

3.11 LAND USE AND PLANNING

The Project would guide transformation of the Zoo as an environmentally sustainable, world-class destination for animal care and wildlife conservation. The Project includes a conceptual land use and development plan that covers the main physical aspects of the Zoo, including animal conservation environments, visitor-serving uses, administration and service buildings, pedestrian circulation, infrastructure improvements, and the entry and access/parking. The Project would be consistent with regional and local plans, including the City General Plan and North Hollywood Community Plan.

This section evaluates the consistency of the proposed Los Angeles Zoo and Botanical Gardens (Zoo) Vision Plan (Project) with existing plans and land use designations, including applicable goals, programs, and policies in the City of Los Angeles (City) General Plan, as well as regional plans and related planning policy documents.

3.11.1 Environmental Setting

Regulatory Setting

This section summarizes directly relevant state regulations and regional and local land use plans and procedures. There are no federal regulations that would apply to land use and planning of the Project and surrounding areas. Evaluation of the Project's consistency with specific goals, policies, and requirements from relevant land use plans and regulations is provided below in Section 3.11.3, *Environmental Impact Analysis*, as well as within referenced EIR sections, including Section 3.8, *Greenhouse Gas Emissions* and Section 3.15, *Transportation*.

State Regulations

Southern California Association of Governments Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments SCAG includes Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura counties.

SCAG addresses regional planning issues through various plans and programs, including the 2008 Regional Comprehensive Plan (RCP). The RCP addresses regional issues, including housing, traffic/transportation, water, and air quality, and serves as an advisory document for local agencies in the Southern California region to use when preparing local plans and handling local issues of regional significance.

SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted on April 8, 2016, presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties (SCAG 2016). The RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. The 2016 RTP/SCS goals are as follows:

- Align the plan investments and policies with improving regional economic development and competitiveness.
- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
- Actively encourage and create incentives for energy efficiency, where possible.
- Encourage land use and growth patterns that facilitate transit and active transportation.
- Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

Local Regulations

City of Los Angeles General Plan

The City General Plan is a comprehensive, long-term declaration of purposes, policies, and programs for the development of the City (Los Angeles Department of City Planning 2013c). It sets forth goals, objectives, and programs for land use and development to meet the existing and future needs and desires of the community while integrating a range of state-mandated elements (e.g., Land Use, Transportation [Mobility], Noise, Safety, Housing, Conservation). In place of a Land Use Element, the City includes community plans that establish policies and standards for each of the 35 geographic areas in the City. The community plans are focused on specific geographic areas of the City, locally defining the General Plan's more general citywide policies and programs. The Project site is in the Hollywood Community Plan area.

Hollywood Community Plan

The Hollywood Community Plan provides a planning policy framework for the Hollywood and Los Feliz communities, as well as the larger 25-square-mile area, which lies south of the U.S. Highway 101 (Ventura Freeway) and west of the Interstate 5 (I-5).

The Hollywood Community Plan is intended to guide and encourage appropriate community development, while protecting historic resources, and integrating land use and transit infrastructure. The Hollywood Community Plan includes a total of six overall goals; however, only three of the six are pertinent to Griffith Park.

From 2005 to 2012, the Hollywood Community Plan Update underwent a comprehensive planning process with extensive community outreach. Both the Draft and Final Environmental Impact Report (EIR) were published in 2011, before adoption of the plan in 2012. A legal challenge to the 2012 Hollywood Community Plan's EIR followed the adoption of the plan. As a result of a Los Angeles Superior Court decision on the 2012 Hollywood Community Plan's EIR in 2014, the City Council rescinded the 2012 Hollywood Community Plan Update. The City has reverted, by operation of law, to the 1988 Hollywood Community Plan and the zoning regulations that existed immediately prior to June 19, 2012 (the date of the adoption of the HCPU and ordinance). The 2012 Hollywood Community Plan is no longer in effect. The goals and policies of the 1988 Hollywood Community Plan aim to maintain and improve existing recreational resources and develop new recreational resources.

The City is in the process of finalizing a new Hollywood Community Plan Update that is anticipated to be adopted in 2020. The Hollywood Community Plan Update includes policies intended to provide quality community-serving facilities and improved access to recreational facilities. The Update improves upon the 2012 Hollywood Community Plan with:

- A revision of the goals and policies in the Community Plan text.
- Revisions to the Community Plan Land Use Map.
- An update to the zoning of certain areas to implement the Community Plan's goals and policies.
- An EIR and a Partially Recirculated Draft EIR to assess potentially significant impacts to the environment.

Mobility Plan 2035

The Los Angeles City Council adopted Mobility Plan 2035 on January 20, 2016. Mobility Plan 2035 updates the General Plan's Transportation Element (last updated in 1999), incorporates "Complete Streets" principles, and lays the policy foundation for how future City of Los Angeles generations will interact with streets. The "Complete Streets" concept considers the many community needs that streets fulfill. The plan identifies goals, objectives, policies, and action items (programs and projects that serve as guiding tools for making sound transportation decisions).

1978 Griffith Park Master Plan (Non-adopted Local Plan)

Although not officially adopted, the 1978 Griffith Park Master Plan established an important informal policy framework that has helped to guide planning and facilities development actions within the Park over the last few decades. The Plan presents two overarching goals. The first goal is that of creating greater visual coherence and visual quality and establishing

park gateways to provide a sense of arrival and orientation to visitors. The second goal is the establishment of a balanced mobility system utilizing mass transit, automobile, pedestrian, and bicycle access to and within the Park, including better connections between the existing Park parking areas. Goal 4 specifies intention to improve the established civic function of Griffith Park. Goal 5 specifies intention to improve the parkwide transportation systems.

Six focal areas are identified in the Griffith Park Master Plan. These include, from northwest to south, Valley Gateway (Forest Lawn Drive), Toyon Meadow (Park wilderness area), Green Park Corridor (connections between Valley Gateway and other popular attractions within the easterly portion of the Park), Natural Zone (Park interior), the Los Feliz (Boulevard) Gateway, and Zoo (Drive) Gateway. Although the Griffith Park Master Plan includes an implementation program, none of its proposed actions are pertinent to the Zoo.

2009 Griffith Park Wildlife Management Plan

Until 2007, few formal wildlife surveys had ever been conducted in Griffith Park, and there was little data available on its species. After a wildfire destroyed 800 acres of the park in May 2007, the City retained a biological consulting firm to document the park's biodiversity, and to provide recommendations for future management of the park's natural resources. The Griffith Park Wildlife Management Plan is the first step toward that goal and establishes a baseline of wildlife resources and known threats to wildlife. The plan includes wildlife management goals and recommendations to ensure future co-existence between the rich diversity of wildlife species supported by Griffith Park and the thousands of human visitors to the park each year. The plan is intended to facilitate effective collaboration between park staff, scientific experts, and interested citizens to protect and enhance the well-being of Griffith Park's biodiversity.

2013 Griffith Park Vision Plan

In 2013, the City Department of Recreation and Parks (RAP) released the draft "Vision Plan for Griffith Park: An Urban Wilderness Identity." The Plan was originally conceived as a "Master Plan," then changed to a "Vision Plan" and finally adopted as "A Vision for Griffith Park" by the Los Angeles Recreation and Park Commission on January 8, 2014. The Plan states that while it is not a Master Plan for Griffith Park, the Griffith Park Master Plan Working Group, the City, and RAP intended the Plan to guide decisions made for Griffith Park until a full Master Plan is developed and adopted. However, the Griffith Park Vision Plan applies only to areas of the Park controlled by RAP, which excludes 133-acre Zoo property. Thus, since the Zoo was not included in the Griffith Park Vision Plan process, the Griffith Park Vision Plan does not apply to Zoo property.

The Griffith Park Vision Plan states that Griffith Park should retain an urban wilderness identity. The Griffith Park Vision Plan states that "there is a growing recognition that one of the Park's greatest values for 21st century Los Angeles is its ability to reconnect people with the natural world". The Griffith Park Vision Plan also acknowledges the unique developed

portions of the park, including the Zoo and the Autry Museum of the West. The Griffith Park Vision Plan includes the following goals and objectives that are specific to land use within the park:

- Identify and maintain the unique recreational opportunities that exist in Griffith Park, such as extensive hiking and open picnic areas, Griffith Observatory, Los Angeles Zoo, Gene Autry Museum, Greek Theatre, etc.
- Ensure that all existing facilities, including those held by leaseholders, are being effectively and efficiently used prior to adding new facilities.
- Consistent with the City’s planning for higher density and decreased use of the individual automobile, priority should be given to accessing the park by means other than by private automobile.
- Evaluate new uses, programs and facilities, or expansion of existing uses, programs, and facilities, against the criteria of enhancing the Park’s natural attributes and resources and preserving and maintaining the Urban Wilderness Identity.
- Promote natural qualities, minimize new urban intrusions in the Wilderness Area and provide for informal recreation.

