

Appendix K

Land Use Tables

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Table 1
Applicable Regional Planning Policies of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
Complete Streets	
<p>03: Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)</p> <p>04: Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road uses (e.g., people, especially older adults and children, walking and biking)</p>	<p>No Conflict. The Project would be implemented 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, and that include pedestrian amenities (e.g., sidewalks and crosswalks). The Project proposes the Radford Bridge, a publicly accessible bridge connection from the existing northern terminus of Radford Avenue to Moorpark Street. The Radford Bridge would provide pedestrian and bicycle access to the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River Revitalization Master Plan (LARRMP) improvements. The Radford Bridge would also provide access for studio-related vehicles only. The Project would also implement a Class IV protected bikeway along Radford Avenue from Hoffman Street to the Radford Bridge, adjacent to the Project Site, consistent with the City of Los Angeles Department of City Planning’s Bicycle Plan. Pedestrian access to the Project Site would be provided at controlled gates at the primary access points around the perimeter. The Project would also install on-site Mobility Hubs near pedestrian access to support multi-modal mobility options, first-mile/last-mile connections, and other transportation demand management (TDM) strategies. The design of the Project would comply with all City access and circulation requirements which may affect public rights-of-way, including proper driveway alignment, sidewalks widths, lighting and accessibility. Thus, the Project would not conflict with this policy.</p>
<p>05: Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and late-mile delivery</p> <p>07: Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize</p>	<p>No Conflict. The proposed on-site Mobility Hubs would provide off-street space for passenger pick-up/drop-off and the temporary parking of buses, carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. In addition, the Mobility Hubs would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities. In addition, the Project’s TDM Program (Project Design Feature TR-PDF-2) would include an educational program/on-site coordinator, bicycle parking and amenities,</p>

Table 1 (Continued)
Applicable Regional Planning Policies of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
transit and shared mobility, and result in improved mobility, accessibility and safety	pedestrian amenities, shuttle service, a ride-share matching and carpool/vanpool program, first-mile/last-mile options, and a Guaranteed Ride Home program. Thus, the Project would not conflict with these policies.
08: Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity	No Conflict. The Project would provide pedestrian enhancements, including the publicly accessible Radford Bridge, which would create a new pedestrian and bicycle access to the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the LARRMP improvements. The Radford Bridge would also provide access for studio-related vehicles only. In addition, along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway from Hoffman Street to the Radford Bridge. Thus, the Project would not conflict with this policy.
09: Encourage residential and employment development in areas surrounding existing and planned transit/rail stations	No Conflict. The Project includes the development of additional studio uses that would generate new employment opportunities within an area close to residential uses and that is well-served by public transit options consisting of bus lines provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT) DASH. The availability and accessibility of public transit in the Project Site area is documented by the Project Site's location within a High Quality Transit Corridor (HQTC) and within a SCAG-designated Livable Corridor. Thus, the Project would not conflict with this policy.
Transportation Demand Management	
<p>14: Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel</p> <p>15: Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors</p>	No Conflict. Though the Project is not a transportation project, it would not interfere with this policy. The Project's Mobility Hubs would support multi-modal mobility options, first-mile/last-mile connections, and other TDM strategies, including, but not limited to, bike-share services, a rideshare matching and for carpool/vanpool programs, carpool/vanpool loading areas, informational digital bulletin boards, etc. The Project would also provide secured bicycle parking facilities and amenities, such as repair stands, showers, and lockers within the Project Site. These measures would promote active transportation modes, such as biking and walking. Furthermore, the Project's TDM Program would further reduce vehicle trips and would result in lower work vehicle miles traveled (VMT) per employee compared to the average for the area. Thus, the Project would not conflict with these policies.

Table 1 (Continued)
Applicable Regional Planning Policies of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
Technology Integration	
<p>17: Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region</p>	<p>No Conflict. As described above, the Project’s Mobility Hubs would support technology-driven efforts to enhance mobility through the inclusion of bike-share services, rideshare matching programs, and informational digital bulletin boards. Thus, the Project would not conflict with this policy.</p>
Safety	
<p>22: Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system</p>	<p>No Conflict. As discussed in Section IV.M, Transportation, of this Draft EIR, Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The Project Site is not located adjacent to any roadways that have been identified as part of the High Injury Network (HIN). Additionally, no active Vision Zero Safety Improvements projects are planned adjacent to or within the Project Site vicinity. The closest streets that are identified in the HIN are Laurel Canyon Boulevard between Ventura Place and Ventura Boulevard and Ventura Boulevard west of Carpenter Avenue. The Project’s pedestrian and bicycle improvements would not preclude any future Vision Zero safety improvements by the City. Furthermore, the Project would enhance pedestrian and bicycle safety with improvements, such as wider pedestrian areas along Radford Avenue, a new Class IV protected bikeway along Radford Avenue from Hoffman Street to the Radford Bridge, and enhanced public access to the Los Angeles River and Tujunga Wash via the Radford Bridge. Thus, the Project would not conflict with this policy.</p>
Priority Development Areas	
<p>33: Promote the growth of origins and destinations in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled</p> <p>34: Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV dependency and vehicle miles traveled</p>	<p>No Conflict. As noted above, the Project Site is located in an area well-served by existing transit, including multiple Metro and LADOT bus lines. The Project Site is specifically located within a Neighborhood Mobility Area (NMA), Livable Corridor, and HQT. Livable Corridors and NMAs are identified as Priority Development Areas (PDAs) by SCAG. The Project would include on-site Mobility Hubs that would assist in reducing single-occupancy vehicles (SOVs). Additionally, the Project would include publicly accessible right-of-way improvements, including the Radford Bridge, which would provide pedestrian and bicycle access to the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the LARRMP improvements. The Radford Bridge would also provide access for studio-related vehicles only. In addition, along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway from Hoffman Street to the Radford Bridge. The Project would also provide short-</p>

Table 1 (Continued)
Applicable Regional Planning Policies of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
	<p>term and long-term bicycle parking spaces in accordance with LAMC requirements, including secured bicycle parking facilities, as well as showers, lockers, and bicycle service areas with repair stands within the Project Site. These Project improvements would promote non-automobile travel (i.e., active/non-motorized transportation, such as bicycling and walking). Also refer to the consistency analysis for Policies 14 and 15, above, for a discussion of how the proposed on-site Mobility Hubs would help to reduce SOV dependency and VMT. Thus, the Project would not conflict with this policy.</p>
Sustainable Development	
<p>48: Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience</p> <p>49: Support communities across the region to advance innovative sustainable development practices</p>	<p>No Conflict. The Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and the California Green Building Standards (CALGreen) Code.</p> <p>Specifically, the Project would be designed to meet U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) Gold or equivalent requirements and would meet the requirements of the City’s All-Electric Buildings Ordinance (Ordinance No. 187,714), as applicable. The Project also represents an infill development located in close proximity to existing bus lines and walkable streets and would utilize existing infrastructure to service the proposed uses. The Project also involves the adaptive re-use of certain existing buildings and facilities.</p> <p>Both in compliance with and, in some cases, in exceedance of Los Angeles Municipal Code (LAMC) requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to, Energy Star appliances, solar panels, plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code, weather-based irrigation systems, water-efficient plantings with drought-tolerant species, shade trees in public areas, green walls in some outdoor areas, vegetated roofs or cool roof systems to help reduce energy use, short- and long-term bicycle parking, electric vehicle (EV) charging infrastructure, a TDM program; the proposed Mobility Hubs, use of daylighting where feasible, energy-efficient lighting, and permeable paving where appropriate. Such measures would address energy conservation, water conservation, and waste reduction. Thus, the Project would not conflict with this policy.</p>

