

GENERAL PLAN CONSISTENCY TABLE

Relevant Policies	Project Consistency Analysis
Air Quality and Climate Change	
<p>Goal 1 Reduction of Pollution: The health and sustainability of the city, county, and Basin are improved by planning and programs that reduce air pollutants. Policies that reduce fossil fuels combustion (by reducing vehicle miles traveled and promoting conservation and use of the renewable energy) lessen adverse impacts on both air quality and climate change.</p>	
<p>Policy 1.3: Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District's (SCAQMD's) Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable State and Federal air quality and climate change programs.</p>	<p>Consistent. The Project is located within a Transit Priority Area (TPA) and served by a high level of public transit including a number of bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The Burbank Airport - South Metrolink Station is located within 0.1 miles northwest of the Project with trains that connect to Metro's Union Station in Downtown Los Angeles. In addition, there are existing bus stops including the Metro bus line 222, the BurbankBus NoHo-Airport Route, Metro Rapid Line 794, and Metro Bus Lines 169, 165, 164, and 94 all within half a mile of the Project</p>
<p>Policy 1.5: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.</p>	<p>Consistent. The Project would incorporate design features for construction and operation to reduce air quality impacts. For construction, the Project would comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions (including operations). For operations, the Project would incorporate mandatory requirements of the CALGreen Code. The Project would reduce energy and water consumption, plant trees, enhance bicycle facilities and incorporate bicycle parking.</p>
<p>Policy 1.6: Require measures to control air pollutant emissions at construction sites and during soil-disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.</p>	<p>Consistent. The Project will comply with appropriate dust control measures (SCAQMD Rule 403) and reduce idling emissions per the Air Toxic Control Measure.</p>
<p>Policy 1.9: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, car-sharing programs and shuttle system. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.</p>	<p>Consistent. The Project would, provide for 13 short-term bicycle parking spaces and 38 long-term parking spaces for residential uses and 4 short-term bicycle parking spaces and 2 long-term bicycle parking spaces for the commercial and retail uses. In addition, the Project would provide 144 EV capable parking spaces.</p>
<p>Goal 2 Sensitive Receptors: Burbank is committed to reducing the exposure of sensitive receptors to toxic air contaminants and odors.</p>	
<p>Policy 2.1: Mitigate emissions from retail food grilling and barbecuing (indoor and outdoor) through use of industry-specific equipment</p>	<p>Consistent. The Project would include restaurants as part of its retail land use. The restaurants would comply with industry specific equipment to reduce emissions from grilling and barbecuing.</p>
<p>Policy 2.2: Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.</p>	<p>Consistent. The Project would site residential uses near the Hollywood Burbank Airport (Airport) and the Union Pacific Railroad (UPRR) but would comply with California's 2019 Title 24 Standards and install filters that meet the Minimum Efficiency Reporting Value (MERV) of 13. Additionally, the Project would plant approximately 230 interior and canopy trees and approximately 60 trees in the City's right-of-way for a total of 125,100 square feet of open space providing a buffer to protect the residents from air emissions associated with aircraft and rail emissions.</p>

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Policy 2.3: Require business that cause air pollution to provide pollution control measures.	Consistent. The Project would generate new daily trips from heavy-duty diesel delivery trucks. Emissions from these trucks will comply with State Regulations that limit the amount of idling per location and provide for emissions standards for on-road vehicles. Any other emission sources from the future tenants will be contained by the air permitting program of the SCAQMD, specifically Rules 401, 402, 403, 113, 1121, 1186, and 1403.
Policy 2.4: Reduce the effects of air pollution, poor ambient air quality, and urban heat island effect with increased tree planting in public and private spaces.	Consistent. The Project Site consists of 36 non-protected trees that would be removed. The Project would plant approximately 230 interior and canopy trees and approximately 60 trees in the City's right-of-way for a total of 125,100 square feet of open space.
Goal 3 Reduction of Greenhouse Gasses: Burbank seeks a sustainable, energy-efficient future and complies with statewide greenhouse gas reduction goals.	
Policy 3.4: Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; and improving the jobs/housing ratio.	Consistent. The Project would feature energy saving and sustainable design features that would be incorporated into the Project as the proposed buildings would comply with Title 24 California Code of Regulations. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Building 1 and 2. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. The vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations. In addition, the Project is located in a transit priority area (TPA) that is served by public transportation including bus lines and a Metrolink station. The Project would result in approximately 249 new workers.
Greenhouse Gas Reduction Plan	
Strategy Area 1: Buildings and Energy recommends ways to increase energy efficiency in existing buildings, enhance energy performance in new construction, and increase renewable energy use.	
Measure E-1.1: Energy Efficiency in New Construction: The City will require new commercial projects to be constructed to Title 24 Tier 1 levels	Consistent. The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
Measure E-1.5: 'Cool roofs' are made of materials with higher solar reflectivity, which mitigate the urban heat island effect and reduce cooling loads during hot days.	Consistent. The Project would require all glass used in the building design to have minimal reflectivity to reduce glare and, thus, heat to surrounding neighbors.
Measure E-1.7: Building Shade Trees that are property located can provide shading for residential buildings, thereby reducing the need for air conditioning. Additionally, trees gain carbon-capturing biomass in their trunks and roots as they absorb carbon from the air grow.	Consistent. The Project would plant approximately 60 trees planted in the City's right-of-way and 230 interior and canopy trees, which would provide shading for residents and visitors. The trees would also absorb help carbon dioxide.