Los Angeles River Revitalization Master Plan

The key premise guiding the Los Angeles River Revitalization Master Plan (LRRMP) is that of enhancing the health quality for area residents by restoring the significant hydrologic, biological, and recreational resources that were lost when the river was re-engineered in the 1930s to meet flood control purposes to the exclusion of other needs.

Four overall goals are presented in the LRRMP, including the following:

- Revitalizing the river by creating a continuous riparian habitat corridor, and restoring the river’s hydrologic functioning;
- Greening adjacent neighborhoods by establishing a river greenway, creating a stronger river design identity, creating better public access to the river, introducing public art, and repurposing river-adjacent, under-utilized property;
- Promoting community opportunities by establishing guidelines for environmentally sensitive urban design, landscape, and development for the river that will create economic development opportunities calibrated to improve river-adjacent communities; and
- Creating value by improving the quality of life of residents, and enhancing the attractiveness of the river through sustainable, environmentally sensitive urban design that also celebrates the cultural heritage of the river.

L.A.’s Green New Deal – Sustainable City Plan

L.A.’s Green New Deal (2019) is the first four-year update to the 2015 Sustainable City pLAN. It augments and expands the City’s vision for a sustainable future and presents accelerated

targets and new aggressive goals to address the global climate emergency. The 2019 update includes four key principles, including: (1) a commitment to the Paris Climate Agreement and to act urgently with a scientifically-driven strategy for achieving a zero carbon grid, zero carbon transportation, zero carbon buildings, zero waste, and zero wasted water; (2) a responsibility to deliver environmental justice and equity through an inclusive economy, producing results at the community level, guided by communities themselves; (3) a duty to ensure that every Angeleno has the ability to join the green economy, creating pipelines to good paying, green jobs and a just transition in a changing work environment; and (4) a resolve to demonstrate the art of the possible and lead the way, walking the walk and using the City's resources - our people and our budget - to drive change. The plan is organized by 13 chapters:

- Environmental Justice,
- Renewable Energy,
- Local Water,
- Clean & Healthy Buildings,
- Housing & Development,
- Mobility & Public Transit,
- Zero Emission Vehicles,
- Industrial Emissions & Air Quality Monitoring,
- Waste & Resource Recovery,
- Food Systems,
- Urban Ecosystems & Resilience,
- Prosperity & Green Jobs,
- Lead by Example.

One Water LA 2040 Plan

The One Water LA 2040 Plan takes a holistic and collaborative approach to consider all the City's water resources from surface water, groundwater, potable water, wastewater, recycled water, dry weather runoff, and stormwater as "One Water." Also, the One Water LA 2040 Plan identifies multi-departmental and multi-agency integration opportunities to manage water in a more efficient, cost effective, and sustainable manner. The One Water LA 2040 Plan represents the City's continued and improved commitment to proactively manage all its water resources and implement innovative solutions, driven by the Sustainable City pLAN. The One Water LA 2040 Plan is a guide for strategic decisions for integrated water projects, programs, and policies within the City.

City of Los Angeles Zoning Code

The City Planning and Zoning Code (Zoning Code) includes standards for different land uses and identifies which land uses are allowed in various zoning districts. Specifically, the Zoning

Code consolidates and coordinates all existing zoning regulations and provisions to designate, regulate, and restrict locations and land uses.

Los Angeles Tree Preservation Ordinance

City of Los Angeles Tree Preservation Ordinance (City Ordinance number 177404, as amended) protects native Southern California tree species recognized for their ecological and cultural value. This ordinance regulates the removal and replacement of protected trees, which include the following four native Southern California tree species measuring four inches or more in cumulative diameter at four and one-half feet above the ground level at the base of the tree:

- Oak trees, including valley oak (*Quercus lobate*) and California live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the scrub oak (*Quercus dumosa*)
- Southern California black walnut (*Juglans californica* var. *californica*)
- Western sycamore (*Platanus racemose*)
- California bay (*Umbellularia californica*)

All trees meeting the criteria above are protected trees and removal or relocation would require a permit from the Board of Public Works and replacement of each tree removed by a ratio of at least 2:1. A protected tree report is required to be submitted to the Board of Public Works to apply for a tree removal permit and must contain the required information listed in the City’s Standard Tree Removal Application Checklist.

In January of 2017, a Protected Tree Code Amendment was proposed to the City to amend the existing Tree Preservation Ordinance and expand the definition of “Protected Tree” to include the Mexican elderberry (*Sambucus mexicana*) and toyon (*Heteromeles arbutifolia*) shrubs. Under the proposed amendment, the defined term “Protected Tree” would be changed to “Protected Tree or Shrub” to encompass these two shrubs. Further, the proposed amendment would increase the current replacement requirement from a ratio of 2:1 to 4:1.

City of Los Angeles Department of Recreation and Parks Tree Preservation Policy

The RAP Tree Preservation Policy is a regulatory tool to provide additional protections to urban forest trees within parks beyond the protections regulated by the City of Los Angeles Tree Preservation Ordinance. In addition to the trees protected by the Tree Preservation Ordinance, the Tree Preservation Policy regulates protection of Heritage, Special Habitat Value, and Common Park trees within RAP managed parks and facilities. The Zoo, however, is not a RAP managed facility, but is located adjacent to RAP parkland in Griffith Park.

Existing Conditions

Regional Setting

The Project site is located completely within the City in the northeast corner of Griffith Park, where urban development transitions to natural open space and recreational areas. Griffith Park is entirely designated as Open Space (OS) in the City's zoning and General Plan (City of Los Angeles 2017). Griffith Park is the largest area in the City exclusively intended for recreation and environmental protection. Griffith Park is bordered by the cities of Burbank and Glendale to the northwest and northeast, respectively, as well as communities within the City, including Los Feliz, Hollywood Hills, and Cahuenga Park to the southwest.

Bordering Griffith Park, the nearest land uses to the Project area are in Burbank and Glendale. Land uses bordering Griffith Park within Burbank are primarily single family residential and open space (City of Burbank 2012). North of the park, land uses in Glendale include industrial, commercial service, and medium- to low-density residential. Land uses east of the Park that fall within Glendale's boundaries are primarily industrial and commercial mixed uses, such as construction and demolition, recycling, and stage lighting equipment supply (City of Glendale 2018). Low-density residential areas border Griffith Park to the south and west, with the Forest Lawn Memorial Park – Hollywood Hill located along the Park's western boundary. Major industrial and manufacturing tenants in the vicinity include Walt Disney Studios, Disney Animation, Dreamworks Animation LLC, American Reclamation, Inc., Eaton Corporation Hydraulic Systems, Quixote Studios, and 4Wall Entertainment. In addition, Universal Studios is located directly west of Griffith Park, approximately 3.5 miles from the Zoo.

Griffith Park provides several popular destinations, including the Zoo, the Greek Theater, the Ferraro Soccer Complex, the Autry Museum of the American West, Griffith Park Dog Park, and Griffith Observatory, along with eight service yards and maintenance areas. Other attractions include the Hollywood Sign, the Bronson Caves, the Wilson and Harding Golf Courses, the Los Angeles Equestrian Center, and the Travel Town Train Museum. The abandoned Griffith Park Zoo (aka, Old Zoo, or former location of the Los Angeles Zoo) remains an attraction for visitors to Griffith Park with benches for picnicking and the ruins of large animal exhibits for exploring. The remaining area of Griffith Park is dedicated to open space and recreation. Recreation uses include approximately 55 miles of bridle trails that equestrians share with hikers, more than 26 miles of bicycle routes (23 miles of which are vehicle-free), and 38 miles of paved roads. Also located within Griffith Park is the Hollywood Reservoir, approximately 2.5 miles southwest of the Zoo and the former Toyon Landfill, which closed in 2008 and is currently undergoing active management and vegetation restoration by the City's Bureau of Sanitation. While the Los Angeles River is channelized, oak riparian woodland exists in a limited corridor near the Project site.

The Park's goals and objectives are detailed in the Griffith Park Vision Plan, which address all areas of Griffith Park, including the developed attractions (i.e., Zoo, Griffith Observatory,

Autry Museum of the American West). Goals include highlighting the difference between the Park's nature and the City's urban environments, increasing public transit, environmentally resurfacing parking lots within the Park, ensuring development maintains the character and gateways to the park, and providing safety to pedestrian, cyclist, and equestrian users (RAP 2013).