Table 1 (Continued)
Applicable Regional Planning Policies of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
Air Quality	
<p>51: Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts</p> <p>53: Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities</p>	<p>Partial Conflict. As discussed in Section IV.B, Air Quality, of this Draft EIR, Project construction would result in a potentially significant Project-level and cumulative impact related to regional NO_x emissions, even with the incorporation of feasible mitigation measures. Although temporary, this impact would be significant and unavoidable. However, as discussed in Section IV.B, Air Quality, of this Draft EIR, construction activities would not result in significant localized air quality impacts. In addition, operation of the Project would not result in any significant regional or localized air quality. Furthermore, construction and operation of the Project would not expose vulnerable populations, such as Priority Equity Communities and the Assembly Bill (AB) 617 Communities, to impacts related to pollutant emissions.¹</p> <p>As discussed in Section IV,G, Greenhouse Gas Emissions, of this Draft EIR, the Project would result in less-than-significant GHG emissions and would implement numerous sustainability features (e.g., TDM features, water conservation features, solar, electrical vehicle chargers, etc.) to reduce GHG emissions.</p> <p>Overall, the Project would result in a partial and temporary conflict with Policy 51 and would be consistent with the remaining portions of these policies.</p>
<p>55: Promote equitable use of and access to clean transportation technologies so that all may benefit from them.</p>	<p>No Conflict. The Project would provide at least 30 percent of the total parking spaces provided to be capable of supporting future EV charging and at least 20 percent of the total parking spaces with EV charging stations as dictated by City requirements.</p>
Natural and Agricultural Lands Preservation	
<p>58: Prioritize climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region</p> <p>59: Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding</p>	<p>No Conflict. The Project Site is located within an urbanized area and is currently developed with media and production uses. The Project Site does not contain any large expanses of open space or natural resources. As discussed in the Initial Study included as Appendix A of this Draft EIR, 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, no vegetation, riparian, or other sensitive</p>

¹ As defined by SCAG, Priority Equity Communities are census tracts with a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. AB 617 Communities are disadvantaged communities that are disproportionately affected by air pollution.

Table 1 (Continued)
Applicable Regional Planning Policies of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
	<p>natural community, or agricultural uses or operations exist on-site or in the vicinity. Two large drainage features, the Los Angeles River and Tujunga Wash, which are modified concrete channels that support very limited aquatic habitat and are ecologically disconnected from the rest of the Project Site by the approximately 15-foot-tall concrete side walls, pass through the Project Site. With respect to trees, trees removed as part of the Project would be replaced in accordance with existing applicable Urban Forestry policies and the Tree Protection Ordinance. Thus, the Project would not conflict with these policies.</p>
Climate Resilience	
<p>65: Support local and regional climate and hazard planning implementation efforts for transportation, land use, and other factors.</p>	<p>No Conflict. With regard to climate, as discussed in Section IV.G, Greenhouse Gas Emissions, of this Draft EIR, the Project would include numerous features to reduce GHG emissions (e.g., TDM features, water conservation features, solar, electrical vehicle chargers, etc.) and, thus, would support local and regional efforts related to climate change. In addition, the Project Site is located within a SCAG-designated Livable Corridor, NMA, and HQTC. As such, the Project supports SCAG’s planning and consideration of transportation and land use.</p> <p>Hazards that may affect the Project Site are seismic hazards, flooding, and wildfires. As discussed below, the Project would comply with regulations related to these hazards.</p> <p>With respect to seismic hazards, as discussed in Section IV.F, Geology and Soils, of this Draft EIR, the Project Site is located within the seismically active region of Southern California and is located in an area prone to liquefaction. State and local code requirements ensure that buildings are designed and constructed in a manner that would reduce the risk of building collapse although buildings may still sustain damage during a major earthquake. The State and City both mandate compliance with numerous regulations related to seismic safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the California Building Code, the City’s General Plan Safety Element, and the Los Angeles Building Code. The Project would be required to demonstrate compliance with the applicable provisions of these safety requirements before permits can be issued for construction. Accordingly, the Project’s design and construction would comply with all applicable regulatory requirements, including applicable provisions of the Los Angeles Building Code, relating to seismic safety, and accepted and proven construction engineering practices would be implemented, including the Project-specific</p>

Table 1 (Continued)
Applicable Regional Planning Policies of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
	<p>geotechnical design recommendations set forth in the Geotechnical Investigation and in Project Design Feature GEO-PDF-1. Furthermore, no active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Regarding liquefaction, the results of the liquefaction analysis performed as part of the Geotechnical Investigation included in Appendix J.1 of this Draft EIR demonstrate that the potential for liquefaction at the Project Site is considered low. Additionally, the Project would be designed in accordance with the Los Angeles Building Code, which requires implementation of engineering techniques to minimize hazards related to ground failure, including liquefaction, to acceptable levels.</p> <p>As discussed in Section IV.I, 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. Furthermore, the Project would include best management practices (BMPs) consistent with the City’s Low Impact Development (LID) Ordinance that would reduce stormwater flows.</p> <p>With respect to wildfires, the Project Site is located in an urbanized area without wildlands in its vicinity. In addition, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or a City-designated fire buffer zone. Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety.</p> <p>Based on the above, the Project would not conflict with this policy.</p>
<p>67: Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.</p>	<p>No Conflict. As discussed in the Water Supply Assessment (WSA) and Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Project includes water conservation measures in excess of code requirements as part of its commitment to LADWP. These conservation measures are included in the Project as Project Design Feature WAT-PDF-1. These measures include, but are not limited to, Energy Star certified dishwashers, high efficiency toilets and showerheads, micro-irrigation, zoned irrigation, and stormwater capture and reuse. As evaluated in the WSA prepared for the Project, 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. Therefore, the Project would not conflict with this policy.</p>

Table 1 (Continued)
Applicable Regional Planning Policies of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS)

Applicable Regional Planning Policies	Would the Project Conflict?
<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?
Land Use Chapter	
<p>Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p>	<p>No Conflict. The Project would modernize and enhance the existing Radford Studio Center through the proposed Radford Studio Center Specific Plan (Specific Plan) by expanding existing studio and production uses on an urban infill site within a designated Transit Priority Area (TPA) in close proximity to transit and local and regional bus lines, including Metro Bus Lines 218, 230, and 240 and DASH Line Van Nuys/Studio City with stops in close proximity to the Project Site along Ventura Boulevard.</p> <p>With respect to the conservation of natural resources, no vegetation, riparian, or other sensitive natural community, or agricultural uses or operations exist on-site or in the vicinity. Two large drainage features, the Los Angeles River and Tujunga Wash, which are modified concrete channels that support very limited aquatic habitat and are ecologically disconnected from the rest of the Project Site by the approximately 15-foot-tall concrete side walls, pass through the Project Site.</p> <p>The Project would provide a variety of landscaped areas, as well as pedestrian enhancements, including, but not limited to, a new multi-modal bridge, the Radford Bridge, extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street. This new publicly accessible bridge would provide pedestrian and bicycle access across the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system. The Radford Bridge would also provide access for studio-related vehicles only. Along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway— from Hoffman Street to the Radford Bridge. Furthermore, the Project would include on-site Mobility Hubs that would support multi-modal mobility options, first-mile/last-mile connections, and other TDM strategies. These Project improvements would serve to enhance the pedestrian environment, encourage walking, and facilitate the reduction of vehicle trips and VMT. For all these reasons, the Project would contribute to the City's vision of a more livable city with adequate infrastructure, alternative modes of transportation, reduced congestion, and improved air quality. Additionally, the Project would be located in an urbanized area that is adequately served by public infrastructure. See the consistency analysis for Policy 3.1.2, below, for a discussion of public infrastructure.</p> <p>Based on the above, the Project would not conflict with this goal.</p>