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Strategy Area 2: Transportation encourages public transit, carpooling, walking, and bicycling as viable transportation modes to decrease the need to drive.			
Measure T-1.1: Pedestrian Enhancements: Attractive pedestrian environments encourage walking, which can lead to increased foot traffic for stores and restaurants and decreased automobile trips.		Consistent. The Project would include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. The vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations for the 2019 CALGreen code required 6% of non-residential parking spaces and 10% of residential parking spaces to have EV charging stations (144 EV charging stations total).	
Measure T-1.4: Bicycle Infrastructure Expansion: The City will continue to expand bicycle infrastructure within public rights-of-way, including on-street bicycle lanes and routes, bicycle parking, and directional signage.		Consistent. The Project would include both short-term and long-term bicycle parking spaces, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. In addition, the Project would retain existing bicycle lanes on Vanowen Street and N. Hollywood Way and install new Class I bicycle lanes on Screenland Drive (a publicly accessible private street to be constructed as part of the Project).	
Strategy Area 3: Water conservation promotes the efficient use and conservation of water in buildings and landscapes.			
Measure W-1.1: The City will implement water conservation programs described in the Urban Water Management Plan (UWMP) in support of BWP's goal to reduce water consumption by 1% annually.		Consistent. The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.	
Land Use			
Goal 1 Quality of Life: Burbank maintains a high-quality of life by carefully balancing the needs of residents, businesses, and visitors			
Policy 1.1: Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.		Consistent. The proposed mixed-use development would provide a mix of residential, restaurant, and office space uses in an urbanized area of the City. The Project would complement the adjacent commercial and office uses and provide existing and future residents, employees, and visitors with new living, recreation, and restaurant choices, as well as office uses.	
Policy 1.3: Maintain and protect Burbank's residential neighborhoods by avoiding encroachment of incompatible land uses and public facilities.		Consistent. Residential uses are located to the east and south of the Project Site, with the closest residential uses located 0.13 miles (700 feet) south of the Project Site on W. Pacific Avenue. Thus, Project development would not encroach into existing residential neighborhoods in the site vicinity.	
Policy 1.6: Adapt economically underused and decaying buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful.		Consistent. While operational, the existing Fry's Electronics Store and associated surface parking on-site are underutilized. The Project would demolish the existing Fry's Electronics Store and construct a 937,613-square foot mixed-use development with 151,800 square feet of office uses, 9,700 square feet of retail/restaurant uses, and 776,113 square feet of residential uses within four proposed buildings, which better utilizes the site and complements nearby uses.	
Policy 1.8: Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation.		Consistent. As stated in Chapter 2, <i>Project Description</i> , the Project will be consistent with the C-3 Zone and the Regional Commercial General Plan Land Use Designation with approval of the Conditional Use Permit to allow residential uses over ground floor commercial.	

Relevant Policies	Project Consistency Analysis
<p>Goal 2 Sustainability: Burbank is committed to building and maintaining a community that meets today's needs while providing a high quality of life for future generations. Development in Burbank respects the environment and conserves natural resources.</p>	
<p>Policy 2.3: Require that new development pay its fair share for infrastructure improvements. Ensure that needed infrastructure and services are available prior to or at project completion.</p>	<p>Consistent. The Project Applicant would be responsible for public infrastructure improvements as needed, including water, sewer, stormwater, and dry utility facilities required to serve the proposed uses on-site; refer to Section XIX, Utilities and Service Systems.</p>
<p>Policy 2.4: Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.</p>	<p>Consistent. The Project would be required to comply with the 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. In addition, the Project Site is located in a TPA and include pedestrian improvements, including widened and new sidewalks and pedestrian paseos, which would encourage pedestrian trips to and from the Project Site and would improve access to public transit. Thus, the proposal will contain sustainable features that will contribute to the quality of life in Burbank.</p>
<p>Policy 2.5: Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.</p>	<p>Consistent. The Project would be required to comply with the 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.</p>
<p>Policy 2.6: Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.</p>	
<p>Goal 3 Community Design and Character: Burbank's well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and "small town" feeling reflective of the past.</p>	
<p>Policy 3.5: Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.</p>	<p>Consistent. The proposed buildings would be constructed in a contemporary architectural style. The overall design approach would complement the character of the surrounding buildings with building materials such as brick, cement, metal and wood. The finish material design includes accents of "wood" cement board and contrasting articulated dark and light cement plaster colors that help break the Project down into a series of smaller building pieces to create a pedestrian friendly neighborhood village. The design of the two residential buildings includes articulated massing and finish material palates from the adjacent residential and light commercial context. The massing and overall plan for the residential buildings is composed of two buildings centered around a series of landscaped courtyards that open alongside Fry's Way and the east-west paseo, a central linear open space / upgraded fire-lane that includes integrated seating, pathways, bicycle parking, and landscaped amenities. Thus, the proposed building would have high quality architecture and design that complements the surrounding area.</p>
<p>Policy 3.6: Carefully regulate signs to ensure that their size and location are attractive, are appropriate for the site, and appropriately balance visibility needs with community character and aesthetics.</p>	<p>Consistent. Site signage would be used for Project identity, building identification, pedestrian wayfinding, and security markings. It would be designed and located to be compatible with the architecture and landscaping of the Project. The signage design would employ minimal forms with classic complimentary finishes pulled from the architectural palette, and would emphasize clear wayfinding elements over high-</p>