Project Area and Vicinity

The Zoo is located entirely within the City boundaries and Griffith Park and is included within the Hollywood Community Plan. The entirety of the Project site is designated as Open Space, except for North Zoo Drive, which is designated as Public Facilities. Uses in the vicinity of the Zoo include a mix of recreational open space, I-5 and SR-134 freeways, heavy manufacturing land uses, low-density residential, and neighborhood commercial. The Project site is immediately bordered by open space lands of Griffith Park to the north and west, by Zoo Drive and Western Heritage Way to the north and east, and the Wilson & Harding Golf Course to the south (see Table 3.11-1). Further north and east runs the Los Angeles River, which is located less than one mile from the Zoo and acts as a rough boundary line between the City of Los Angeles, the City of Burbank to the north, and the City of Glendale to the east. The Project site does not lie within the Airport Influence Area of any airport and is not located near any private airstrips.

Table 3.11-1. Land Uses Surrounding the Project Site

Direction	Use
North	Undeveloped open space within Griffith Park.
East	Autry Museum of the American West
South	The Wilson & Harding Golf Courses.
West	Recreational open space, including hiking trails and the Mineral Wells Picnic Area.

3.11.2 Impact Assessment Methodology

Significance Thresholds

According to Appendix G of the State CEQA Guidelines and the *2006 L.A. CEQA Thresholds Guide*, a project would have a significant impact related to land use if it would:

- a. Physically divide an established community; or
- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Non-applicable threshold(s):

- Threshold (a) (*Division of an established community*): The proposed Vision Plan would not physically divide an established community. Most construction associated with the Project would occur within the existing footprint of the Zoo, with additional improvements to the parking and circulation immediately surrounding the Zoo property. The Project's proposed uses would be consistent with existing land uses at the Zoo. Therefore, the proposed Project would not physically divide an established community and this issue will not be analyzed further in this EIR.

Methodology

This analysis of land use consistency considers whether the Project would be consistent with applicable plans, policies, and regulations. Sources utilized in the development of this section include the City's General Plan, the City of Los Angeles Municipal Code (LAMC), the City's Hollywood Community Plan, and the Griffith Park Vision Plan. Potential impacts focus on consistency with adopted environmental plans and policies and the compatibility of the proposed Vision Plan with existing and planned land uses in the City. Plan and policy consistency are based on whether the Vision Plan would result in environmental impacts to a resource as outlined in the applicable plan. This analysis is conducted based on the Project assumptions, as described in Section 3.0, *Introduction and Approach to Analysis*. This analysis considers the Project construction and operational components (e.g., events, tours, educational programs) that support the transformation of the Zoo (Appendix A).

3.11.3 Environmental Impact Analysis

LU-1: Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project would be subject to regional plans, such as SCAG's RTP/SCS, and local plans and policies, such as the City's General Plan, the Hollywood Community Plan, and the LAMC. The Project's consistency with the policies and goals of applicable land use plans and policy documents are discussed in Table 3.11-2 and Table 3.11-3 below. The discussions in these tables assesses whether any inconsistency with these standards creates a significant physical impact on the environment. As required by CEQA, the Project's consistency with plans and policies related to greenhouse gas emissions is addressed in Section 3.8, *Greenhouse Gas Emissions* and consistency with transportation plans, policies, and ordinances is addressed in Section 3.15, *Transportation*.

Table 3.11-2. SCAG Policy Consistency Summary

Policy	Relationship to Project
SCAG RTP/SCS	
Goal 1. Align the plan investments and policies with improving regional economic development and competitiveness.	<u>Consistent.</u> The proposed Vision Plan would guide comprehensive improvements and capital improvement projects to upgrade Zoo animal environments, facilities, and the visitor experience to ultimately create a transformational, world class zoo for the City, which would support regional economic development and competitiveness.
Goal 2. Maximize mobility and accessibility for all people and goods in the region.	<u>Consistent with Mitigation.</u> The Vision Plan proposes substantial redesign of the Zoo Entry and internal circulation system to provide more ADA-accessible and pedestrian friendly navigation for visitors. The proposed Phase 1 road realignment would also allow the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West, improving the efficiency of public transportation access to the North Hollywood High School Zoo Magnet Center, Autry Museum, and the proposed park north of the proposed parking structure (Phase 7). However, increased visitation would drive transportation impacts related to increased vehicle miles traveled (VMT). Further, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would require implementation of a comprehensive Transportation Demand Management (TDM) Program which would include measures to incentivize rideshare/carpooling, parking management, and use of non-vehicular modes for both employees and visitors, including expansion of transit service connection to the Zoo. See also Section 3.15, <i>Transportation</i> .
Goal 3. Ensure travel safety and reliability for all people and goods in the region.	
Goal 5. Maximize the productivity of our transportation system.	
Goal 6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	<u>Consistent with Mitigation.</u> The Zoo currently provides approximately 54 bicycle parking spaces and would continue to provide bicycle parking at the Zoo Entry to encourage active transportation to the Zoo. However, increased visitation would drive transportation impacts related to increased VMT. Further, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to implement or expand non-vehicular transportation modes to the Zoo to reduce trips, VMT, and congestion, and improve air quality. Refer also to Section 3.15, <i>Transportation</i> .
Goal 7. Actively encourage and create incentives for energy efficiency, where possible.	<u>Consistent.</u> As discussed in Section 3.5, <i>Energy</i> , the Vision Plan proposes use of Leadership in Energy and Environmental Design (LEED) Silver construction techniques, up to 70,000 square feet of solar photovoltaic panels, and electronic communications lines to automatically control exhibits utilities and environmental conditions to reduce power demand. The Project would also guide redevelopment of outdated Zoo facilities that do not currently meeting existing energy and building codes (e.g., California’s Green Building Standard Code).

Table 3.11-3. General Plan Policy Consistency Summary

Policy	Relationship to Project
City of Los Angeles General Plan	
<i>Air Quality Element</i>	
<p>Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce Vehicle Trips and/or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.</p>	<p><u>Consistent with Mitigation.</u> The Zoo currently provides and would continue to utilize compressed work weeks and flexible work schedules. This is due to the unique hours of operation, schedules, and employee shifts that align with non-peak hours, thereby reducing traffic congestion. In addition, the Zoo currently provides and would continue to provide bicycle parking at the Zoo Entry. The proposed Phase 1 road realignment would also allow the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West, improving the efficiency of public transportation access to the North Hollywood High School Zoo Magnet Center, Autry Museum, and the proposed park north of the proposed parking structure (Phase 7). However, increased visitation would drive transportation impacts related to increased VMT. Further, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo for employees and visitors. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion. Refer also to Section 3.15, <i>Transportation</i>.</p>
<p>Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans, and ridesharing subsidies.</p>	<p><u>Consistent with Mitigation.</u> Survey data collected for the Project’s Transportation Impact Analysis (Appendix N) indicates that most employees drive to the Zoo, most commonly as single-occupant vehicles. Further, most visitors drive passenger vehicles and do not have ready access to transit, bicycle, or pedestrian facilities that allow reasonable transportation to the Zoo. The proposed Phase 1 road realignment would improve the efficiency of public transportation access to several uses near the Zoo (e.g., the North Hollywood High School Zoo Magnet Center, Autry Museum, and the proposed public park north of the proposed parking structure) by allowing the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West. However, increased visitation would drive transportation impacts related to increased VMT. Further, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion. These measures would ensure ridesharing, transit use, parking management, and trip reduction strategies are implemented, which would be consistent with these City policies. See also Section 3.15, <i>Transportation</i>.</p>
<p>Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.</p>	<p><u>Consistent with Mitigation.</u> Survey data collected for the Project’s Transportation Impact Analysis (Appendix N) indicates that most employees drive to the Zoo, most commonly as single-occupant vehicles. Further, most visitors drive passenger vehicles and do not have ready access to transit, bicycle, or pedestrian facilities that allow reasonable transportation to the Zoo. The proposed Phase 1 road realignment would improve the efficiency of public transportation access to several uses near the Zoo (e.g., the North Hollywood High School Zoo Magnet Center, Autry Museum, and the proposed public park north of the proposed parking structure) by allowing the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West. However, increased visitation would drive transportation impacts related to increased VMT. Further, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion. These measures would ensure ridesharing, transit use, parking management, and trip reduction strategies are implemented, which would be consistent with these City policies. See also Section 3.15, <i>Transportation</i>.</p>
<p>Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.</p>	<p><u>Consistent with Mitigation.</u> Survey data collected for the Project’s Transportation Impact Analysis (Appendix N) indicates that most employees drive to the Zoo, most commonly as single-occupant vehicles. Further, most visitors drive passenger vehicles and do not have ready access to transit, bicycle, or pedestrian facilities that allow reasonable transportation to the Zoo. The proposed Phase 1 road realignment would improve the efficiency of public transportation access to several uses near the Zoo (e.g., the North Hollywood High School Zoo Magnet Center, Autry Museum, and the proposed public park north of the proposed parking structure) by allowing the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West. However, increased visitation would drive transportation impacts related to increased VMT. Further, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion. These measures would ensure ridesharing, transit use, parking management, and trip reduction strategies are implemented, which would be consistent with these City policies. See also Section 3.15, <i>Transportation</i>.</p>
<p>Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.</p>	<p><u>Consistent with Mitigation.</u> The proposed Phase 1 road realignment would allow the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West, improving the efficiency of public transportation access to the North Hollywood High School Zoo Magnet Center, Autry Museum, and the proposed park north of the proposed parking structure (Phase 7). The Zoo currently provides and would continue to provide bicycle parking at the Zoo Entry. However, increased visitation would drive</p>
<p>Policy 4.2.5. Emphasize trip reduction, alternative transit, and congestion management</p>	<p><u>Consistent with Mitigation.</u> The proposed Phase 1 road realignment would allow the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West, improving the efficiency of public transportation access to the North Hollywood High School Zoo Magnet Center, Autry Museum, and the proposed park north of the proposed parking structure (Phase 7). The Zoo currently provides and would continue to provide bicycle parking at the Zoo Entry. However, increased visitation would drive</p>