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

Objective/Policy	Would the Project Conflict?
<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 the existing studio and production use and the modernization and expansion of Radford Studio Center to meet the contemporary needs and changing demands of the entertainment industry. The Project proposes the development of 1,667,010 square feet of new sound stage, production support, production office, general office, and retail uses within the Project Site, as well as associated circulation, parking, landscaping, and other improvements. The proposed Specific Plan would allow up to approximately 2,200,000 square feet of total floor area within the Project Site upon buildout of the Project (inclusive of 532,990 square feet of existing uses to remain). These uses would be consistent with the existing uses on-site, as well as the surrounding area. In addition, the Project would promote local and regional economic growth by creating a wide range of entertainment jobs, as well as construction jobs. Accordingly, the Project would accommodate a diversity of uses that support the needs of the City’s existing and future businesses and visitors. Therefore, the Project would not conflict with this objective.</p>
<p>Policy 3.1.2: 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>No Conflict. While this policy refers to the Citywide provision of public infrastructure, the Project would expand an existing studio facility in an urbanized area that is adequately served by public infrastructure. As discussed in Section IV.L.1, Public Services—Fire Protection, and Section IV.L.2, Public Services—Police Protection, of this Draft EIR, the Project would not require the addition of a new fire or police station or the expansion of an existing facility in order to maintain service. As discussed in Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure, Section IV.O.2, Utilities and Service Systems—Wastewater, Section IV.O.3, Utilities and Service Systems—Solid Waste, and Section IV.O.4, Utilities and Service Systems—Electric Power, Natural Gas, and Telecommunications Infrastructure, of this Draft EIR, LADWP and the City of Los Angeles Department of Public Works, Bureau of Sanitation (LASAN) would have the capacity to serve the Project with regard to water, wastewater, solid waste, and energy infrastructure, respectively. Therefore, the Project would not conflict with this policy.</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 rights-of-way along all Project Site frontages and improve upon public access to the Los Angeles River and the Tujunga Wash. 109,569 square feet of landscaped area would be provided along the Project Site frontages, including 77,406 square feet of landscaped area along the Los Angeles River and Tujunga Wash frontages, 4,454 square feet of landscaped area along Colfax Avenue, and</p>

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

Objective/Policy	Would the Project Conflict?
	<p>27,709 square feet of landscaped area along Radford Avenue. In addition, the Project proposes the construction of a new bridge, the Radford Bridge, discussed above under Goal 3A. The Project has been designed to enhance access to and connect pedestrians and bicyclists with the Los Angeles River and the Tujunga Wash.</p> <p>Additional landscaping and hardscape would be provided within the Project Site, including various ground level landscaped areas and rooftop terraces. Planting zones and associated plant palettes would be established to define streetscape areas, Project Site entrances, production areas, bungalows, and the rooftop terraces. The rooftop terraces would be designed as landscaped areas to be used for meetings, special events, filming, and other production-related activities. Therefore, 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. The Long-Range Land Use Diagram shows that the Project Site is within an area designated as a Community Center, with a floor area ratio (FAR) ranging from 1.5:1 to 3.0:1. Generally, the height of the different types of Community Centers would also range from two- to six-story buildings. The Project would not change the existing uses within 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. Therefore, the Project would 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. As previously discussed, the Project would be developed on an urban infill site within a TPA in close proximity to transit including local and regional bus lines, and would implement TDM strategies, which together would reduce Project vehicle trips and VMT, fuel use, and GHG emissions. The Project also includes Mobility Hubs, which would support first-mile/last-mile connections; encourage employee use of public transit, carpooling, vanpooling, and biking/scooter to work. This, along with the incorporation of Project Design Feature GHG-PDF-1 provided in Section IV.G, Greenhouse Gas Emissions, of this Draft EIR, which would prohibit the use of natural gas in the Project's non-restaurant buildings in the event the All-Electric Buildings Ordinance (Ordinance 187,714) is rescinded, would facilitate a reduction in air pollution to improve environmental quality.</p> <p>With respect to pedestrian and bicycle access, as discussed above, the Project would provide pedestrian enhancements including a new multi-modal bridge, the Radford Bridge, which would extend from the northern terminus of Radford Avenue north across the Tujunga</p>

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

Objective/Policy	Would the Project Conflict?
	<p>Wash to Moorpark Street. This new publicly accessible bridge would provide pedestrian and bicycle access across the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system. Along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway— from Hoffman Street to the Radford Bridge. Overall, the Project would include safe, delineated pathways for pedestrians and bicyclists throughout and around the Project Site. As such, the Project would promote an improved quality of life by facilitating and encouraging the use of public transit through a variety of transportation improvements and supporting opportunities for walking and biking. Therefore, the Project would 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 1920s. As discussed in Section II, Project Description, of this Draft EIR, the Project Site is located in an urbanized area that is developed with a mix of land uses. The major arterial in the immediate vicinity of the Project Site, Ventura Boulevard, is lined with commercial, institutional, and residential uses, with residential neighborhoods interspersed between the major arterials. Other major arterials in the Project Site vicinity include Laurel Canyon Boulevard, Moorpark Street, and Colfax Avenue, all of which are generally lined with medium- and high-density multi-family residential uses and commercial uses.</p> <p>As described in Section II, Project Description, of this Draft EIR, the Specific Plan would establish height subareas (Subareas A through D) with specified height limits and limited height allowances to regulate building heights throughout the Project Site, with taller maximum heights concentrated in the center of the Project Site, away from Project Site edges. Buildings in Subareas A and D would be limited to 60 feet and 75 feet, respectively. Subarea B provides a base height limit of 75 feet, and buildings up to a maximum height of 95 feet would be permitted in up to 30 percent of Subarea B. Subarea C provides a base height limit of 75 feet, and buildings up to a maximum height of 135 feet would be permitted in up to 30 percent of Subarea C. A 17-foot-wide setback would be provided along Radford Avenue in the North Lot, and a 10-foot-wide setback area would be provided along Radford Avenue in the South Lot. A 15-foot-wide setback would be provided along Colfax Avenue in the South Lot. Setbacks would function as buffers and transitional space around the Project Site perimeter. Further, the Los Angeles River and Tujunga wash function as approximately 150-foot to 97-</p>

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

Objective/Policy	Would the Project Conflict?
	<p>foot buffers from the residential uses across those channels. These height subareas and associated setbacks and stepbacks would limit future development to concentrate building height toward the center of the Project Site and away from the existing commercial and residential uses, as well as the Los Angeles River and the Tujunga Wash. Furthermore, as discussed above, the Project also proposes a Sign District for on-site signage, which would establish clear standards to ensure cohesion and compatibility with the surrounding land uses.</p> <p>Overall, the proposed development would be designed to be compatible with the general characteristics of the surrounding neighborhood. The Project would enhance the public rights-of-way immediately adjacent to the Project Site through streetscape improvements that would create a cohesive visual identity for the Project Site and enhance the pedestrian experience. Visual screening and fencing would be maintained in a clean and well-kept manner, including through the repair of broken walls and removal of graffiti, and improved with either low maintenance landscaping, hardscape, or a combination of both. The Project, with its landscaped areas, contemporary design, and integration of historic uses that help define the character of the Project Site and surrounding area, would contribute to the urban elements of the surrounding cityscape. As such, the Project would be consistent with the scale and character of surrounding uses and would enhance the character of commercial and industrial districts. Therefore, 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 with a fully developed network of roads and infrastructure. As discussed in the Initial Study prepared for the Project, provided in Appendix A of this Draft EIR, the Project’s employment growth would be well within SCAG’s projections for the Subregion, which serve as the basis for the Framework Element’s demographics projections and planned provisions of transportation and utility infrastructure and public services. Specifically, the Project’s estimated 4,139 net new employees would constitute approximately 8.35 percent of the employment growth forecasted between 2023 and 2028. As discussed in the consistency analysis for Objective 3.2 above, the Project would be located in an area well-served by public transit. In addition, as discussed in more detail in Section IV.M, Transportation, of this Draft EIR, the Project would include Mobility Hubs to support alternative modes of transportation, as well as on-site access and circulation improvements. Moreover, as discussed in Section IV.L.1, Public Services—Fire Protection and Section IV.L.2,</p>