Relevant Policies	Project Consistency Analysis
	profile branding. All Project signage would comply with the signage permitted under the C-3 Zone.
Policy 3.7: Ensure that lots and buildings appropriately interact with and address public streets.	Consistent. Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive. The Project also includes a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street and make the pedestrian experience in the vicinity of the Project Site more enjoyable, thereby encouraging residents and employees to walk to businesses nearby. In addition, the Project would improve the sidewalks surrounding the Project Site and would provide a bike path and pedestrian pathway through the Project Site connecting Valhalla Drive and Vanowen Street, further enhancing the pedestrian and bicycling environment, as well as the Project's street frontages.
Policy 3.10: Preserve historic resources, buildings, and sites, including those owned by private parties and government agencies, including the City of Burbank. Alter such resources only as necessary to meet contemporary needs and in a manner that does not affect the historic integrity of the resource.	Consistent. Section V, Cultural Resources, discusses the Project's impacts on historic resources. As discussed therein, impacts to historic resources would be less than significant, and, therefore, the Project would be consistent with this policy.
Goal 4 Public Spaces and Complete Streets: Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community.	
Policy 4.2: Identify opportunities for publicly accessible open spaces to be provided in conjunction with both public and private development projects.	Consistent. The Project would provide an approximately 125,100 square feet of public and private open space with landscaped planters, trees, pathways, bicycle parking and seating; refer to Figure 2-6, <i>Residential Building Renderings</i> , and Figure 2-7, <i>Office Building Renderings</i> .
Policy 4.4: Require public art as part of new development projects and public infrastructure. Incorporate public art within existing projects.	Consistent. Pursuant to Municipal Code Section 10-1-1114, <i>Art in Public Places</i> , prior to the issuance of a building permit, the Project would be required to include a work of art in the proposed pocket park or pay an in-lieu fee to the City's Art in Public Places Fund. As discussed in Chapter 2, <i>Project Description</i> , an art mural would also be provided along Vanowen Street.
Policy 4.5: Require that pedestrian-oriented areas include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, public art, kiosks, and restrooms.	Consistent. The Project Site is located within a pedestrian-oriented area given that it fronts existing sidewalks to the north, east, and south, and there are existing Metro bus stops along the Project's northern and eastern frontage. The proposed mixed-use development, landscaping, residential and retail/restaurant uses and associated outdoor gathering areas contribute towards the pedestrian-oriented nature of the Project area.
Policy 4.6: Provide adequate open space and amenities in residential projects that encourage residents to gather and that supplement public open spaces.	Consistent. The Project would provide several residential amenities, including a lobby, a retail plaza, amenity and restaurant uses, and parking on the ground level. Common open space is also proposed on the ground level and sixth floor. The open space areas would include a variety of amenities, including seating areas, roof decks, paseo areas, pathways, among others. Additionally, private patios and/or balconies are provided for each residential unit. In total, the Project would provide approximately 82,000 square feet of public open space and 43,100 square feet of private (residential) open space.
Policy 4.8: Locate parking lots and structures behind buildings or underground. Do not design parking lots and structures to face streets or sidewalks at ground level. Use alternatives to surface parking lots to reduce the amount of land devoted to parking.	Consistent. The Project would include parking for Residential Building 1 and Building 2. Residential Building 1 would include the construction of a 5-story parking structure with a total of 543 vehicular parking spaces, including a 26-space subterranean level. Retail parking for Residential Building would include 5 spaces (2 within the subterranean level and 2 within the parking structure. Residential Building 1 parking

Relevant Policies	Project Consistency Analysis
	access would be provided from three ingress/egress driveways; one on Screenland Way, one from Vanowen Street, and one driveway along Fry's Way (connecting to N. Hollywood Way.) Residential Building 2 would also include the construction of a 5-story parking structure with a total of 589 vehicular parking spaces, including a 26-space subterranean level. Residential Building 2 parking access would be provided from two ingress/egress driveways: one driveway along Valhalla Drive and one driveway from Fry's Way (connecting to N. Hollywood Way). Parking for retail uses in Building 2 would include 27 spaces contained within southern parking area. In addition, the proposed 5-story office parking structure, located directly adjacent to and west of the proposed office building, would include a total of 456 vehicular parking spaces. An ingress/egress driveway would be provided along Valhalla Drive.
Policy 4.10: Require new development projects to provide adequate low-water landscaping.	Consistent. The Project would be required to comply with CALGreen standards regarding water efficiency and conservation, including landscaped areas.
Policy 4.12: Underground utilities for new development projects and projects within designated undergrounding districts.	Consistent. All utilities for the Project would be underground.
Goal 5 Housing: Burbank provides housing options for people and families with diverse needs and resources.	
Policy 5.2: Encourage areas of mixed-density and mixed-housing types in commercial corridors to allow people with diverse housing needs to live and interact in the same neighborhood.	Consistent. The proposed transit-oriented development is a mixed-use Project and, thus, would encourage residents to live and work along the N. Hollywood Way commercial corridor.
Policy 5.3: Provide more diverse housing opportunities, increase home ownership opportunities, and support affordable housing by encouraging alternative and innovative forms of housing.	Consistent. The Project would provide 862 residential units, 12 of which would be live/work units and 80 would be developed as affordable housing units for very low-income households that would be deed protected for 55 years.
Policy 5.4: Allow residential units in traditionally non-residential areas and support adaptive reuse of non-residential buildings for residential and live-work units in Downtown Burbank and other appropriate locations.	Consistent. The Project Site is located in an urbanized area and the surrounding land uses include airport, commercial, medical, educational, open space, and residential uses. The development of the Project, which includes the construction of a 937,613-square foot mixed-use development with 151,800 square feet of office uses, 9,700 square feet of retail/restaurant uses, and 776,113 square feet of residential uses within four proposed buildings, that would support the adaptive reuse of the previously commercial Project Site.
Policy 5.5: Provide options for more people to live near work and public transit by allowing higher residential densities in employment centers such as Downtown Burbank and the Media District.	Consistent. The Project proposes a mixed-use residential development an employment center that would encourage future residents to live and work in the Project vicinity. Future residents would also be able to make use of the existing Metrolink station and Metro bus stops along the Project's northern and eastern frontage, including Metro Stop 165 on Empire/N. Hollywood Way and Metro Stop 222 on N. Hollywood Way/Valhalla.
Policy 11.5: Projects with housing shall be subject to a discretionary review process to ensure that the property is being put to its highest and best use and in a manner compatible with citywide objectives for economic development. Within the Airport Influence Area, projects with housing must meet all safety and noise policies in the adopted Los Angeles County Airport Land Use Plan.	Consistent. The Project is currently undergoing discretionary review by the City to ensure that the property is being put to its highest and best use. The Project is within the Airport Influence Area of the adopted Los Angeles County Airport Land Use Plan and, as such, will meet all the safety policies, as discussed in Section IX, Hazards and Hazardous Materials, and noise policies, as discussed in Section XIII, Noise, of this SCEA.
Goal 11 Reginal Commercial Land Use: Burbank's regional commercial centers are successful centers of employment, providing important services to residents and revenue to the City.	