Table 3.11-3. General Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
measures for discretionary projects.	transportation impacts related to increased VMT. Further, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion. These measures would ensure ridesharing, transit use, parking management, and trip reduction strategies are implemented, which would be consistent with these City policies. See also Section 3.15, <i>Transportation</i> .
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	<u>Consistent</u> . As discussed in Section 3.5, <i>Energy</i> , the Vision Plan proposes use of LEED Silver construction techniques, up to 70,000 square feet of solar photovoltaic panels with the goal of providing up to 50 percent of the Zoo’s energy demand, and electronic communications lines to automatically control exhibits utilities and environmental conditions to reduce power demand. The Project would also guide redevelopment of outdated Zoo facilities that do not currently meeting existing energy and building codes (e.g., California’s Green Building Standard Code).
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	<u>Consistent</u> . The City currently recycles and would continue to recycle applicable waste under operation of the Vision Plan. The Zoo would also continue “Zoo Doo” operations associated with the Griffith Park Composting Facility to recycle animal bedding (i.e., hay) and waste. The Zoo would continue to be a source for food waste diversion, working with World Harvest to use appropriate and quality food waste for animal feed, thereby preventing landfill disposal.
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	<u>Consistent</u> . Consistent with LAMC Section 99.05.106.5.3.3, the Project would provide at least 20 percent of the total number of parking spaces as electric vehicle spaces. In addition, as described in Section 2.3.3, <i>Vision Plan Guiding Principles</i> , a minimum to two stations shall be provided for each designated parking area of Zoo vehicles.
Conservation Element	
Section 5 Policy 1. Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.	<u>Consistent</u> . The Project would not adversely affect any potentially historic or cultural sites and/or resources at or near the Zoo. Refer also to Section 3.4, <i>Cultural and Tribal Cultural Resources</i> .
Section 6 Policy 1. Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.	<u>Consistent with Mitigation</u> . The Project would require land clearance and tree removal for construction of the California and Africa planning areas, which could remove sensitive plant species or habitats for sensitive animal species. Project operation would potentially result in impacts to sensitive wildlife species due to noise disturbance from events at the proposed visitor centers. Implementation of MM BIO-1 through MM BIO-6 and MM UF-1 and MM UF-2 would reduce Project impacts to a less than significant degree by requiring avoidance of specimens or habitat to the maximum extent feasible and restoration of disturbed trees or habitat on- or offsite. If restoration occurs offsite, restoration activities have the potential to improve habitat, biological value, and wildlife movement within Griffith Park.
Section 6 Policy 2. Continue to administer city-owned and	

Table 3.11-3. General Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
<p>managed properties so as to protect and/or enhance the survival of sensitive plant and animal species to the greatest practical extent.</p>	<p>Refer also to Section 3.3, <i>Biological Resources</i> and Section 3.6, <i>Urban Forestry Resources</i>.</p>
<p>Section 8 Policy 2. Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.</p>	<p><u>Consistent</u>. Project implementation would require excavation and grading for proposed improvements, potential blasting of bedrock to construct the proposed Condor Canyon pathway, and ground disturbance to install the aerial tram foundation and/or footings and underground stormwater system. Such earthwork would increase the potential for erosion onsite with sedimentation to surrounding storm drains that flow to the Los Angeles River watershed. However, standard construction BMPs would be implemented to avoid environmental impacts from erosion, consistent with existing City and State Water Resources Control Board permitting and regulations. Refer to Section 3.7, <i>Geology and Soils</i>, and Section 3.10, <i>Hydrology and Water Quality</i>.</p>
<p>Section 12 Policy 2. Continue to protect, restore and/or enhance habitat areas, linkages, and corridor segments, to the greatest extent practical, within city owned or managed sites.</p>	<p><u>Consistent with Mitigation</u>. The Project would require significant tree removal for construction of proposed improvements throughout the Zoo, as well as removal of native vegetation communities in the proposed Africa and California planning areas in Phase 1 through 3. Implementation of MM BIO-1 through MM BIO-6 and MM UF-1 and MM UF-2 would reduce Project impacts to a less than significant degree by requiring avoidance, preservation, or restoration at appropriate ratios either on- or offsite. Refer also to Section 3.3, <i>Biological Resources</i> and Section 3.6, <i>Urban Forestry Resources</i>.</p>
<p>Section 12 Policy 3. Continue to work cooperatively with other agencies and entities in protecting local habitats and endangered, threatened, sensitive and rare species.</p>	<p><u>Consistent with Mitigation</u>. The Project would require significant tree removal for construction proposed improvements and removal of native vegetation communities in the proposed Africa and California planning areas. Implementation of MM BIO-1 through MM BIO-6 and MM UF-1 and MM UF-2 would reduce Project impacts to a less than significant degree by requiring avoidance, preservation, or restoration at appropriate ratios either on- or offsite. Any offsite restoration or disturbance of resources within Griffith Park will require close coordination with RAP to ensure resources are protected or mitigation occurs within appropriate areas or in a manner consistent with RAP procedures for management of resources within Griffith Park. Refer also to Section 3.3, <i>Biological Resources</i> and Section 3.6, <i>Urban Forestry Resources</i>.</p>
<p>Section 13 Policy 1. Continue striving to meet the city's water, power, and other needs while at the same time striving to be a good steward of natural resources and minimizing impacts on the environment.</p>	<p><u>Consistent</u>. As discussed in Section 3.5, <i>Energy</i>, Section 3.6, <i>Urban Forestry Resources</i>, Section 3.8, <i>Recreation</i>, Section 3.10, <i>Hydrology and Water Quality</i>, Section 3.13, <i>Public Services</i>, Section 3.15, <i>Transportation</i>, and Section 3.16, <i>Utilities</i>, proposed utilities would be resource-efficient, including onsite solar energy collectors and stormwater treatment facilities, to ensure that resources and services provided by the City would be sufficient to address growth in demand while minimizing potential impacts on the environment. For example, the Project would provide up to 70,000 square feet of solar photovoltaic panels to generate solar energy and reduce the Zoo's energy consumption, while required mitigation measures identified in Section 3.15, <i>Transportation</i> would increase opportunities for alternative transportation to reduce VMT and fuel energy demands.</p>