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

Objective/Policy	Would the Project Conflict?
	Public Services—Police Protection, of this Draft EIR, the Project would not require the addition of a new fire or police station or the expansion of an existing facility in order to maintain service. As discussed in Section IV.O.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR; Section IV.O.2, Utilities and Service Systems—Wastewater; Section IV.O.3, Utilities and Service Systems—Solid Waste; and Section IV.O.4, Utilities and Service Systems—Electric Power, Natural Gas, and Telecommunications Infrastructure, of this Draft EIR, LADWP and LASAN would have the capacity to serve the Project with regard to water, wastewater, solid waste, and energy infrastructure. Therefore, public services and utility providers would have capacity to adequately provide public services and utility infrastructure to serve the Project. Therefore, the Project would not conflict with this objective.
Policy 3.9.6: Require that commercial and mixed-use buildings located adjacent to residential zones be designed and limited in height and scale to provide a transition with these uses, where appropriate.	No Conflict. Refer to the consistency analysis for Policy 3.2.4, above. As discussed therein, the Specific Plan would establish height subareas (Subareas A through D) with specified height limits and limited height allowances to regulate building heights throughout the Project Site, with taller maximum heights concentrated in the center of the Project Site, away from Project Site edges. Therefore, the Project would not conflict with this policy.
Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.	No Conflict. Refer to the consistency analysis for Objective 3.2 and Policy 3.2.3, above. As discussed therein, the Project would provide pedestrian enhancements including a new multi-modal bridge, the Radford Bridge, which would extend from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street. This new publicly accessible bridge would provide pedestrian and bicycle access across the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system. Therefore, the Project would not conflict with this policy.
Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.	No Conflict. The Project would retain the Project Site's primary land use as a studio facility, which has operated since the 1920s. The Project would modernize and expand media production facilities within the Project Site to meet both the existing unmet and anticipated future demands of the entertainment industry. The Project would increase the opportunity for productions to be filmed in the region through the continued use and expansion of the Project Site as a major studio and entertainment institution. Therefore, the Project would not conflict with this objective.

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

Objective/Policy	Would the Project Conflict?
<p>Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents.</p> <p>Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.</p>	<p>No Conflict. See the consistency analyses for Policy 3.1.3, Objective 3.2, and Policy 3.2.3, above. As discussed therein, the Project has been designed to enhance the public rights-of-way along all Project Site frontages and enhance public access to the Los Angeles River and the Tujunga Wash through the provision of the new Radford Bridge. In addition 109,569 square feet of landscaped areas would be provided along the Project Site frontages, including 77,406 square feet of landscaped areas along the Los Angeles River and Tujunga Wash frontages, 4,454 square feet of landscaped areas along Colfax Avenue, and 27,709 square feet of landscaped areas along Radford Avenue. Additional landscaping would be provided within the Project Site, including various ground level landscaped areas and rooftop terraces.</p> <p>Further, the Project would include new landscaping and street trees, lighting, wayfinding signage, and pedestrian/transit seating areas. The Project would improve the surrounding pedestrian environment by widening sidewalks and upgrading crosswalks and traffic signals to enhance visibility and safety.</p> <p>Accordingly, the Project would serve to promote pedestrian activity and provide a quality experience for employees and visitors. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 3M: A City where significant historic and architectural districts are valued.</p> <p>Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.</p>	<p>No Conflict. As discussed further in Section IV.D, Cultural Resources, of this Draft EIR, Radford Studio Center includes a potential Historic District, as well as individually eligible historic buildings. The Project Site includes three potentially historic structures, as well as the potential Mack Sennett Historic District. Although the Project would have a potentially significant impact on these historic resources, Mitigation Measures CUL-MM-1 through CUL-MM-20 detailed in Section IV.D, Cultural Resources, of this Draft EIR, would reduce these impacts to a less-than-significant level. Therefore, the Project would not conflict with this goal.</p>
Urban Form and Neighborhood Design Chapter	
<p>Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.</p>	<p>No Conflict. The Project Site is located in an urbanized area that is developed with a diverse mix of land uses. Ventura Boulevard, the major arterial in the immediate vicinity of the Project Site, is lined with commercial, institutional, and residential uses. Other major arterials in the Project vicinity include Laurel Canyon Boulevard, Moorpark Street, and Colfax Avenue, which are generally lined with medium- and high-density multi-family residential uses and commercial uses. The Project includes the continuation of an existing studio use and would</p>

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

Objective/Policy	Would the Project Conflict?
	involve the modernization and expansion of media production facilities within the Project Site to meet both the existing unmet and anticipated future demands of the entertainment industry. 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-. Furthermore, the Project would be developed within an area well-served by public transit, consisting of Metro bus lines and LADOT DASH. Therefore, the Project would not conflict with this objective.
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	No Conflict. See the consistency analyses for Policy 3.1.3, Objective 3.2, Policy 3.2.3, Goal 3L, and Objective 3.16, above. The Project would upgrade the quality of development by transforming an underutilized and aging studio, which consists of ad hoc construction and outdated production facilities, into a modern studio campus with new and technologically advanced sound stages, production support facilities, production offices, and general offices. Therefore, the Project would not conflict with this objective.
Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	No Conflict. Refer to the consistency analysis for Objective 3.2 and Policy 3.2.3, above. As discussed therein, the Project would provide pedestrian enhancements, including a new multi-modal bridge, the Radford Bridge, which would extend from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street. This new publicly accessible bridge would provide pedestrian and bicycle access across the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system. Therefore, the Project would not conflict with this objective.
Policy 5.8.4: Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.	No Conflict. The proposed Sign District would regulate signage, in conjunction with applicable LAMC signage provisions, 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 both enhance the studio character of the proposed Specific Plan area. Therefore, the Project would not conflict with this policy.
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day. Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good	No Conflict. As provided in Section IV.L.2, Public Services—Police Protection, of this Draft EIR, the Project would include numerous operational design features to enhance safety within and immediately surrounding the Project Site, which would reduce the demand for police protection services. In particular, as set forth in Project Design Feature POL-PDF-2, the Project would include a 24/7-security plan to ensure the safety of its employees and site visitors. This security plan will include a secured

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

Objective/Policy	Would the Project Conflict?
<p>visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.</p>	<p>Project Site perimeter and entry points, a 24-hour security camera network, controlled access to all buildings, private on-site security staff, and regular security patrols of the Project Site. In addition, the Project will include appropriate lighting of buildings and walkways to orient pedestrians and clearly identify secure routes between parking areas and building points of entry, as set forth in Project Design Feature POL-PDF-3, as well as sufficient lighting of parking areas, elevators, and lobbies to enhance visibility and reduce areas of concealment per Project Design Feature POL PDF 4. Furthermore, Project Design Feature POL-PDF-5 will require the design of building entrances, spaces around buildings, and pedestrian walkways to be open and in view of surrounding areas. Lastly, as specified in Project Design Features POL-PDF-6 and POL-PDF-7, the Applicant will consult with LAPD regarding the incorporation of feasible crime prevention features and submit a diagram of the Project Site to LAPD showing access routes and other information to facilitate police response. As such, the Project would help increase personal safety and natural surveillance at all times of the day. Therefore, the Project does not conflict with this objective.</p>
<p>Open Space and Conservation Chapter</p>	
<p>Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.</p> <p>Policy 6.1.4: Conserve, and manage the undeveloped portions of the City's watersheds, where feasible, as open spaces which protect, conserve, and enhance natural resources.</p> <p>Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.</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>Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities</p>	<p>No Conflict. With respect to open space, see the consistency analyses for Policy 3.1.3, Objective 3.2, Policy 3.2.3, Goal 3L, and Objective 3.16, above. With respect to public safety, see Objective 5.9, above. Based on the discussion therein, the Project does not conflict with this goal and associated policies.</p>

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

Objective/Policy	Would the Project Conflict?
<p>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>	
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 the consistency analyses for Land Use Objectives 3.1 and 3.2. The Project includes the continuation of an existing studio use and would involve the modernization and expansion of the media production facilities within the Project Site to meet both the existing unmet and anticipated future demands of the entertainment industry and keep production activities, as well as jobs in Los Angeles, while rehabilitating and preserving the integrity of the existing historic resources on-site and in consideration of the surrounding uses to establish a balance of land uses. The proposed Mobility Hubs and other TDM strategies would facilitate a reduction in vehicle trips and VMT. This, along with the incorporation of the project design features provided in Section IV.B, Air Quality, and Section IV.G, 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 systems to help reduce energy use; short- and long-term bicycle parking; EV charging infrastructure; use of daylighting where feasible; energy-efficient lighting; and permeable paving, where appropriate. Such measures would address energy conservation, water conservation,</p>