Relevant Policies	Project Consistency Analysis
<p>Policy 11.1: Require that regional centers provide access to public transit. Transit facilities should be integrated within or located immediately adjacent to regional centers.</p>	<p>Consistent. The Project is located within a half-mile of the Hollywood-Burbank Metrolink/Amtrak station, which provides ridership to many local and regional destinations. The Project is also located near the Hollywood Burbank Airport that provides service for state and national travel.</p>
<p>Policy 11.2: Ensure that pedestrian circulation is clear, safe, and direct within regional centers. Design regional commercial centers using a “park once” strategy to allow shoppers to visit all stores within the center without needing to move their car”</p>	<p>Consistent. As part of the Project, the applicant is providing wider, tree-lined sidewalks around the perimeter of the Project Site to enhance the pedestrian circulation around the Project. Pedestrian paseos within the Project Site are also being provided that restrict vehicle access making them clear, safe and direct pathways for pedestrians to move within the Project and to get to other adjacent areas.</p>
<p>Policy 11.3: Provide clear and direct pedestrian and bicycle access into regional commercial centers. Ensure safe access for pedestrians and bicycles.</p>	<p>Consistent. The Project is providing a new bike path that will connect Vanowen Street with Valhalla Drive. This new bike path is unobstructed and does not allow for vehicle access, except for emergency vehicles. Two pedestrian paseos will be provided within the Project that allow for pedestrians to safely move within the Project allowing for unobstructed access where vehicle access is prohibited. The sidewalks surrounding the Project site will be reconstructed to a minimum width of 15 feet. These wider, tree-lined sidewalks will allow for improved accessibility around the site that promotes walkability and further separates pedestrians from the street and vehicular traffic making it safer to walk.</p>
<p>Policy 11.4: Ensure that site design, architecture, and landscaping for regional commercial projects are high quality and fit the projects’ prominent role in the community.</p>	<p>Consistent. The Project is subject to the City’s Development Review (DR) process. As part of this review process, the City looks at the architecture of the building and the compatibility of the proposed Project with the surrounding neighborhood. As a result of this review and staff feedback, the applicant has adjusted the layout and finishes of the exterior of the building to provide a more aesthetically pleasing façade. One of the major changes that resulted in this change is having the residential component wrap around the parking garages to make them less visible from the public right of ways. Landscaping has been implemented throughout the Project, which caters to the residential component by providing open space and an area for public gathering and recreational activities. All of these features ensure that the Project fits the role of a prominent node that will provide services to the surrounding communities as well as provide new housing opportunities within a major employment center of the City that has access to a wide range of public transit facilities.</p>
<p>Policy 11.5: Projects with housing shall be subject to a discretionary review process to ensure that the property is being put to its highest and best use and in a manner compatible with citywide objectives for economic development. Within the Airport Influence Area, projects with housing must meet all safety and noise policies in the adopted Los Angeles County Airport Land Use Plan.</p>	<p>Consistent. The proposed Project is subject to the Development Review (DR) entitlement as well as a Conditional Use Permit application (CUP). Through the DR application, the overall design and layout of the Project has been developed to take into consideration public comments that were received. The Project was reviewed to ensure that high-quality materials were used as well as ensuring landscaping was provided throughout the site.</p> <p>Through the CUP process, the proposed mixed-use project is subject to discretionary review by the Planning Board. The CUP review allows the Boar and the public to consider a Transit Oriented Development of this type and review all aspects of the Project including the proposed housing, parking, architecture, landscaping, economic impact, noise, safety and ensure its compliance with applicable development standards under the City’s zoning regulations, the Burbank2035 General Plan and compatibility with the surrounding land uses including the existing neighborhood located south of the Project Site.</p>