Table 3.11-3. General Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
Section 18 Policy 2. Continue to encourage the reuse of sand and gravel products, such as concrete, and of alternative materials use in order to reduce the demand for extraction of natural sand and gravel.	<u>Consistent.</u> Project construction would balance soils and reuse existing concrete onsite that requires demolition for new paving to the extent feasible.
Section 19 Policy 1. Continue to encourage energy conservation and petroleum product reuse.	<u>Consistent.</u> As discussed in Section 3.5, <i>Energy</i> , the Vision Plan would guide redevelopment of outdated Zoo facilities that do not currently meeting existing energy and building codes. Project implementation would ensure all new development at the Zoo complies with all applicable state and local building codes. Additional improvements across all phases include the installation of electronic communications lines to automatically control exhibit utilities and environmental conditions, further reducing future utility demand.
Safety Element	
Policy 1.1.3. Facility/systems maintenance. Provide redundancy (back-up) systems and strategies for continuation of adequate critical infrastructure systems and services so as to assure adequate circulation, communications, power, transportation, water, and other services for emergency response in the event of disaster related systems disruptions.	<u>Consistent.</u> The Project would include the installation of new underground utility infrastructure, including telephone, data, intercom, public address system, fire alarm and mass evacuation system, and energy management system. This proposed infrastructure would equip the Zoo with emergency power and communications systems in the event of a disaster. The Project would also include substantial improvements to existing water utility services, which includes fire hydrant and fire suppression systems consistent with City standards. In addition, external and internal site circulation would be redesigned to provide improved site access and internal pedestrian and vehicle circulation. Refer also to Section 3.5, <i>Energy</i> , Section 3.10, <i>Hydrology and Water Quality</i> , Section 3.15, <i>Transportation and Circulation</i> , and Section 3.16, <i>Utilities</i> .
Policy 1.1.5. Risk reduction. Reduce potential risk hazards due to natural disaster to the greatest extent feasible within the resources available, including provision of information and training.	<u>Consistent.</u> Phase 3 of the Vision Plan would construct a new service center to provide dedicated storage areas for all potentially hazardous materials at the Zoo. All new employees at the Zoo would continue to be trained for potential risks and hazards. Additionally, the proposed underground infrastructure would include a public-address system and fire alarm and mass evacuation system to communicate to visitors and staff in the event of a natural disaster. Refer to Section 3.9, <i>Hazards and Hazardous Materials</i> .
Policy 1.1.6. State and federal regulations. Assure compliance with applicable state and federal planning and development regulations (e.g., Alquist-Priolo Earthquake Fault Zoning Act, State Mapping Act and Cobey-Alquist Flood Plain Management Act).	<u>Consistent.</u> All proposed buildings and structures are subject to CBC requirements and would be reviewed and approved by the City's Department of Building and Safety prior to issuance of building permits. Refer to Section 3.7, <i>Geology and Soils</i> .
Policy 2.1.2. Health and environmental protection. Develop and implement procedures to protect the environment and public,	<u>Consistent.</u> Animal Care staff would continue to utilize Animal Care Manuals published by the American Zoological Association to provide the specific care required for the animals. Refer to Section 3.9, <i>Hazards and Hazardous Materials</i> .

Table 3.11-3. General Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
including animal control and care, to the greatest extent feasible within the resources available, from potential health and safety hazards associated with hazard mitigation and disaster recovery efforts.	
3.1.2 Health/safety/environment. Develop and establish procedures for identification and abatement of physical and health hazards which may result from a disaster. Provisions shall include measures for protecting workers, the public and the environment from contamination or other health and safety hazards associated with abatement, repair, and reconstruction programs.	<u>Consistent.</u> Phase 3 of the Vision Plan would construct a new service center to provide dedicated storage areas for all potentially hazardous materials at the Zoo. All new employees at the Zoo would continue to be trained for potential risk hazards. Refer to Section 3.9, <i>Hazards and Hazardous Materials</i> .
Mobility Element	
Policy 1.2. Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	<u>Consistent with Mitigation.</u> Access to and around the Zoo currently supports balanced transportation with Class II bike lanes along Zoo Drive and Western Heritage Way and access to the site from equestrian and hiking trails. Metro Bus Line 96 provides services the Zoo. Under the Vision Plan, multi-modal transportation would be further supported through realignment and improvement of Western Heritage Way/Crystal Springs Drive to create a unified guest parking lot, reducing pedestrian street crossings and which would comply with complete streets principles to ensure the safety and mobility of all users. However, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion. These measures would increase ridesharing, transit use, parking management, and trip reduction strategies, which would be consistent with these City policies. Refer also to Section 3.15, <i>Transportation</i> . In addition, implementation of MM T-2 would require implementation of additional multi-modal improvements to reduce VMT and improve safety and mobility in and around the Zoo. MM REC-1 would require the long-term Zoo Drive/Western Heritage Way intersection improvements be considerate of pedestrian, bicyclist, and equestrian safety with regard to the Main Trail and that use of this important trail is not hindered by implementation of the improvement. See also Section 3.15, <i>Transportation</i> .
Policy 1.3. Prioritize the safety of school children on all streets regardless of highway classifications.	<u>Consistent.</u> As discussed in Section 3.15, <i>Transportation</i> , Phase 1 of the Project would realign Western Heritage Way/Crystal Springs Drive to the southern perimeter of the parking lots to create a unified guest parking lot, reducing pedestrian street crossings. This would more

Table 3.11-3. General Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
	strongly link the North Hollywood High School Zoo Magnet Center to the main Zoo campus, eliminating the need for students and Zoo visitors to cross this busy street.
Policy 2.7. Provide vehicular access to the regional freeway system.	<u>Consistent.</u> The circulation system around the Zoo currently provides and would continue to provide access to both I-5 and SR-134. Proposed Phase 1 offsite roadway improvements at the intersection of Zoo Drive and Western Heritage Way may employ grade changes, stoplights, and other circulation improvements to address peak backups and congestion on both I-5 and SR-134. See also Section 3.15, <i>Transportation</i> .
Policy 2.10. Facilitate the provision of adequate on and off-street loading areas.	<u>Consistent.</u> As discussed in Section 3.15, <i>Transportation</i> , Phase 3 of the Project would construct a new service center with improved roadway access and two new 160-degree radius turns around locations for larger trucks to facilitate deliveries by large trucks and improve loading efficiency.
Policy 3.2. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	<u>Consistent.</u> The Project proposes substantial redesign of the Zoo Entry and internal circulation system to provide more ADA-accessible and pedestrian friendly navigation for visitors, including reconstruction of the Zoo Entry Plaza to ensure the maximum grade of less than 5 percent.
Policy 3.5. Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	<u>Consistent.</u> The proposed Phase 1 road realignment would allow the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West, improving the efficiency of public transportation access to the North Hollywood High School Zoo Magnet Center, Autry Museum, and the proposed park north of the proposed parking structure (Phase 7). However, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion, including transit options to increase non-vehicular access to the Zoo. These measures would increase ridesharing, transit use, parking management, and trip reduction strategies, which would be consistent with these City policies. Refer also to Section 3.15, <i>Transportation</i> . In addition, implementation of MM T-2 would require implementation of additional multi-modal improvements to reduce VMT and improve safety and mobility in and around the Zoo. See also Section 3.15, <i>Transportation</i> .
Policy 3.8. Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	<u>Consistent.</u> The Zoo currently provides and would continue to provide bicycle parking at the Zoo Entry under the Vision Plan. Connections to the Los Angeles River bicycle path would remain under the Project to provide regional connectivity.
Policy 5.2. Support ways to reduce vehicle miles traveled (VMT) per capita.	<u>Consistent with Mitigation.</u> As discussed in Section 3.15, <i>Transportation</i> , the Project would generate additional vehicle trips associated with projected visitor growth. The Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion, including transit options to

Table 3.11-3. General Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
	increase non-vehicular access to the Zoo. These measures would increase ridesharing, transit use, parking management, and trip reduction strategies, which would be consistent with these City policies. Refer also to Section 3.15, <i>Transportation</i> . In addition, implementation of MM T-2 would require implementation of additional multi-modal improvements to reduce VMT and improve safety and mobility in and around the Zoo. See also Section 3.15, <i>Transportation</i> .
Policy 5.4. Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	<u>Consistent.</u> Consistent with LAMC Section 99.05.106.5.3.3, the Project would provide at least 20 percent of the total number of parking spaces as electric vehicle spaces. In addition, as described in Section 2.3.3, <i>Vision Plan Guiding Principles</i> , a minimum of two stations shall be provided for each designated parking area of Zoo vehicles. See Section 3.15, <i>Transportation</i> .
Open Space Element	
Alteration of drainage patterns shall be minimized in the development of any land in mountainous areas.	<u>Consistent.</u> Project implementation would require excavation and grading of existing disturbed hillsides for proposed improvements, potential blasting of bedrock to construct the proposed Condor Canyon pathway, and ground disturbance to install the aerial tram foundation and/or footings and underground stormwater system. Such earthwork would not substantially alter the drainage patterns onsite. All drainage through the Zoo would continue to be directed to existing water treatment facilities prior to discharge to the Los Angeles River (see Section 3.10, <i>Hydrology & Water Quality</i>). Further, the proposed underground stormwater system is intended to capture all stormwater runoff onsite and store it for potential reuse onsite.
The amount of earth moved in grading operations within desirable open space areas should be limited and closely controlled. Aesthetic consideration should be incorporated into the City's approval of grading plans in these areas.	<u>Consistent.</u> As described in Section 3.7, <i>Geology and Soils</i> , and Section 3.10, <i>Hydrology and Water Quality</i> , Project implementation would require excavation and grading of existing disturbed hillsides for proposed improvements. The proposed Condor Canyon pathway would require substantial modification of the terrain in undeveloped areas of the California planning area. However, open space areas within the Zoo are disturbed and inaccessible to the public. Further, no desirable open space areas within Griffith Park or elsewhere are proposed to be altered, as almost all improvements would occur entirely within the existing Zoo property.
Small parks, public and private, should be located throughout the City. Not only should recreation activities be provided, but an emphasis shall be placed on greenery and openness.	<u>Consistent.</u> Construction of the proposed Phase 7 parking structure would include installation of a new small public park providing grass areas and picnic facilities in the northern most portion of the Zoo parking lot. The public park would be accessible to Zoo visitors and Griffith Park visitors to augment the City's inventory of improved public parks.
Where development is allowed in ecologically important areas, the intensity of development should be kept at a minimum consistent with reasonable uses of the land. All measures should be taken to protect these areas including buffering ecologically	<u>Consistent with Mitigation.</u> As discussed in Section 3.3, <i>Biological Resources</i> , and Section 3.12, <i>Noise and Vibration</i> , Project operation would potentially result in impacts to sensitive wildlife species due to noise disturbance from construction and operation of the Zoo, particularly from events at the three proposed visitor centers. Construction noise effects on biological resources would be reduced to a less than significant degree with implementation of MM BIO-1 , MM BIO-2 , and MM BIO-6 . Due to the existing urban nature of the Zoo,

