via a combination of physical and operational strategies aimed at providing a secure and safe working studio environment. Fencing, walls, landscaping, and other elements would be used to create a physical barrier at the perimeter of the Project Site to maintain the necessary privacy for certain production activities and ensure pedestrian safety. In addition, points of entry would be secured by elements such as guard booths, key card passes, pedestrian and vehicular access controls, and site-wide lighting. Operational elements such as 24-hour security, employee and visitor badging, and visual surveillance would further enhance the security and safety of the studio. Office lobbies would also include security-controlled access. The Project would also incorporate lighting and wayfinding signage to enhance pedestrian safety in the public right of way. Therefore, the Project would not conflict with this objective.</p>
<p><b>Open Space and Conservation Chapter</b></p>	
<p><b>Objective 6.1:</b> Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.</p>	<p><b>No Conflict.</b> The Project Site is located on an infill site that has already been previously developed and contains limited landscaping. Therefore, the Project would not encroach into the City's natural settings. A total of six trees were identified surrounding the Project Site, all of which are located along Alameda Street in the public right-of-way. No on-site trees were observed. The street trees identified consist of various non-native species, including four yew pine trees, one pink trumpet tree, and one desert willow tree. None of the street trees are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance No. 186,873. The Project would incorporate a cohesive plant palette to be used along the streetscape, within the amenity deck, and within the roof decks of the proposed office buildings. Plantings would include resilient, drought-tolerant native and adaptive tree, shrub, and groundcover species, including shade trees. As part of the Project, the six existing trees along Alameda Street would be removed. These existing trees would be replaced at a 2:1 ratio in accordance with City requirements. In addition, the Project would include the planting of additional trees along the perimeter of the Project Site to</p>

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Objective/Policy	Would the Project Conflict?
	enhance the streetscape. Therefore, the Project would not conflict with this objective.
<b><i>Economic Development Chapter</i></b>	
<p><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.</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 Project would develop a new productions studio campus. The Project would contribute to the employment base of the Community Plan area, help meet the needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, VMT, and air pollution to ensure maximum feasible environmental quality. Therefore, the Project would not conflict with this objective or policy.</p>
<b><i>Infrastructure and Public Services Chapter</i></b>	
<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, as discussed in Section IV.K.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 and adequate capacity to serve the Project. In addition, the existing sewer lines serving the Project Site would have adequate capacity to serve the Project. Overall, the Project would not conflict with Goal 9A.</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> The Project includes the development of a new production studio campus on the Project Site. As evaluated in the Initial Study included in Appendix A of this Draft EIR, operation of the Project would involve the routine use of small quantities of potentially hazardous materials typical of those used in commercial uses, including cleaning products, paints, and those used for maintenance of landscaping. The studio uses in particular could involve the use of hazardous materials such as paints, adhesives, aerosol spray paint, as well as other materials for production and set making. Such use would be consistent with that currently occurring at other commercial and studio developments. However, all hazardous materials used on the Project Site during operation would be used, stored, and disposed of in accordance with manufacturer's standards and all applicable federal, state, and local requirements. Therefore, with compliance with manufacturer's standards and all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, the Project would not discharge hazardous substances to the wastewater system. Additionally, as described in Section IV.K.2, Utilities and Service Systems—Wastewater, of this Draft EIR, incoming</p>

**Table 2 (Continued)**  
**Applicable Goals, Objectives, and Policies of the General Plan Framework Element**

Objective/Policy	Would the Project Conflict?
	wastewater to the treatment plant undergoes several levels of treatment before being discharged. Accordingly, the HWRP's effluent that is released to the Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. Therefore, the Project would not conflict with this policy.
<p><b>Goal 9B:</b> 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><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 implement a Storm Water Pollution Prevention Plan (SWPPP) as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. As part of the SWPPP, the Project would implement best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would include BMPs in accordance with the City's LID Ordinance to control and treat stormwater runoff in compliance with LID. Therefore, the Project would not conflict with this policy.</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.K.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on LADWP's demand projections provided in its 2020 UWMP, LADWP 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, the Project would not conflict with this objective and no new water supply, storage, and delivery systems are required to support the development.</p>
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	