Relevant Policies	Project Consistency Analysis
	As part of the City's review of the Project, the applicant consulted with the Federal Aviation Administration (FAA) and the Los Angeles County Airport Land Use Committee. Both federal and county administrations reviewed the Project individually and concluded that through minor mitigations incorporated into the Project's design that the Project as proposed will note in any potential safety or noise impacts.
Housing	
Goal 2 Variety of Housing Sites: Burbank seeks to provide housing sites that can accommodate a range of housing types to meet the diverse needs of existing and future residents.	
Policy 2.1: Facilitate mixed-use developments in targeted areas, including Downtown and the Media District. Promote adaptive reuse of non-residential buildings for residential units.	Consistent. The Project Site is located in an urbanized area and the surrounding land uses include airport, commercial, medical, educational, open space, and residential uses. The development of the Project, which includes the construction of a 937,613 square foot mixed-use development with 151,800 square feet of office uses, 9,700 square feet of retail/restaurant uses, and 776,113 square feet of residential uses within four proposed buildings, that would support the adaptive reuse of the previously commercial Project Site. The 776,113 square feet devoted to residential uses would provide 862 residential units, 12 of which would be live/work units and 80 would be developed as affordable housing units for very low-income households that would be deed protected for 55 years.
Policy 2.2: Consistent with the Land Use Element, provide opportunities for a variety of housing types, including small lot development, live-work units and mixed-use development, to accommodate the City's diverse housing needs.	
Policy 2.3: Encourage and facilitate the adaptive reuse of underutilized commercial and industrial buildings in appropriate locations to augment the supply of housing in the community and to create additional opportunities for providing affordable housing.	
Goal 3 Affordable Housing: Burbank will assist in the development of housing affordable to all economic segments of the community.	
Policy 3.1: Encourage production of a variety of housing types to address the needs of lower (including extremely low), moderate, and upper income households to maintain an economically diverse and balanced community.	Consistent. The 776,113 square feet devoted to residential uses would provide 862 residential units, 12 of which would be live/work units and 80 would be developed as affordable housing units for very low-income households that would be deed protected for 55 years.
Policy 3.3: Provide regulatory incentives and concessions to facilitate the development of affordable housing.	Consistent. The residential component of the mixed-use Project will provide 862 residential units, 12 of which would be live/work and 80 would be developed as affordable housing units for very-low-income households that would be deed projected for 55 years. The project is consistent with the City's Inclusionary Housing Requirements found in the BMC. The applicant is utilizing Density Bonus to accommodate the allowance of additional units in exchange for the provision of affordable units and is seeking incentives for increased building height and reduced open space, and a waiver to permit residential uses without ground floor commercial under the State Density Bonus Law.
Policy 3.4: Utilize inclusionary housing as a tool to integrate affordable units within market rate developments. Ensure in-lieu fee revenues are expended in proportion to the targeted income group for which they were collected.	
Policy 3.6: Encourage use of sustainable and green building design in new and existing housing.	Consistent. The Project would be required to comply with the 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.
Goal 4 Constraints to Housing: Burbank will address governmental constraints to the maintenance, improvement, and development of housing.	
Policy 4.1: Offer regulatory incentives and concessions, including density bonuses and reduced development standards, where feasible to	Consistent. The residential component of the mixed-use Project will provide 862 residential units, 12 of which would be live/work and 80 would be developed as affordable housing

Relevant Policies	Project Consistency Analysis
offset or reduce the costs of developing affordable housing.	units for very-low-income households that would be deed projected for 55 years. The project is consistent with the City's Inclusionary Housing Requirements found in the BMC. The applicant is utilizing Density Bonus to accommodate the allowance of additional units in exchange for the provision of affordable units and is seeking incentives for increased building height and reduced open space, and a waiver to permit residential uses without ground floor commercial under the State Density Bonus Law.
Policy 4.3: Provide opportunities for new housing types, including small lot single-family development, live-work units and mixed-use residential development, to address Burbank's changing housing needs.	
Mobility	
Goal 2 Sustainability: Burbank's transportation system will adapt to changing mobility and accessibility needs without sacrificing today's community values.	
Policy 2.1: Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.	Consistent. The Project includes a mix of residential, office, and restaurant uses adjacent to high-quality public transit. It widens sidewalks on all public frontage and provides two internal bicycle and pedestrian paseos (Screenland Drive and Fry's Way). There are also bicycle lanes on N. Hollywood Way and Vanowen Street adjacent to the Project Site.
Policy 2.4: Require new projects to contribute to the city's transit and/or non-motorized transportation network in proportion to its expected transit generation.	Consistent. The Project will provide several design features, including new Class I bicycle lanes through the Project Site and would provide for on-site bicycle parking for residents and office employees. Inclusion of these improvements on the transportation network would encourage the use of non-motorized modes to and from the Project by giving residents and employees the option to use bicycles to travel to and from the Project Site; therefore, reducing vehicle trips and VMT. In addition, the Project is located within a TPA and would provide greater opportunities for access to various types of public transit, thereby reducing its transit generation.
Policy 2.5: Consult with local, regional, and state agencies to improve air quality and limit greenhouse gas emissions from transportation and goods movement.	Consistent. Policy 2.5 is intended for implementation by the City rather than at the project level. Section 3.B demonstrates that the Project would have a less-than-significant impact on VMT. Lower VMT results in lower greenhouse gas emissions and improved air quality. Additionally, the Project is designed with a reduced parking supply and would implement pedestrian and bicycle improvements as described in Section 3B which would further reduce VMT and thus further reduce greenhouse gas emissions and improve air quality.
Goal 3 Complete Streets: Burbank's complete streets will meet all mobility needs and improve community health.	
Policy 3.1: Use multi-modal transportation standards to assess the performance of the City street system.	Consistent. Policy 3.1 is intended for implementation by the City rather than at the project level. An operations analysis was conducted in accordance with City Guidelines to ensure that there is adequate transportation capacity to accommodate Project vehicular traffic.
Policy 3.2: Complete city streets by providing facilities for all transportation modes.	Consistent. The Project widens sidewalks on all public frontage and provides an internal open promenade (Fry's Way) for pedestrian use. There are existing bicycle lanes on Hollywood Way and Vanowen Street adjacent to the Project Site and high-quality public transit nearby. The Project incorporates a publicly accessible private street (Screenland Drive) with Class II bicycle lanes on both sides. It therefore serves the primary transportation modes of pedestrian, bicycle, public transit, and vehicle.
Policy 3.3: Provide attractive, safe street designs that improves transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.	Consistent. The Project includes a mix of residential, office, and restaurant uses adjacent to high-quality public transit. It widens sidewalks on all public frontage and provides an internal open promenade (Fry's Way) for pedestrian use. There are bicycle lanes on Hollywood Way and Vanowen Street adjacent to the Project Site, and the Project would incorporate Class II bicycle lanes on Screenland Drive, a publicly