Table 3.11-3. General Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
important areas from conflicting or detrimental uses.	existing frequent noise events, and limited area of natural or native vegetation within the Zoo providing habitat value, operational noise producing activities (i.e., events) would not result in significant impacts to ecological areas.
Hazardous open space areas; including property especially subject to fire, steeply sloping hillsides, and geologically unstable lands; are threats to the public safety. Proposals for their use should be evaluated in light of more restrictive grading requirements, better provision for access and lower densities and/or intensities of development.	<u>Consistent.</u> The Zoo is in an urban wilderness area subject to fire hazards, as described in Section 3.17, <i>Wildfire</i> . Safety protocols are maintained to minimize risk of impacts due to wildfires. These include preparation and implementation of Zoo operations manual, which outline safety procedures, emergency preparedness, and evacuation, annual vegetation management in compliance with Los Angeles Fire Department regulations, and maintenance of an onsite fire suppression system. With these required upgrades, the Project would reduce the potential for fire ignition and improve the Zoo’s resilience to fire with renovations to buildings and fire response capabilities.
The City should encourage the use of alternative modes of transportation for access to some open space and recreational areas especially in more remote areas. The need for public transportation from impacted areas is considered especially important.	<u>Consistent with Mitigation.</u> The proposed Phase 1 road realignment would allow the Zoo’s southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West, improving the efficiency of public transportation access to these attractions. However, the Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion, including transit options to increase non-vehicular access to the Zoo. These measures would increase ridesharing, transit use, parking management, and trip reduction strategies, which would be consistent with these City policies. In addition, implementation of MM T-2 would require implementation of additional multi-modal improvements to reduce VMT and improve safety and mobility in and around the Zoo. See also Section 3.15, <i>Transportation</i> .
Noise Element	
Policy 2.2. Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	<u>Consistent.</u> As discussed in Section 3.12, <i>Noise and Vibration</i> , the Project would generate construction noise during implementation of each phase, including noise from excavation and potentially blasting during Phase 1 to build Condor Canyon. Operational noise would include increased vehicle noise and continued use of amplified music. However, sensitive receptors would not be significantly affected by Project-generated noise.
Hollywood Community Plan	
Recreation and Parks	
Policy 3. That existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures, and replacement of obsolete	<u>Consistent.</u> Project implementation would renovate sound structures and replace outdated structures to enhance exhibit space, improve animal welfare, improve the visitor experience, and meet the Zoo goals to become a world class Zoo and destination.

3.11 Land Use and Planning

Table 3.11-3. General Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
structures, as funds become available.	
Other Public Facilities	
Policy 2. That new equipment for public facilities be energy efficient.	<u>Consistent.</u> As discussed in Section 3.5, <i>Energy</i> , the Vision Plan proposes use of LEED Silver construction techniques, solar photovoltaic panels, and electronic communications lines to automatically control exhibits utilities and environmental conditions to reduce power demand.
L.A.'s Green New Deal	
Incorporate additional cooling features such as innovative shade design, water features, and cooling centers at parks.	<u>Consistent.</u> The proposed Vision Plan improvements would include installation of shade and rest stops throughout the Zoo, including at the Zoo Entry, the Bird Show and Animal Programs amphitheater, and the Cambodian pavilion. In addition, the Project would result in extensive landscaping improvements and tree plantings to create uniform theme areas and maximize shade areas throughout the Zoo.
Make key upgrades to transmission and distribution systems, substations, and other equipment to enable renewable energy integration into the electricity grid.	<u>Consistent.</u> The proposed Project would provide up to 70,000 square feet of solar photovoltaic panels to generate solar energy and reduce the Zoo's energy consumption by up to 50 percent.
Increase stormwater capture to 75,000 AFY.	<u>Consistent.</u> The proposed underground stormwater management system would capture, treat, and store stormwater runoff for infiltration and reuse onsite. The use of these storage tanks would retain and reuse 100 percent of all rainfall on the Zoo's site and is projected to provide the Zoo with up to 35 million gallons of useable water per year. Refer to Section 3.10, <i>Hydrology and Water Quality</i> and see Section 3.16, <i>Utilities</i> .
Increase non-potable reuse of recycled water by an additional 6,000 AFY by 2025; and an additional 8,000 AFY by 2035.	
Plant and maintain at least 90,000 trees citywide.	<u>Consistent with Mitigation.</u> The Project would require substantial tree removal as part of all proposed improvements; however, important streets (i.e., important trees, mature trees) would be protected in place. Trees that are removed through the Project would be replanted and expanded by the proposed landscaping of trees and vegetation representative of the theme of the proposed improvement area. Impacts to resulting from the removal of protected trees would be mitigated through implementation of MM UF-1 and MM UF-2 requiring substantial native tree replacement on- or offsite, as well as substantial replanting of disturbed areas to maintain an urban tree canopy at the Zoo. Though hundreds of trees could be removed as part of the Project, even more trees are expected to be planted as a result of required mitigation or proposed landscaping. Refer also to Section 3.3, <i>Biological Resources</i> and Section 3.6, <i>Urban Forestry Resources</i> .

Table 3.11-4. Griffith Park Vision Plan Policy Consistency Summary

Policy	Relationship to Project
Griffith Park Vision Plan	
II.A.3. Identify and preserve historic and cultural Park resources (Page 16).	<u>Consistent with Mitigation.</u> As described in Section 3.4, <i>Cultural and Tribal Cultural Resources</i> , the Project would not adversely affect any historic resources. The Project also involves reconstruction of the Treetops Terrace building to recreate the former iconic spires atop the proposed Treetops Visitor Center, thereby restoring a cultural feature within Griffith Park. There is a possibility that excavation below ground surface would uncover buried archaeological or tribal cultural resources, given the Zoo's regional setting within the traditional ethnographic territory of the Takic-speaking Gabrieleño/Tongva. With implementation of MM CUL-1 through MM CUL-7 , cultural and tribal cultural resources would be identified and preserved.
II.A.8. Manage Park programming and events in such a way as to minimize the impact to the wilderness area of the Park (Page 16).	<u>Consistent.</u> The Project would involve ongoing Zoo programming and events within the Zoo only. Zoo-related events and programs would not extend into the wilderness areas of Griffith Park and, therefore, the Project would maintain wilderness values and function of the park.
II.B.2. Implement a watershed management system that maximizes natural drainage systems, retention of storm water, filtering and discharging the water table, and connections to the Los Angeles River (Page 16).	<u>Consistent.</u> The Project would install a comprehensive subterranean stormwater collection and treatment system, including five underground cisterns, that would allow for capture and reuse of runoff in Zoo landscaping. The Project would continue to treat all runoff through existing water treatment facilities prior to discharge to the Los Angeles River.
II.B.4. Recycle and reuse Park waste (Page 17).	<u>Consistent.</u> The City currently recycles and would continue to recycle applicable waste under operation of the Vision Plan. The Zoo would also continue "Zoo Doo" operations associated with the Griffith Park Composting Facility to recycle animal bedding (i.e., hay) and waste. The Zoo would continue to be a source for food waste diversion, working with World Harvest to use appropriate and quality food waste for animal feed, thereby preventing landfill disposal.
IV.B.1. Reduce and prevent pollutant discharges into the environment (Page 38).	<u>Consistent with Mitigation.</u> The proposed underground stormwater management system would capture, treat, and store stormwater runoff for infiltration and reuse onsite. The use of these storage tanks would retain and reuse 100 percent of all rainfall on the Zoo's site and is projected to provide the Zoo with up to 35 million gallons of useable water per year. Refer to Section 3.10, <i>Hydrology and Water Quality</i> . Further, as discussed in Section 3.15, <i>Transportation</i> , the Project would generate additional vehicle trips associated with projected visitor growth. The Project does not include multi-modal improvements or expansion of active transportation facilities to ensure accessibility to the Zoo. MM T-2 would be required to reduce transportation impacts, including vehicle emissions that would discharge pollutants to the environment. These measures would require the Zoo to implement or expand alternative transportation modes to the Zoo to reduce trips, VMT, and congestion, including transit options to increase non-vehicular access to the Zoo. These measures would increase ridesharing, transit use, parking management, and trip reduction strategies, which would be consistent with these City policies. Refer also to Section 3.15, <i>Transportation</i> . In