**Table 3**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Goal, Objective, or Policy	Would the Project Conflict?
<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 discussed in Section IV.I, Transportation, of this Draft EIR, the Project would prepare and implement a Construction Traffic Management plan pursuant to Project Design Feature TR-PDF-1 that would incorporate safety measures around the construction site to reduce the risk of pedestrian activity near the work area; minimize the potential conflicts between construction activities, street traffic, transit stops, and pedestrians; and reduce congestion to public streets and highways. Therefore, the Project would not conflict with this policy.</p>
<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> While this is a citywide policy, the Project would support its implementation. While pedestrian access to the campus would not be available to the public due to the unique security requirements of production studio campuses, the Project would be designed to facilitate employee and visitor pedestrian access. Specifically, each of the office buildings fronting the surrounding streets along 6th Street, Alameda Street, and Mill Street would include large lobbies at the ground level to enhance pedestrian activity along those street frontages while maintaining essential security. The Project would incorporate landscaped areas along the Project Site perimeters and streetscape improvements to enhance the public realm and improve the pedestrian experience, including the planting of new trees. In addition, pedestrian-safety features would be incorporated at entrances/exits to minimize pedestrian-vehicular conflicts. The Project would also incorporate lighting and wayfinding signage to enhance pedestrian safety in the public right of way. Therefore, the Project would not conflict with this policy.</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 provide adequate vehicular and pedestrian access as well as bicycle parking. As discussed in Section II, Project Description, of this Draft EIR, vehicular access to the Project Site would be provided from two large, gated driveways along 6th Street, and two additional driveways on Mill Street. In addition, the Project would provide 173 bicycle parking spaces inclusive of 68 short-term and 105 long-term bicycle parking spaces. The Project is located in a TPA and is well served by a variety of public transit options, including a number of local and regional bus lines serviced Metro and LADOT that provide connections to Downtown subway stations. Due to the security requirements of production studio campuses, pedestrian access to the campus would not be available to the public. However, the Project would be designed to facilitate employee and visitor pedestrian access. Specifically, each of the office buildings fronting the surrounding streets along 6th Street, Alameda Street, and Mill Street would include large</p>

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Goal, Objective, or Policy	Would the Project Conflict?
	lobbies at the ground level to enhance pedestrian activity along those street frontages while maintaining essential security. In addition, the Project incorporate streetscape improvements along which would create a cohesive visual identity for the Project Site and enhance the pedestrian experience, while providing for the unique security needs of a production studio. Therefore, the Project would not conflict with this policy.
<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 develop a new production studio campus in close proximity to employment, destinations, and other neighborhood services in a transit-rich area, and in a designated SCAG High-Quality Transit Area and City of Los Angeles Transit Priority Area, as indicated in the City’s Zoning Information File No. 2452. Therefore, the Project would not conflict with this policy.</p>
<p><b>Policy 3.4:</b> Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p><b>No Conflict.</b> As previously discussed, the Project Site is located within a transit-rich area, and in a designated SCAG High-Quality Transit Area and City of Los Angeles Transit Priority Area, as indicated in the City’s Zoning Information File No. 2452. The Project Site is served by a variety of public transit options, including a number of local and regional bus lines serviced Metro and LADOT that provide connections to Downtown rail stations. In particular, the Project Site is located within 0.5 mile of Metro Line 53 and 50 at the intersection of 7th Street and Central Avenue, and Metro Line 53 and 720 at the intersection of East 6th Street and Central Avenue. Therefore, the project would not conflict with this policy.</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 discussed in Section IV.I, Transportation, of this Draft EIR, the Project would incorporate TDM strategies to reduce the number of single occupancy vehicle trips to the Project Site. Specifically, the Project would provide 173 bicycle parking spaces inclusive of 68 short-term and 105 long-term bicycle parking spaces in accordance with LAMC requirements adjacent to drop-off locations and a reduced parking supply. Therefore, the Project would not conflict with this policy.</p>
<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 develop a new production studio campus in an area that is well served by public transit. In addition, the Project would incorporate open space areas and streetscape improvements to promote pedestrian activity, walkability, and biking. Furthermore, the Project includes TDM elements which promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would not conflict with this policy.</p>

**Table 3 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Mobility Plan 2035**

Goal, Objective, or Policy	Would the Project Conflict?
<p><b>Policy 5.5:</b> Maximize opportunities to capture and infiltrate stormwater within the City’s public rights-of-way.</p>	<p><b>No Conflict.</b> As discussed in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows from both stormwater and non-stormwater discharges. Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of infiltration BMPs as established by the LID Manual during operation of the Project. Therefore, the Project would not conflict with this policy.</p>
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	

**Table 4**  
**Applicable Goals, Objectives, and Policies of the Central City North Community Plan**

Policy	Would the Project Conflict?
<b>Commercial</b>	
<b>Policy 2-2.2:</b> New development needs to add to and enhance the existing pedestrian street activity.	<b>No Conflict.</b> The Project would include the development of a production studio campus. The Project would enhance the existing pedestrian street activity by including new landscaping along Alameda Street, 6th Street, and Mill Street. These perimeter areas would include landscaping such as street trees and shrubs, lighting, and wayfinding signage. In addition, each of the office buildings fronting the surrounding streets along 6th Street, Alameda Street, and Mill Street would include large lobbies at the ground level to enhance pedestrian activity along those street frontages while maintaining the unique security needs of a production studio campus. The Project would not conflict with this policy.
<b>Industrial</b>	
<b>Goal 3:</b> Sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses.	<b>No Conflict.</b> The area surrounding the Project Site is highly urbanized and includes a mix of low to mid rise buildings containing a variety of industrial, commercial, and residential uses. The surrounding properties are generally zoned M3, which is consistent with the zoning of the Project Site. To the immediate south of the Project Site is land zoned as C2-2D-RIO. In addition, the Project would include the development of a new studio campus within the Downtown Center that would create new employment opportunities and support the continuation of the entertainment industry in the City. Therefore, the Project would not conflict with this goal, objective, and policy.
<b>Objective 3-1:</b> To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.	
<b>Policy 3-1.1:</b> Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.	
<b>Policy 3-1.3:</b> Require that any proposed development be designed to enhance and be compatible with adjacent development.	<b>No Conflict.</b> The Project would be designed to reflect the industrial architecture of the surrounding neighborhood. The Project's use of building materials such as glass, metal, and concrete would blend in with the Arts District's surrounding industrial context. In addition, the Project would introduce land uses that are compatible with the industrial, warehouse, residential, and commercial uses in the surrounding area. Therefore, the Project would not conflict with these policies.
<b>Police Protection</b>	
<b>Policy 8-2.2:</b> Ensure that landscaping around buildings be placed so as not to impede visibility.	<b>No Conflict.</b> The Project would be designed with landscaping that would not impede visibility and impact safety of the Project Site. Therefore, the Project would not conflict with this policy.