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

Objective/Policy	Would the Project Conflict?
	and waste reduction. Therefore, the Project would not conflict with this objective.
<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 be developed on an urban infill site within a TPA in close proximity to transit. The Project would provide multi-modal transportation solutions, including Mobility Hubs, 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. Bus lines serving the Project Site include Metro Bus Lines 218, 230, and 240, and LADOT DASH Line Van Nuys/Studio City. Therefore, the Project would not conflict with this policy.</p>
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.O.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 sufficient capacity to serve the Project, as confirmed by LASAN. 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>Objective 9.7: Continue to develop and implement a management practices based stormwater program which maintains and improves water quality.</p> <p>Policy 9.7.1: Continue the City's active involvement in the regional NPDES municipal stormwater permit.</p>	<p>No Conflict. Project operations would not dispose of hazardous substances in the sewer system. As discussed in Section IV.H, 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.I, 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 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 City's Low Impact Development (LID) Ordinance during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. Therefore, 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 the consistency analysis for Infrastructure and Public Services Chapter Policy 9.3.1 discussion above. Further, as discussed in Section IV.I, 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</p>

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

Objective/Policy	Would the Project Conflict?
	<p>decrease from approximately 128.40 cfs to approximately 106.82 during a 50-year storm event. Accordingly, there would be no increase in runoff volumes into the existing storm drain system. The City's preferred LID improvement is on-site infiltration of stormwater. If infiltration is determined to be infeasible for the Project Site, the next tier in the LID Manual is a stormwater capture and reuse system. If capture and reuse is later determined to be infeasible, the Project would implement high efficiency biofiltration/bioretenion systems pursuant to LID requirements. Regardless of the system ultimately required to be installed within the Project Site, a portion of the stormwater would be captured to be infiltrated into the ground while the excess stormwater would bypass the BMP systems to prevent upstream flooding due to large storm events and discharge to an approved downstream receiving water body through an existing or proposed piped connection. The Project does not include uses known to generate hazardous substances that could enter the stormwater system, such as industrial uses. Therefore, 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>Policy 9.9.7: Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.</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 WSA prepared by LADWP and summarized in Section IV.O.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's demand would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Additionally, as discussed in the WSA and Section IV.O.1, the Project includes water conservation measures in excess of code requirements as part of its commitment to LADWP. These conservation measures are included in the Project as Project Design Feature WAT-PDF-1. These measures include, but are not limited to, Energy Star certified dishwashers, high efficiency toilets and showerheads, micro-irrigation, zoned irrigation, and stormwater capture and reuse. Therefore, the Project would not conflict with this goal, policy, or objective.</p>
<p>Goal 9F: Adequate collection, transfer and disposal of mixed solid waste—the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a</p>	<p>No Conflict. As discussed in the Initial Study, which is included as Appendix A of this Draft EIR, the Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City's Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-</p>

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

Objective/Policy	Would the Project Conflict?
manner than minimizes adverse environmental impacts.	site recycling area or room of specified size. The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptables to facilitate recycling. Therefore, the Project would not conflict with this goal.
<p>Policy 9.29.2: Promote the responsible use of natural resources, consistent with City environmental policies.</p> <p>Policy 9.29.3: Promote conservation and energy efficiency to the maximum extent that is cost effective and practical, including potential retrofitting when considering significant expansion of existing structures.</p>	<p>No Conflict. As discussed in Section IV.E, Energy, of this Draft EIR, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, which incorporates the provisions of the CALGreen Code, and the City of Los Angeles Green Building Code. As these conservation policies are mandatory under the City's Building Code, the Project would not conflict with applicable plans for renewable energy or energy efficiency.</p> <p>Refer to the consistency analysis for Goal 9C, Policy 9.9.7, and Objective 9.10, above, regarding water supply. As discussed therein, the Project includes water conservation measures in excess of code requirements as part of its commitment to LADWP.</p> <p>Therefore, the Project would not conflict with these policies.</p>
<p>Goal 9P: Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.</p> <p>Objective 9.38: Ensure that street lighting designs meet minimum standards for quality lighting to provide appropriate visibility dependent on the character and usage of streets and sidewalks with minimum impact on the environment and adjoining property.</p> <p>Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.</p>	<p>No Conflict. All lighting would comply with existing applicable energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements, as well as to ensure safety and security. Light sources would be shielded and/or directed toward the Project Site interior to minimize light spill-over to neighboring buildings and the surrounding area while utilizing low-level exterior lights at the Project 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. Project signage may include both externally and internally lit signs, which would be subject to the provisions of the LAMC illumination regulations. Further, the Project's potential impacts related to light trespass and glare were analyzed in Section IV.A, Aesthetics, of this Draft EIR, which concluded that impacts would be less than significant. Therefore, the Project would not conflict with this goal.</p>

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

Objective/Policy	Would the Project Conflict?
<p>Policy 9.40.1: Require lighting on private streets, pedestrian orientated areas, and pedestrian walks to meet minimum City standards for street and sidewalk lighting.</p> <p>Policy 9.40.3: Develop regulations to ensure quality lighting to minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare for façade lighting, security lighting, and advertisement lighting, including billboards.</p>	<p>No Conflict. Lighting on pedestrian-oriented areas and pedestrian walks would comply with existing applicable energy standards and would maintain the existing and appropriate light levels currently utilized on- and off-site, which meet City standards for street and sidewalk lighting. As part of the proposed Sign District, regulations would be developed to ensure that quality lighting is installed that maintains the existing light levels, thereby eliminating any new adverse impact due to light pollution, light trespass, and glare for façade lighting, security lighting, and advertisement lighting, including billboards. The Project’s potential impacts related to light trespass and glare were analyzed in Section IV.A, Aesthetics, of this Draft EIR, which concluded that impacts would be less than significant. Therefore, the Project would not conflict with this goal.</p>
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	

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

Objective/Policy	Would the Project Conflict?
<p>Policy 1.1: Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>No Conflict. As previously discussed, the Project would include several improvements that prioritize the pedestrian experience. Specifically, the Project would include a new multi-modal bridge, the Radford Bridge, extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street. This new publicly accessible bridge would provide pedestrian and bicycle access across the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system. The Radford Bridge would also provide access for studio-related vehicles only. Along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway—from Hoffman Street to the Radford Bridge. Pedestrian access to the Project Site would be provided at controlled gates at the primary access points around the Project perimeter. The Project would also include on-site Mobility Hubs that would support multi-modal mobility options, first-mile/last-mile connections, and other TDM strategies. Additionally, 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 showers, lockers, and bicycle service areas with repair stands, within the Project Site. 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. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 1.2: Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete street principles to ensure the safety and mobility of all users.</p>	<p>No Conflict. The Project would comply with all applicable design element requirements, including proper driveway alignment and sidewalk widths, improved lighting elements, and landscaping design, which would improve safety, visibility, mobility, and accessibility. Furthermore, the Project's streetscape improvements and bicycle parking facilities would enhance the public rights-of-way immediately adjacent to the Project Site and help facilitate pedestrian and bicycle accessibility to improve the safety and mobility of all users. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 1.6: Multi-Modal Detour Facilities: 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.M, 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 to provide for the safe passage for all modes of travel during construction. The Construction Traffic Management Plan would be based on</p>