Table 3.11-4. Griffith Park Vision Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
	<p>addition, implementation of MM T-2 would require implementation of additional multi-modal improvements to reduce VMT and improve safety and mobility in and around the Zoo. See also Section 3.15, <i>Transportation</i>.</p>
<p>IV.B.2. Break up areas of impermeable surfacing and replace with permeable surfaces to allow water infiltration (Page 38).</p>	<p><u>Consistent</u>. The Project would involve reconfiguration of the Zoo’s internal circulation system of pathways and improvements to the Zoo’s parking lot. Repaving would remove existing impermeable surfaces and install permeable surfaces that allow for water infiltration wherever feasible. For example, improvements to the southern parking lot during Phase 1 and the northern parking lot during Phase 7 would result in parking lots that function much like the existing main parking lot with stormwater capture, infiltration, bioswales, and tree plantings.</p>
<p>Maintenance Areas. In order to reduce the number of acres use for maintenance, services and storage, Park maintenance facilities could be consolidated. Such consolidation could provide for greater efficiency and provide additional recreational areas. Maintenance areas should be relocated out of view of Park visitors so that they do not detract from the Urban Wilderness Identity of the Park (Page 50).</p>	<p><u>Consistent</u>. The Project would consolidate several service and maintenance areas currently within the Zoo, including the southern parking lot and at the western perimeter, to one service area conveniently located in the Africa planning area constructed during Phase 3. This consolidation would ensure greater efficiency in services and free up areas for improved Zoo animal environment and visitor-serving areas while also hiding the service area from view.</p>
<p>Sustainable Design Principles. Sustainable design principles should be applied throughout the Park to all aspects of additions and restoration, repairs, and maintenance, including building orientation, design and materials, and site design issues such as planting and native plant restoration, habitat enhancement, storm water management and watershed connections to the Los Angeles River (Page 52).</p>	<p><u>Consistent</u>. As discussed in Section 3.5, <i>Energy</i>, the Vision Plan proposes use of Leadership in Energy and Environmental Design (LEED) Silver construction techniques, up to 70,000 square feet of solar photovoltaic panels, and electronic communications lines to automatically control exhibits utilities and environmental conditions to reduce power demand. The Project would also guide redevelopment of outdated Zoo facilities that do not currently meeting existing energy and building codes (e.g., California’s Green Building Standard Code). The Project would install a comprehensive subterranean stormwater collection and treatment system, including five underground cisterns, that would allow for capture and reuse of runoff in Zoo landscaping. The Project would continue to treat all runoff through existing water treatment facilities prior to discharge to the Los Angeles River. Refer to Section 3.10, <i>Hydrology and Water Quality</i>.</p>
<p>Sustainable Design Principles. Consistent with sustainable design principles and the Urban Wilderness Identity, materials used should be low-maintenance, durable, and vandal-resistant. Whenever possible, previously used and recycled materials should be used. Improvements should comply with the energy efficiency requirements found in</p>	<p><u>Consistent</u>. As discussed in Section 3.5, <i>Energy</i>, the Vision Plan proposes use of Leadership in Energy and Environmental Design (LEED) Silver construction techniques, up to 70,000 square feet of solar photovoltaic panels, and electronic communications lines to automatically control exhibits utilities and environmental conditions to reduce power demand. The Project would also guide redevelopment of outdated Zoo facilities that do not currently meeting existing energy and building codes (e.g., California’s Green Building Standard Code). The Project would balance soils onsite to the extent feasible to minimize import of new materials during excavation.</p>

Table 3.11-4. Griffith Park Vision Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
Title 24 of the California Code of Regulations (Page 52).	
Accessibility. All new structures and playgrounds are designed to be compliant with the Americans with Disabilities Act and will therefore be designed to the fullest extent possible to be universally accessible as they are added or remodeled (Page 53).	<u>Consistent.</u> The Project proposes substantial redesign of the Zoo Entry and internal circulation system to provide more ADA-accessible and pedestrian friendly navigation for visitors, including reconstruction of the Zoo Entry Plaza to ensure the maximum grade of less than 5 percent.
Lighting. Lighting throughout the Park should provide illumination while minimizing light pollution. Lighting fixtures should be consistent with the environmentally sensitive character of the Urban Wilderness Identity (Page 53).	<u>Consistent.</u> As described in Section 3.1, Aesthetics and Visual Resources, Zoo lighting would include nighttime security lighting and evening lighting of visitor-serving areas and animal environments. Light would be contained within the Zoo and would not extend into wilderness areas of Griffith Park.
Parking Lots. Priority should be given to resurfacing the Park’s existing asphalt and concrete lots with environmentally responsible, water-permeable materials that will reduce the “heat island” effect and enhance the Park’s Urban Wilderness Identity (Page 63).	<u>Consistent.</u> The Project would involve reconfiguration of the Zoo’s internal circulation system of pathways and improvements to the Zoo’s parking lot. Repaving would remove existing impermeable surfaces and install permeable surfaces that allow for water infiltration wherever feasible. For example, improvements to the southern parking lot during Phase 1 and the northern parking lot during Phase 7 would result in parking lots that function much like the existing main parking lot with stormwater capture, infiltration, bioswales, and tree plantings.
Parking Structures. No parking structures currently exist in the Park and, at this time, there is no identified need for new parking structures in the Park. Furthermore, parking structures are inconsistent with the Park’s Urban Wilderness Identity and the increased automobile traffic that inevitably occurs in proximity to such structures materially damages the park-like nature of the picnic areas and recreational facilities that are adjacent to the lots. If, in the future, the need arises for parking structures, those parking structures should be located immediately outside the boundaries of the Park with a fully developed park and ride shuttle system available to transport Park users into and around the Park (Page 63).	<u>Consistent.</u> The Project would involve construction of a multi-story parking structure of up to five stories in height in Phase 7, to accommodate 2,000 spaces within the northern parking lot. The proposed parking structure would lie entirely within Zoo property. The proposed parking would be needed to accommodate the growth in visitation projected under the Project and meet the Zoo’s goals for long-term development and programming. Without it, Zoo parking demand would exceed supply 15 days in 2025, 25 days in 2027, and 51 days in 2030 (Appendix N). The Griffith Park Vision Plan applies only to areas of the park controlled by RAP, which excludes Zoo property. Since the Zoo was not included in the Griffith Park Vision Plan process, the Griffith Park Vision Plan does not apply to Zoo property, including the northern parking lot. As the Griffith Park Vision Plan does not apply to Zoo property, the proposed structure included in the Project would not conflict with this aspect from the Griffith Park Vision Plan.