Relevant Policies	Project Consistency Analysis
	accessible private street through the Project Site. There are no equestrian uses in the vicinity of the Project Site.
Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.	Consistent. The Project does not propose change to public rights-of-way, other than dedications on Vanowen Street and Hollywood Way to provide wider public sidewalks. No roadways would be widened.
Policy 3.5: Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.	Consistent. The Project widens sidewalks on all public frontages. It retains existing bicycle lanes on Vanowen Street and Hollywood Way adjacent to the Project Site and would incorporate Class II bicycle lanes on Screenland Drive, a publicly accessible private street through the Project Site. No other street improvements are proposed.
Goal 4 Transit: Burbank's convenient, efficient public transit network provides a viable alternative to the automobile.	
Policy 4.2: Use best-available transit technology to better link local destinations and improve rider convenience and safety, including specialized services for youth and the elderly.	Consistent. The Project locates housing and employment opportunities in one of the identified Mobility Element Transit Centers, thereby encouraging travel by transit.
Policy 4.3: Improve and expand transit centers; create a new transit center in the Media District.	Consistent. The Project locates housing and employment opportunities in one of the identified Mobility Element Transit Centers, thereby encouraging travel by transit.
Policy 4.4: Advocate for improved regional bus transit, bus rapid transit, light rail, or heavy rail services linking Burbank's employment and residential centers to the rest of the region.	Consistent. The Project locates housing and employment opportunities within walking distance of the Burbank Airport South Metrolink Station providing train service to Ventura County, downtown Los Angeles, and Orange County. It is also located near several local and regional bus lines.
Policy 4.5: Improve transit connections with nearby communities and connections to Downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside.	Consistent. The Project locates housing and employment opportunities within walking distance of the Burbank Airport South Metrolink Station and several local and regional bus lines, linking the Project to nearby communities via transit, including downtown Los Angeles and the West San Fernando Valley.
Policy 4.7: Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.	Consistent. The Project Site is across Vanowen Street from the Metrolink Burbank Airport South train station. There is an existing pedestrian crosswalk across Vanowen Street located approximately 420 feet west of the Project Site. The Project would widen the public sidewalk along all public frontage, enhancing the pedestrian connections to the train station and other public transit on Hollywood Way. The Project would also create a protected bike path from Valhalla Street to Vanowen Street, linking the Metrolink Station to the neighborhoods south of the Project Site.
Policy 4.8: Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.	Consistent. The Project Site is located near high-quality transit. It would widen sidewalks and retain existing bicycle lanes on Vanowen Street and Hollywood Way, as well as install a new protected bike path on the Screenland Drive Paseo.
Policy 4.10: Actively promote public-private partnerships for transit-oriented development opportunities.	Consistent. The Project, a transit-oriented development, is proposed by a private developer.
Goal 5 Bicycle and Pedestrian Mobility: Burbank fosters pedestrian and bicycle travel as healthy, environmentally sound methods to reduce vehicle trips and improve community character.	
Policy 5.1: Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.	Consistent. The Project widens sidewalks on all public frontage and provides two internal open promenades (Screenland Drive and Fry's Way) for pedestrian and bicycle use, including a protected bike path on Screenland Drive. There are existing bicycle lanes on N. Hollywood Way and Vanowen Street adjacent to the Project Site and high-quality