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

Objective/Policy	Would the Project Conflict?
	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. Therefore, the Project would provide safe passage for all modes of travel during construction and would not conflict with this policy.
<p>Policy 2.2: Complete Streets Design Guide: Establish the Complete Streets Design Guide as the City’s document to guide the operations and design of streets and other public rights-of-way.</p>	<p>No Conflict. The Project would comply with all applicable design element requirements by the Complete Streets Design Guide, including proper driveway alignment and sidewalk widths, improved lighting elements, and landscaping design. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.3: Pedestrian Infrastructure: 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 the consistency analysis for Mobility Plan Policy 1.1, above. Within the Project Site area, Ventura Boulevard (west of Carpenter Avenue) and Radford Avenue (between Guerin Street and Ventura Boulevard) are designated as part of the Pedestrian Enhanced District (PED) in the Mobility Plan. As detailed in Figure 3 of the Transportation Assessment, included as Appendix O.1 of this Draft EIR, pedestrian and bicycle access would be provided at the primary access points— at the Radford Gate, Sater parking structure, Carpenter Gate, and Colfax Gate. Additional access points along Radford Avenue and one pedestrian access point along the public alley would also be provided. All access points would be controlled with gates and/or staffed guard houses. Moreover, the Project would encourage walking and enhance pedestrian activity on and around the Project Site by introducing new and improved pedestrian amenities as described above in the consistency analysis for Mobility Plan Policy 1.1. The Project would enhance the public rights-of-way along all Project Site frontages through sidewalk improvements, including the widening of sidewalks in some areas, consistent with Mobility Plan standards, and installation of new street trees and landscaping, lighting, wayfinding signage, and pedestrian seating areas. The Project would provide a 17-foot-wide setback area along the western edge of the North Lot and a 10-foot-wide setback area along the western edge of the South Lot along Radford Avenue, as well as a 15-foot-wide setback area along the southeastern edge of the South Lot along Colfax Avenue. As part of the Project, public access to the Los Angeles River and the Tujunga Wash would be enhanced. A new Class IV protected bikeway would also be provided along Radford Avenue from Hoffman Street to the Radford Bridge, consistent with the 2010 Bicycle Plan. Moreover, the Project would include safe, delineated pathways for pedestrians throughout the Project Site.</p>

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

Objective/Policy	Would the Project Conflict?
	Furthermore, the Project Site's location within an area that is well-served by transit would further promote walking as a component of trips. Therefore, the Project would not conflict with this policy.
Policy 2.4: Neighborhood Enhanced Network: Provide a slow speed network of locally serving streets.	No Conflict. No roadways along the Project Site are part of the Neighborhood Enhanced Network (NEN) in the Mobility Plan. Colfax Avenue north of Acama Street is designated as part of the NEN; however, the Project does not propose any vehicular access along this segment. As such, Project vehicles would not interfere with the neighborhood character of the surrounding area,, and the Project would not conflict with this policy.
Policy 2.5: Transit Networks: Improve the performance and reliability of existing and future bus service.	No Conflict. No roadways along the Project Site are part of the Transit Enhanced Network (TEN). Ventura Boulevard south of the Project Site is part of the TEN; however, the Project does not propose any vehicular access along this roadway. As such, the Project would not preclude future improvements to existing and future transit services or operations or conflict with plans under development by Metro and/or LADOT. Additionally, the Project proposes the on-site Mobility Hubs that would support alternative transportation modes. Therefore, the Project would not conflict with this policy.
Policy 2.6: Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities ² for people of all types and abilities.	No Conflict. Colfax Avenue is part of the Bicycle Lane Network. Bicycle lanes are provided along both sides of the street immediately north of the Project's existing vehicular access point on Colfax Avenue. The Project would continue to provide vehicular access along this roadway as no bicycle facilities are provided at this approximate location. The Project also proposes to modify the street designation of Radford Avenue from Avenue II to Modified Avenue II to facilitate a protected bikeway adjacent to the Project Site, consistent with the 2010 Bicycle Plan. As previously discussed, 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 showers, lockers, and bicycle service areas with repair stands within the Project Site. The Project would also provide on-site Mobility Hubs to connect with surrounding public transit lines and encourage alternative means of transportation. Therefore, the Project would not conflict with this policy.

² *Bicycling facilities are ideally suited for a host of slow moving modes, including, but not limited to, scooters, skateboards, rollerblading, rideables, and other future compact personal transportation technologies.*

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

Objective/Policy	Would the Project Conflict?
<p>Policy 2.10: Loading Areas: Facilitate the provision of adequate on and off-street loading areas.</p>	<p>No Conflict. The Project would provide on-site loading facilities for passengers, commercial vehicles, and studio production-related trucks. The Mobility Hubs, which are currently proposed in the northern portion of the North Lot and the southern portion of the South Lot, and would be the primary locations for passenger loading. The Project would provide private service areas and roadways for all other loading services within the Project Site. Thus, no commercial loading operations would occur within the public right-of-way. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.12: Walkways and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way</p>	<p>No Conflict. The Project proposes construction of a new multi-modal bridge, the Radford Bridge, extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street, which would provide pedestrian and bicycle routes across the Tujunga Wash. The Project would also implement a Class IV protected bikeway along Radford Avenue from Hoffman Street to the Radford Bridge, adjacent to the Project Site, consistent with the City of Los Angeles Department of City Planning's Bicycle Plan. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 2.14: Street Design: Designate a street's functional classification based upon its current dimensions, land use context, and role.</p>	<p>No Conflict. The Project would modify the street designation of Radford Avenue from Avenue II to Modified Avenue II to facilitate the construction of a protected bikeway and modify the street designation of Colfax Avenue from Avenue II to Modified Avenue II to maintain existing right-of-way configuration.</p>
<p>Policy 2.17: Street Widening: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.</p>	<p>No Conflict. The Project does not propose the widening of any roadways adjacent to the Project Site. As discussed in Section IV.M, Transportation, of this Draft EIR, a 17-foot-wide setback area along the western edge of the North Lot and a 10-foot-wide setback area along the western edge of the South Lot would be provided along Radford Avenue. A 15-foot-wide setback area along the southeastern edge of the South Lot would be provided along Colfax Avenue. As such, the Project would be consistent with the intent of the Mobility Plan, and it would not conflict with this policy.</p>
<p>Policy 3.1: Access for All: 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>No Conflict. See the consistency analysis for Mobility Plan Policy 1.1. The Project would include safe and accessible pedestrian, bicycle, and vehicular access. Specifically, the Project would support employees and visitors who choose to travel by automobile through the maintenance of the ingress/egress driveways at the Radford Gate, the Sater parking structure along Radford Avenue, and the ingress/egress driveway at the Colfax Gate located along Colfax Avenue. Additional vehicular access from Ventura Boulevard would be provided via a</p>

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

Objective/Policy	Would the Project Conflict?
	<p>former ingress/egress driveway at the Carpenter Gate that would be restored as part of the Project. The Project would also include an adequate supply of parking spaces on-site to serve demand. The Project would encourage transit usage by developing the proposed uses in an area well-served by a variety of public transit options. 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 showers, lockers, and bicycle service areas with repair stands, within the Project Site. Additionally, the Project would implement a TDM Program to further reduce the number of single-occupancy vehicle trips. Furthermore, the Project would enhance pedestrian and bicycle safety with improvements, such as wider pedestrian areas along the Project Site frontages, a new Class IV bikeway along Radford Avenue, and enhanced access to the Los Angeles River and Tujunga Wash via the Radford Bridge. Lastly, as part of the TDM Program, the Project would include Mobility Hubs with a transportation information center/kiosks, bicycle parking and amenities, pedestrian amenities, a ride-share matching and carpool/vanpool program as well as carpool/vanpool parking and loading. Therefore, the Project would recognize and provide opportunities for the use of all modes of travel and would not conflict with this policy.</p>
<p>Policy 3.2: People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p>No Conflict. The Project would be designed consistent with all applicable requirements of the Americans with Disabilities Act (ADA) and would provide direct connections to pedestrian amenities at adjacent and nearby intersections. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.3: Land Use Access and Mix: 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>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, 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. The Project would provide amenities for studio employees and visitors, including, but not limited to, on-site Mobility Hubs, ancillary retail and/or ancillary restaurant uses, and a potential childcare use. The Project would expand employment opportunities in close proximity to residential areas and local-serving retail and restaurants. The surrounding mix of land uses would conveniently serve the needs of Project employees and visitors without requiring the use of automobiles to help minimize vehicle trips. The Project would support initiatives to create pedestrian- and transit-oriented developments as it would expand the existing uses on an infill site located in close proximity to multiple transit services. The Project would also encourage ride-sharing</p>