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Central City North Community Plan**

Policy	Would the Project Conflict?
<p><b>Policy 8-2.3:</b> Ensure adequate lighting around residential, commercial, and industrial buildings in order to improve security.</p>	<p><b>No Conflict.</b> All lighting would comply with currently applicable energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the site perimeter, as needed, for aesthetic, security, and wayfinding purposes. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. Therefore, the Project would not conflict with this policy.</p>
<b>Fire Protection</b>	
<p><b>Policy 9-1.1:</b> Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.</p>	<p><b>No Conflict.</b> As discussed in Section IV.H.1, Public Services—Fire Protection, of this Draft EIR, the Project Site would be located outside of the required 0.75-mile response distance from a fire station with an engine company but would be located within the 1.0-mile response distance from a fire station with a truck company. As the response distance is greater than that which is set forth in Table 57.507.3.3, in accordance with LAMC Section 57.512.1, all Project structures must, and will, be constructed with automatic fire sprinkler systems. 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. Therefore, the Project would not conflict with this policy.</p>
<b>Transportation</b>	
<p><b>Goal 12:</b> Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.</p> <p><b>Objective 12-1:</b> To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.</p>	<p><b>No Conflict.</b> The Project Site is located within a designated TPA and is well served by a variety of public transit options, including a number of local and regional bus lines serviced by Metro and the LADOT that provide connections to Downtown subway stations. In particular, the Project Site is located within 0.5 mile of Metro Line 53 and 50 at the intersection of 7th Street and Central Avenue, and Metro Line 53 and 720 at the intersection of East 6th Street and Central Avenue. The Project would also provide bicycle parking in accordance with LAMC requirements. In addition, as discussed in Section IV.I, Transportation, of this Draft EIR, the Project would not have a significant impact on work VMT per employee as estimated by the VMT calculator. Furthermore, the Project would also create a more friendly pedestrian environment (as compared to existing</p>

**Table 4 (Continued)**  
**Applicable Goals, Objectives, and Policies of the Central City North Community Plan**

Policy	Would the Project Conflict?
	conditions) by providing new landscaping along Alameda Street, 6th Street, and Mill Street. These perimeter areas would include landscaping such as trees and shrubs, lighting, and wayfinding signage. Therefore, the Project would support the reduction of single occupant vehicle trips and VMT, and would not conflict with this goal or objective.
<p><b>Policy 12-1.1:</b> Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).</p> <p><b>Policy 12-1.3:</b> Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.</p>	<p><b>No Conflict.</b> As previously discussed, the Project Site is well served by a variety of public transit options. In addition, the Project would include a total of 173 bicycle parking spaces inclusive of 68 short-term and 105 long-term bicycle parking spaces and provide incentives for walking through incorporating landscaping and streetscape improvements. Therefore, the Project would not conflict with these policies.</p>
<b>Non-Motorized Transportation</b>	
<p><b>Goal 13:</b> A system of safe, efficient and attractive bicycle and pedestrian facilities.</p> <p><b>Policy 13.1.4:</b> Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.</p>	<p><b>No Conflict.</b> The Project would incorporate fencing, walls, landscaping, and other elements to create a physical barrier at the perimeter of the Project Site to maintain the necessary privacy for certain production activities and ensure pedestrian safety. In addition, points of entry would be secured by elements such as guard booths, key card passes, pedestrian and vehicular access controls, and site-wide lighting. As previously discussed, the Project would provide a total of 173 bicycle parking stalls and facilities in accordance with LAMC requirements. Specifically, the Project would provide 105 long-term bicycle parking stalls and 68 short-term bicycle parking stalls within the proposed parking garage. Lockers and showers associated with the long-term bicycle parking would be provided on the ground level of the office building at the corner of 6th Street and Mill Street. Therefore, the Project would not conflict with this goal or policy.</p>
<b>Historic and Cultural Resources</b>	
<p><b>Objective 17-1:</b> Ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.</p>	<p><b>No Conflict.</b> As discussed in Section IV.B, Cultural Resources, of this Draft EIR, the warehouse buildings on the Project Site are not eligible for listing under federal, state, or local designation criteria, and therefore do not meet the definition of a historical resource under CEQA. In addition, the Project would not result in direct or indirect significant impacts on nearby historic resources. As such, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Therefore, the Project would not conflict with this objective.</p>
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	