Table 3.11-4. Griffith Park Vision Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
No new parking structures should be introduced within the boundaries of the Park (Page 64).	
As it has for more than 110 years, parking should remain free in Griffith Park (Page 64).	<p><u>Consistent with Mitigation.</u> The Project would expand parking capacity at the Zoo’s existing lot by adding 300 spaces to the southern parking lot and construction a 2,000-space multi-level parking structure in the northern parking lot. The Zoo currently provides free parking. Parking fees are only charged for priority spaces on peak attendance days. The parking lots are largely unmanaged and are available to Zoo visitors, Autry Museum visitors, Zoo Magnet Center staff, and other Griffith Park visitors, including hikers and cyclists.</p> <p>While free parking supports equitable access to Griffith Park, the Mobility Plan notes that an abundance of free parking has the effect of incentivizing automobile trips and making alternative modes of transportation less attractive. Survey data collected for this analysis indicates that most employees (85 percent) drive to the Zoo, most commonly as single-occupant vehicles. Further, most visitors (95 percent) drive passenger vehicles and do not have ready access to transit, bicycle, or pedestrian facilities that allow reasonable transportation to the Zoo. A parking management plan that includes a fee structure paired with incentives to reduce vehicle trips to the Zoo, particularly on peak days, would increase the Project’s consistency with City policies to reduce trips. A parking fee program, as included in MM T-2, would potentially charge fees for visitors that currently have access to free parking to reach Griffith Park attractions and trails. However, parking fees are charged at other Griffith Park attractions, including Griffith Observatory. Parking fees are used to enhance multi-modal transportation to the park to increase accessibility, including the Parkline Shuttle, providing free shuttle service within the park. Additionally, the Griffith Park Vision Plan applies only to areas of the Park controlled by RAP, which excludes Zoo property. Since the Zoo was not included in the Griffith Park Vision Plan process, the Griffith Park Vision Plan does not apply to Zoo property, including the northern parking lot. Therefore, a parking fee program within Zoo property does not conflict with this aspect of with the Griffith Park Vision Plan.</p> <p>With regard to trail user’s access, safety, and tranquility, changes to the operation and configuration of the Zoo Drive/Western Heritage Way intersection with a signal in Phase 1 and potentially a roundabout or below-grade crossing in Phase 7 would potentially increase vehicle speeds and decrease pedestrian and bicyclist safety. However, MM REC-1 would require the long-term Zoo Drive/Western Heritage Way intersection improvements be considerate of pedestrian, bicyclist, and equestrian safety with regard to the Main Trail and that use of this important trail is not hindered by implementation of the improvement. With implementation of MM REC-1, the Project would be consistent with this local policy.</p>
Consider the impact on trail users’ access, safety and tranquility prior to undertaking Park trail and road repairs and improvements (Page 66).	
At this time, there is no clearly identified need for new recreational rides, such as	<p><u>Consistent.</u> The Project proposes a funicular and an aerial tram to improve accessibility within the Zoo and the Zoo has identified these features as important to improving patron mobility. These facilities would only operate in the Zoo and would not extend into undeveloped</p>

Table 3.11-4. Griffith Park Vision Plan Policy Consistency Summary (Continued)

Policy	Relationship to Project
railroads, aerial tramways, or funiculars (Page 68).	areas of Griffith Park subject to the Griffith Park Vision Plan. The funicular would become operational in Phase 1 to climb a hillside in the California planning area to bring visitors to and from the proposed California Visitor Center. The aerial tram would become operational in Phase 3 to connect the Zoo Entry and orientation plaza with the Africa Visitor Center in the Africa planning area. These improvements would improve accessibility for Zoo visitors and are included in the Project specifically to address unmet needs for transportation within the Zoo. These facilities would only operate in the Zoo and would not extend into undeveloped areas of Griffith Park. It should be noted that the Griffith Park Vision Plan applies only to areas of the Park controlled by RAP, which excludes Zoo property. Therefore, the proposed funicular and aerial tram within Zoo property would be consistent with the Griffith Park Vision Plan.

Project Consistency with Regional and Citywide Plans, Policies, and Regulations

Table 3.11-2, Table 3.11-3, and Table 3.11-4 above were prepared by Wood staff based on the proposed Project. Final policy consistency would be determined as part of Project review and approval process with the City. However, based upon this preliminary analysis, the Project, with implementation of required mitigation measures identified in this EIR and required consistency with existing regulations, would be consistent with the SCAG RTP/SCS, Los Angeles General Plan, Hollywood Community Plan, L.A.'s Green New Deal, and LAMC. The Project would not cause significant environmental impacts due to conflicts with any land use plan, policy, or regulation, and impacts would be *less than significant with mitigation*.

Project Consistency with Griffith Park Plans, Policies, and Regulations

The Griffith Park Master Plan, Draft Griffith Park Wildlife Management Plan, and Draft Vision Plan for Griffith Park goals and policies were analyzed for Project consistency. These plans apply to Griffith Park and acknowledge the Zoo as an attraction within the Park.

The proposed Project would not conflict with the Griffith Park Master Plan. Goals 2, 4 and 5 are applicable to the proposed Project. The remaining goals are only indirectly related. The second goal is the establishment of a balanced mobility system utilizing mass transit, automobile, pedestrian, and bicycle access to and within the Park, including better connections between the existing Griffith Park parking areas. Phase 1 of the Vision Plan would realign Western Heritage Way/Crystal Springs Drive to the southern perimeter of the parking lots to create a unified guest parking lot for the Zoo, High School Magnet Center, and the Autry Museum of the American West, reducing pedestrian street crossings. This would also allow the Zoo's southbound bus stop to be moved to Western Heritage Way between the Zoo and Autry Museum of the American West, improving the efficiency of public transportation access to destinations near the Zoo. Goal 4 specifies intention to improve the established civic function of Griffith Park. The proposed Project would expand recreational opportunities

within the park. Goal 5 specifies intention to improve the parkwide transportation systems. Construction of the parking structure included in the proposed Project would expand park accessibility.

The proposed Project would not conflict with the Griffith Park Wildlife Management Plan. The plan focuses on minimizing human/wildlife conflicts and maintaining the park's urban wilderness. Given that construction of the proposed Project would occur in the boundaries of the Zoo and not near undeveloped portions of Griffith Park that are likely to serve as wildlife habitat, the proposed Project would be consistent with the Griffith Park Wildlife Management Plan.

The Griffith Park Vision Plan is a guidance document that focuses on minimizing impacts from developed portions of the park on natural, undeveloped areas of the park, as well as recognizing and considering the interests of the various groups of park users, including picnickers. The Project is generally consistent with the Griffith Park Vision Plan related to protection of natural resources, including wilderness areas and wildlife. The proposed Project would not intrude on previously undeveloped park areas outside of the Zoo boundary and would not adversely impact existing users' enjoyment of the park. Therefore, the Urban Wilderness identity of Griffith Park would not be adversely impacted by implementation of the proposed Project.

The Griffith Park Vision Plan does not identify a need for new parking structure at the Zoo, but notes that if a need arises, then the parking structure should be developed outside the Park and served by a shuttle. The proposed parking lot has been identified as needed to accommodate the growth in visitation projected under the Project and meet the Zoo's goals for long-term development and programming. Without it, it is possible that the existing surface parking lots would reach capacity on peak visitation days at the Zoo. Additionally, the Griffith Park Vision Plan applies only to areas of the park controlled by RAP, which excludes Zoo property. The proposed parking structure would lie entirely within Zoo property in the northern parking lot. Thus, the Griffith Park Vision Plan does not apply to Zoo property, including the northern parking lot. As the Griffith Park Vision Plan does not apply to Zoo property, the proposed structure included in the Project would not conflict with this aspect from the Griffith Park Vision Plan.

The proposed Project would potentially conflict with the Vision Plan for Griffith Park related to pedestrian accessibility and safety following improvements to the Zoo Drive/Western Heritage Way intersection with a signal in Phase 1 and potentially a roundabout or below-grade crossing in Phase 7. Changes to operations and configurations of these roadways would potentially increase vehicle speeds. However, **MM REC-1** would require the long-term Zoo Drive/Western Heritage Way intersection improvements be considerate of pedestrian, bicyclist, and equestrian safety with regard to the Main Trail and that use of this important trail is not hindered by implementation of the improvement. With implementation of **MM REC-1**, the Project would be consistent with this local policy. See also Section 3.14,

Recreation. The Project would not cause significant environmental impacts due to conflicts with any land use plan, policy, or regulation, and impacts would be *less than significant with mitigation*.

3.11.4 Mitigation Measures

MM BIO-1 through **MM BIO-6** shall apply.

MM CUL-1 through **MM CUL-7** shall apply.

MM UF-1 and **MM UF-2** shall apply.

MM REC-1 shall apply.

MM T-1 and **MM T-2** shall apply.

3.11.5 Impacts Summary

Implementation of the above identified mitigation measures would avoid significant environmental impacts to ensure the Project's consistency with existing land use plans, policies, and regulations. Therefore, the Project along with required mitigation measures would meet all goals and policies within these plans. Final policy consistency would be determined as part of Project review and approval process with the City. However, based upon this preliminary analysis, the Project, with implementation of required mitigation measures identified in this EIR and required consistency with existing regulations, would be consistent with the SCAG RTP/SCS, Los Angeles General Plan, Hollywood Community Plan, Griffith Park Vision Plan, and Plan for a Healthy Los Angeles. The Project would not cause significant environmental impacts due to conflicts with any land use plan, policy, or regulation, and impacts, and the Project would not preclude the City's implementation of any adopted land use policy and/or program. Therefore, impacts would be less than significant with mitigation.