Relevant Policies	Project Consistency Analysis
	public transit nearby. It therefore improves pedestrian and bicycle safety, accessibility, and connectivity.
Policy 5.2: Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.	Consistent. The Project provides a mix of uses, including residential, office, and restaurant uses, at a site served by existing bicycle lanes on N. Hollywood Way and Vanowen Street. The Project incorporates a protected bike path on the Screenland Drive paseo. It also would provide long-term and short-term bicycle/ parking for residents, employees, and visitors.
Policy 5.3: Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.	Consistent. The Project provides a mix of uses, including residential, office, and restaurant uses, at a site served by existing bicycle lanes on N. Hollywood Way and Vanowen Street and located near high-quality transit. The Project incorporates a protected bike path on the Screenland Drive paseo.
Policy 5.4: Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.	Consistent. The Project, which provides residential and commercial uses, widens public sidewalks, and connects to existing bicycle lanes on N. Hollywood Way and Vanowen Street by providing a protected bike path on the Screenland Drive paseo and an open pedestrian and bicycle paseo on Fry's Way. It also would provide long-term and short-term bicycle parking for residents, employees, and visitors.
Policy 5.5: Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths specified in Table M-2.	Consistent. The Project provides land dedications on Vanowen Street, Hollywood Way, and Valhalla Street to widen public sidewalks to a minimum 15-foot width, which meets or exceeds the standards from Table M-2 of the Mobility Element.
Goal 6 Neighborhood Protection: Burbank's transportation infrastructure minimized cut-through traffic in residential and commercial neighborhoods to maintain neighborhood quality of life.	
Policy 6.1: Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.	Consistent. An operations analysis was conducted in accordance with City Guidelines to ensure that there is adequate transportation capacity on arterial streets to accommodate Project traffic. As summarized in Sections 4C and 4D, the Project would not substantially contribute to intersection delay at locations forecast to operate at LOS E and all of the driveways would operate at LOS D or better. Additionally, a conservative analysis of potential residential cut-through traffic was conducted. As summarized in Section 4E, the Project could result in cut-through traffic, and various options including a Neighborhood Protection Management Plan (NTMP) process are proposed to help reduce potential cut-through traffic.
Policy 6.2: Consider reconfiguring travel lanes and introducing reduced speed limits as part of comprehensive efforts to calm traffic.	Consistent. The Project would not prevent the reconfiguration of travel lanes or reduction of speed limits should the City choose to implement such measures on any public street. As discussed in Section 4E, the Project should either close Screenland Drive to through traffic between Valhalla Drive and Pacific Avenue or fund a NTMP process to identify potential traffic calming improvements for the residential neighborhood south of the Project Site.
Policy 6.3: Pursue comprehensive neighborhood protection programs to avoid diverting unwanted traffic to adjacent streets and neighborhoods.	Consistent. As discussed in Section 4E, the Project should either close Screenland Drive to through traffic between Valhalla Drive and Pacific Avenue or fund a NTMP process to identify potential traffic calming improvements for the residential neighborhood south of the Project Site.
Goal 7 Parking: Burbank's public and private parking facilities are well managed and convenient.	
Policy 7.2: Design commercial and residential parking standards to limit new vehicle trips, incentivize transit use, and promote non-motorized transportation.	Consistent. The Project's parking requirement is reduced due to a density bonus under Assembly Bill 2345. The reduced parking supply will help to limit vehicle trips, incentivize transit use, and promote alternative modes of transportation.

Relevant Policies	Project Consistency Analysis
Goal 8 Transportation Demand Management: Burbank Manages transportation resources to minimize congestion.	
Policy 8.1: Update and expand the citywide transportation demand management requirements to improve individual economic incentives and change traveler choice.	Consistent. The Project is subject to the City's TDM ordinance but is not subject to joining a Transportation Management Organization because it is not located within the Burbank Center Plan area or the Media Center Specific Plan area. The TDM ordinance, described in BMC Section 10-1-2304.
Policy 8.3: Require multi-family and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.	Consistent. Policy 8.3 is intended for implementation by the City rather than at the project level. The Project sidewalks on all public frontage, enhancing the pedestrian connections to the Metrolink Burbank Airport South train station and other public transit on Hollywood Way.
Goal 9 Safety, Accessibility, Equity: Burbank's transportation network is safe, accessible, and equitable.	
Policy 9.1: Ensure safe interactions between all modes of travel that use the street network, specifically the interaction of bicyclists, pedestrians, and equestrians with motor vehicles.	Consistent. Section 3C of the Transportation Study that was prepared for the Project provides an analysis of safety with respect to the Project's geometric design of access and other transportation infrastructure. As concluded in Section 3C, the Project would not result in a significant impact with regard to interaction of different modes of travel. Nonetheless, the Project proposes to provide a pedestrian signal phase on Vanowen Street across the N. Hollywood Way SB On-ramp along with a protected westbound left-turn lane for vehicles to improve safety.
Policy 9.2: Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act during the planning and implementation of transportation improvement projects.	Consistent. The Project would meet Americans with Disabilities Act requirements, subject to City review and approval during permitting. The Project would widen sidewalks along all public frontages to improve accessibility for pedestrians, including disabled individuals. Additionally, it would contribute to implementation of ADA accessible curb ramps along the south side of Vanowen Street at the N. Hollywood Way on- and off-ramps (Intersections #2 and #3) as needed.
Policy 9.3: Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.	Consistent. The Project is near high-quality transit, including the Metrolink Burbank Airport South train station on the north side of Vanowen Street and various bus routes on Hollywood Way. The Project would widen sidewalks along all public frontages to improve accessibility for pedestrians, including disabled individuals. Additionally, it would contribute to implementation of ADA accessible curb ramps along the south side of Vanowen Street at the N. Hollywood Way on- and off-ramps (Intersections #2 and #3) as needed.
Noise Element	
Goal 1 Noise Compatible Land Uses: Burbank's diverse land use pattern is compatible with current and future noise levels.	
Policy 1.1: Ensure the noise compatibility of land uses when making use planning decisions.	Consistent. The project will be required to construct the residential units in accordance with noise attenuation standards of the California Building Code and Burbank Municipal Code.
Policy 1.2: Provide spatial buffers in new development projects to separate excessive noise-generating uses from noise-sensitive uses.	Consistent. The project proposes to locate the residential uses on floors above the ground floor retail areas and the office use will located in a separate building with a landscaped paseo separating it from the residential buildings. Furthermore, parking will be located below the residential uses within the mixed-use buildings.
Policy 1.3: Incorporate design and construction features into residential and mixed-use projects that shield residents from excessive noise.	Consistent. The Project is incorporating Design Features that will ensure that future on-site residential uses would be exposed to acceptable exterior and interior noise levels including, but not limited, to installation of sound barriers on exterior private open space areas facing Hollywood Way,