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

Objective/Policy	Would the Project Conflict?
	and use of alternative mobility modes via the Mobility Hubs in addition to the implementation of a TDM Program to further reduce the number of single-occupancy vehicle trips to the Project Site. Therefore, the Project would not conflict with this policy.
<p>Policy 3.4: Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>No Conflict. The Project Site is located in an area well-served by public transit. Specifically, several bus lines serviced by Metro and LADOT provide transit service throughout the Project Site vicinity, with bus stops located adjacent to the Project Site along Ventura Boulevard. These include Metro Bus Lines 218, 230, and 240, as well as the DASH Van Nuys/Studio City bus line. The Project also includes development of the Mobility Hubs that would act as the primary locations for Project employees and visitors to access convenient and multi-modal transportation services. Pedestrian and bicycle access to existing and future transit services would be enhanced with the new Radford Bridge and additional streetscape and landscaping, sidewalk, and crosswalk improvements along the public rights-of-way adjacent to the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.5: Multi-Modal Features: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p>No Conflict. The Project’s Mobility Hubs would support multi-modal mobility options through a transportation information center and first-mile/last-mile connections for transit, passenger loading spaces for carpools and vanpools, bicycle parking, and related bicycle services, such as valet service, repair stands, showers, and lockers. In combination with the numerous transportation services to be provided at the proposed Mobility Hubs, the Project’s location near several public transit services would encourage the use of alternative mobility modes. Furthermore, as detailed in Section IV.M, Transportation, of this Draft EIR, the TDM Program set forth in Project Design Feature TR-PDF-2 includes strategies that would further encourage the use of transit and other alternative modes of transportation such as the inclusion of bicycle parking and amenities, pedestrian amenities, and a ride-share matching and carpool/vanpool program. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3.7: Regional Transit Corridors: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.</p>	<p>No Conflict. The Project would improve access between transit and major regional destinations by expanding employment opportunities and improving the jobs/housing balance in an urban area near transit services. The Mobility Hubs would provide space for first-mile/last-mile solutions, such as bike-share, bicycle rentals, and other similar services and improve the efficiency and convenience to existing and future transit services. The Project would not conflict with this policy.</p>

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

Objective/Policy	Would the Project Conflict?
<p>Policy 3.8: Bicycle Parking: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.</p>	<p>No Conflict. See the consistency analysis for Mobility Plan Policy 3.1 above. 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 Hubs would also provide bike-share facilities or similar first-mile/last-mile transportation alternatives and bicycle amenities, such as repair stands, showers, and lockers. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 4.1: New Technologies: Support new technology systems and infrastructure to expand access to transportation choices.</p>	<p>No Conflict. As previously discussed, the Project's TDM Program would support the latest improvements in first-mile/last-mile transportation solutions at the Mobility Hubs, such as bike-share, bicycle rentals, or similar programs. The Project would support new technology systems and infrastructure by incorporating pedestrian wayfinding signage and real-time transit information via digital bulletin boards so that employees and visitors can be informed of the available transportation choices. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 4.2: Dynamic Transportation Information: Support a comprehensive, integrated transportation database and digital platform that manages existing assets and dynamically updates users with new information.</p>	<p>No Conflict. The Mobility Hubs would be equipped with digital bulletin boards that display real-time information about arriving buses and shuttle services. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 4.8: Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>No Conflict. As described in Project Design Feature TR-PDF-2, the Project would include the following TDM measures:</p> <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 <p>Therefore, the Project would not conflict with this policy.</p>
<p>Policy 4.13: Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p>No Conflict. The Project includes subterranean structures, above-grade parking structures, and surface parking areas on-site to meet the parking needs of employees and visitors at the Project Site. The Project does not propose any off-site parking. The Specific Plan would establish vehicular parking requirements for the five permitted studio land uses and adequate parking would be</p>

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

Objective/Policy	Would the Project Conflict?
	provided on-site. Therefore, the Project would not conflict with this policy.
<p>Policy 4.14: Wayfinding: Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels including traditional signage and digital platforms.</p>	<p>No Conflict. The Project's TDM Program would include marketing activities, including printed/posted materials and digitally distributed information, to ensure that employees and visitors at the Project Site are aware of all mobility options available on-site and in the surrounding area. The Project would provide wayfinding information displayed along pedestrian paths to direct pedestrians to the Mobility Hubs, nearby transit stops, bicycle parking, and bike-share facilities. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 5.1: Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.</p> <p>Policy 5.2: Vehicle Miles Traveled: Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>No Conflict. The Project would encourage a sustainable transportation system to reduce VMT by introducing additional studio uses in close proximity to residential uses, transit, and services. The Project would provide pedestrian facility enhancements, including, but not limited to, a new multi-modal bridge, the Radford Bridge, extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street. This new publicly accessible bridge would provide pedestrian and bicycle access across the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system. The Radford Bridge would also provide access for studio-related vehicles only. Along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway— from Hoffman Street to the Radford Bridge. The Project would also provide short-term and long-term bicycle parking spaces in accordance with LAMC requirements, including secured bicycle parking facilities, as well as showers, lockers, and bicycle service areas with repair stands within the Project Site. Moreover, as previously discussed, the Mobility Hubs would provide transit information and bike-share rentals and other similar first-mile/last-mile solutions. Therefore, the Project would not conflict with these policies.</p>
<p>Policy 5.4: Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.</p>	<p>No Conflict. The Project would provide EV charging stations and EVSE in compliance with LAMC requirements. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 5.5: Green Streets: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways [sic].</p>	<p>No Conflict. The alley to the south of the Project Site may be improved to provide stormwater management best practices. . It should be noted that these improvements are not required to treat on-site stormwater. Therefore, the Project would not conflict with this policy.</p>

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

Objective/Policy	Would the Project Conflict?
<i>Source: Eyestone Environmental, 2024.</i>	

Table 4
Applicable Goals, Objectives, and Policies of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan

Policy	Would the Project Conflict?
Land Use Policies and Programs—Industrial	
<p>Policy 2-3.2: New development needs to add to and enhance the existing pedestrian street activity.</p> <p>Policy 2-5.1: Require that future development of properties located along the Los Angeles River be designed with river access features.</p>	<p>No Conflict. The Project would include public right-of-way improvements, including a new multi-modal bridge, the Radford Bridge, extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street. This new publicly accessible bridge would provide pedestrian and bicycle access across the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system. Along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway from Hoffman Street to the Radford Bridge.</p>
<p>Policy 3-1.1: Designate lands for the continuation of existing entertainment industry uses and development of new production, post production, research, and development uses which provide employment opportunities.</p>	<p>No Conflict. The Project would retain the Project Site's primary land use as a studio facility, which has operated since the 1920s. The Project would modernize and expand production facilities within the Project Site to meet both the existing unmet and anticipated future demands of the entertainment industry. The Project would provide new and technologically-advanced sound stages, production support facilities, production offices, and general offices. The Project would create a wide range of entertainment jobs and increase the opportunity for productions to be filmed in the region through the continued use and expansion of the Project Site as a major studio and entertainment institution. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 3-1.2: Require that any proposed development be designed to enhance and be compatible with adjacent development.</p>	<p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, the overall design strategy of the Project and the proposed Specific Plan maintains the existing studio uses on the Project Site, develops new facilities integral to the future needs and demands of the entertainment industry, and integrates the entertainment industry, and integrates the Project Site with the adjoining public streets, Los Angeles River, and Tujunga Wash. The Project has been designed to enhance the aesthetic appeal of the Project Site and to be compatible with the scale and character of adjacent uses. In addition, the Project would enhance the public right-of-way through streetscape improvements that would create a cohesive visual identity for the Project Site and enhance the pedestrian experience. Visual screening and fencing would be provided around the Project Site perimeter within a softened, landscaped edge condition. All of these elements would be designed to complement the overall design of the Project Site, as well as adjacent development.</p> <p>The Project would be compatible with the general scale of the surrounding development. As discussed above, the Specific Plan would establish height subareas (Subareas A</p>

Table 4 (Continued)
Applicable Goals, Objectives, and Policies of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan

Policy	Would the Project Conflict?
	<p>through D) with specified height limits to regulate building heights throughout the Project Site, with taller maximum heights concentrated toward the center of the Project Site, away from the existing commercial and residential uses, as well as the Los Angeles River and the Tujunga Wash. Buildings in Subareas A and D would be limited to 60 feet and 75 feet, respectively. Subarea B provides a base height limit of 75 feet, and buildings up to a maximum height of 95 feet would be permitted in up to 30 percent of Subarea B. Subarea C provides a base height limit of 75 feet, and buildings up to a maximum height of 135 feet would be permitted in up to 30 percent of Subarea C. A 17-foot-wide setback would be provided along Radford Avenue in the North Lot, and a 10-foot-wide setback area would be provided along Radford Avenue in the South Lot. A 15-foot-wide setback would be provided along Colfax Avenue in the South Lot. Setbacks would function as buffers and transitional space around the Project Site perimeter. Further, the Los Angeles River and Tujunga wash would function as approximately 150-foot to 97-foot buffers from the residential uses across those channels. In addition, a 20-foot stepback would be required for buildings located along Radford Avenue, Colfax Avenue and the southern property line in Subarea B that exceed 75 feet in height. These height subareas and associated setbacks and stepbacks would guide future development in a manner that would largely concentrate building height behind and/or away from the edges of the Project Site. Furthermore, the Project also proposes a Sign District for on-site signage, which would establish clear standards to ensure cohesion and compatibility with the surrounding land uses.</p> <p>Therefore, the Project would not conflict with this policy.</p>
Land Use Policies and Programs—Open Space	
<p>Objective 5-1: To preserve existing open space resources and where possible develop new open space.</p> <p>Policy 5-1.1: Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.</p> <p>Policy 5-1.3: Require development in major opportunity sites to provide public open space.</p>	<p>No Conflict. Existing landscaping on the Project Site is generally limited to small landscaped areas and surface parking areas. The Project has been designed to enhance the public rights-of-way along all Project Site frontages and enhance public access to the Los Angeles River and Tujunga Wash, while continuing to provide for the unique security needs of a working production studio. 109,569 square feet of landscaped areas would be provided along the Project Site frontages, including 77,406 square feet of landscaped areas along the Los Angeles River and Tujunga Wash frontages, 4,454 square feet of landscaped areas along Colfax Avenue, and 27,709 square feet of landscaped areas along Radford Avenue. Therefore, the</p>

Table 4 (Continued)
Applicable Goals, Objectives, and Policies of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan

Policy	Would the Project Conflict?
	Project would not conflict with this objective and associated policies.
Police Protection	
<p>Objective 8-1: To provide adequate police facilities and personnel to correspond population and service demands.</p> <p>Policy 8-1.1: Coordinate with the Police 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>No Conflict. As discussed in Section IV.L.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 N of this Draft EIR, the Project would not result in the need for new or altered police facilities. Additionally, as discussed in Section IV.L.2, Public Services—Police Protection, of this Draft EIR, through Project Design Features POL-PDF-2 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 24/7-security plan to ensure the safety of its employees and site visitors. This security plan will include a secured Project Site perimeter and entry points, a 24-hour security camera network, controlled access to all buildings, private on-site security staff, and regular security patrols of the Project Site. In addition, the Project will include appropriate lighting of buildings and walkways to orient pedestrians and clearly identify secure routes between parking areas and building points of entry, as set forth in Project Design Feature POL-PDF-3, as well as sufficient lighting of parking areas, elevators, and lobbies to enhance visibility and reduce areas of concealment per Project Design Feature POL PDF 4. Furthermore, Project Design Feature POL-PDF-5 will require the design of building entrances, 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 Applicant will consult with LAPD regarding the incorporation of feasible crime prevention features and submit a diagram of the Project Site to LAPD showing access routes and other information to 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 project design features, as well as the Project’s contribution to the General Fund, would help offset any Project-related increase in the demand for police services. Therefore, the Project would not conflict with this objective and policy.</p>

Table 4 (Continued)
Applicable Goals, Objectives, and Policies of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan

Policy	Would the Project Conflict?
Fire Protection	
<p>Objective 9-1: Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.</p> <p>Policy 9-1.1: 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>No Conflict. As discussed in Section IV.L.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. Therefore, the Project would not conflict with this objective and policy.</p>
Transportation	
<p>Objective 10-2: To increase the work trips and non-work trips made on public transit.</p>	<p>No Conflict. The Project would be developed on an urban infill site within a TPA in close proximity to transit, including local and regional bus lines. The Project would also provide Mobility Hubs on-site to support first-mile/last-mile connections, encourage employee and visitor use of public transit, and to support other TDM strategies. Options for mobility at first-mile/last-mile connections 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 Hubs would also provide an off-street space for passenger pick-up/drop-off and the temporary parking of buses, carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. Furthermore, the Mobility Hubs would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities. Such amenities would include a transportation information center, which would provide employees and visitors with information regarding transit, commute programs, and planning for travel without using an automobile, and bicycle-related services, such as repair stands, showers, and lockers. Additional services to be provided at the Mobility Hubs are detailed in the proposed TDM Program set forth in Section IV.M, 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. Therefore, the Project does not conflict with this objective.</p>
<p>Goal 11: Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicle trips.</p>	<p>No Conflict. The Project would encourage alternative modes of transportation and the reduction of vehicle trips by increasing urban density on an already developed urban infill site within a TPA in close proximity to jobs, shopping, services, and transit (including local bus lines operated by Metro and</p>

Table 4 (Continued)
Applicable Goals, Objectives, and Policies of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan

Policy	Would the Project Conflict?
<p>Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.</p>	<p>LADOT DASH). Furthermore, as detailed in Section IV.M, Transportation, of this Draft EIR, the TDM Program set forth in Project Design Feature TR-PDF-2 includes strategies that would further encourage the use of transit and other alternative modes of transportation, such as the inclusion of bicycle parking and amenities, pedestrian amenities, and a ride-share matching and carpool/vanpool program. These Project characteristics would serve to promote the use of alternative modes of transportation, as well as reduce the use of single-occupant vehicles. Therefore, the Project would not conflict with this goal and associated objective.</p>
<p>Policy 14-1.1: Assure that local bicycle facilities are identified and linked with facilities of neighboring areas of the City.</p>	<p>No Conflict. The Project includes a Class IV protected bikeway from Hoffman Street to the Radford Bridge, which would link the Project Site to bicycle facilities in neighboring areas of the City. Therefore, the Project would not conflict with this policy.</p>
<p>Policy 14-1.2: Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public places.</p>	<p>No Conflict. 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 showers, lockers, and bicycle service areas with repair stands, within the Project Site. Therefore, the Project would not conflict with this policy.</p>
<p>Objective 14-2: To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.</p>	<p>No Conflict. The Project would include public right-of-way improvements, including a new multi-modal bridge, the Radford Bridge, extending from the northern terminus of Radford Avenue north across the Tujunga Wash to Moorpark Street. This new publicly accessible bridge would provide pedestrian and bicycle access across the Tujunga Wash, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system. Along Radford Avenue, enhanced sidewalks and a landscaped setback are proposed, along with a Class IV protected bikeway from Hoffman Street to the Radford Bridge. Therefore, the Project would not conflict with this objective.</p>
<p>Historic and Cultural Resources</p>	
<p>Goal 16: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.</p> <p>Objective 16-1: To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.</p>	<p>No Conflict. As discussed further in Section IV.D, Cultural Resources, of this Draft EIR, Radford Studio Center includes a potential Historic District, as well as individually eligible historic buildings. Although the Project would have a potentially significant impact on these historic resources, Mitigation Measures CUL-MM-1 through CUL-MM-19 detailed in Section IV.D, Cultural Resources, of this Draft EIR, would reduce these impacts to a less-than-significant level. Therefore, the Project would not conflict with this goal and objectives.</p>

Table 4 (Continued)
Applicable Goals, Objectives, and Policies of the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan

Policy	Would the Project Conflict?
<hr/> <i>Source: Eyestone Environmental, 2024.</i>	