Relevant Policies	Project Consistency Analysis
	installation of windows with higher than sound transmission ratings for units that face to the surrounding streets, railroad tracks, and airport approach/departure paths; installation of solid core exterior doors with perimeter weather stripping and threshold seals; and the provision of baffling or boxing-in of roof or attic vents that face noise sources of concern.
Policy 1.4: Maintain acceptable noise levels at existing noise sensitive land uses.	Consistent. The Project does not abut to any existing noise-sensitive uses and will be required to construct the residential units in accordance with noise attenuation standards of the California Building Code and Burbank Municipal Code.
Goal 2 Noise in Mixed-Use Development: Noise from commercial activity is reduced in residential portions of mixed-use buildings.	
Policy 2.1: Require the design and construction of buildings to minimize commercial noise within indoor areas of residential components of mixed-use projects.	Consistent. The residential portions of the project are located on upper floors above ground floor commercial retail, service, and live-work uses. Parking is located on lower floors and in some areas, on subterranean floors. The office use is in a separate building that does not contain residential units.
Policy 2.2: Locate the residential portion of new mixed-use projects away from noise generating sources such as mechanical equipment, gathering places, loading bays, parking lots, driveways, an trash enclosures.	Consistent. The buildings that contain residential units are designed to ensure that noise generating components are located so that they do not effect the residential units. Furthermore, common open space areas are located at the ground level or on roof-top areas and parking is located on the lower floors of the buildings.
Goal 4 Train Noise: Burbank's train service network reduces noise levels affecting residential areas and noise-sensitive land uses.	
Policy 4.3: Require noise-reducing design features as part of transit-oriented, mixed-use development located near rail corridors.	Consistent. The Project is incorporating Design Features that will ensure that future on-site residential uses would be exposed to acceptable exterior and interior noise levels including, but not limited, to installation of sound barriers on exterior private open space areas facing Hollywood Way, installation of windows with higher than sound transmission ratings for units that face to the surrounding streets, railroad tracks, and airport approach/departure paths; installation of solid core exterior doors with perimeter weather stripping and threshold seals; and the provision of baffling or boxing-in of roof or attic vents that face noise sources of concern.
Goal 5 Aircraft Noise: Burbank achieves compatibility between airport generated noise and adjacent land uses and reduces aircraft noise effects on residential areas and noise-sensitive land uses.	
Policy 5.4: Within the Airport Influence Area, seek to inform residential property owners or airport generated noise and any land use restrictions associated with high noise exposure.	Consistent. The Project includes a condition that requires potential buyers and tenants of residential units on the Project site shall be issued a Real Estate Information Form, purchase agreement, or similar disclosure notice that contains information regarding potential exposure to noise and annoyance on site from activities at and near Hollywood Burbank Airport.
Goal 7 Construction, Maintenance, and Nuisance Noise: Burbank achieves compatibility between airport generated noise and adjacent land uses and reduces aircraft noise effects on residential areas and noise-sensitive land uses.	
Policy 7.2: Require project applicants and contractors to minimize noise in construction activities and maintenance operations.	Consistent. The BMC regulates hours for construction and operations that the Project must comply with.
Policy 7.3: Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.	
Open Space and Conservation	
Goal 8 Biological Resources: Burbank's high quality natural biological communities are sustained.	

Relevant Policies		Project Consistency Analysis	
Policy 8.5: Encourage landscaping that incorporates native plant species.		Consistent. The Project will result in the provision of 12,300 square feet of landscape areas. The landscaping must be consistent with City's Municipal Water Efficient Landscape Ordinance (MWELo) requirements that encourages the use of native and drought tolerant landscaping.	
Goal 9 Water Resources: Adequate sources of high-quality water provide for various uses within Burbank.			
Policy 9.5: Require on-site drainage improvements using native vegetation to capture and clean stormwater.		Consistent. The Project is conditioned to be consistent with all City and County stormwater management requirements and best practices.	
Goal 10 Energy Resources: Burbank conserves energy, uses alternative energy sources, and promotes sustainable energy practices that reduce pollution and fossil fuel consumption.			
Policy 10.2: Promote energy efficiency design features to reduce fuel consumption for heating and cooling.		Consistent. Energy saving and sustainable design features would be incorporated into the Project as the proposed buildings would comply with California Code of Regulations Title 24. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Buildings 1 and 2.	
Policy 10.4: Encourage residents and businesses to reduce vehicle use or to purchase alternative fuel vehicles.		Consistent. The Project would, provide for 13 short-term bicycle parking spaces and 38 long-term parking spaces for residential uses and 4 short-term bicycle parking spaces and 2 long-term bicycle parking spaces for the commercial and retail uses. In addition, the Project would provide 144 EV capable parking spaces.	
Policy 10.5: Promote technologies that reduce the use of non-renewable energy resources.		Consistent. The Project will provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Buildings 1 and 2.	
Policy 10.6: Support private sources of sustainable, environmentally friendly energy supplies.			
Policy 10.7: Encourage the use of solar energy systems in homes and commercial businesses as a form of renewable energy.			
Safety			
Goal 5 Seismic Safety: Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events.			
Policy 5.1: Require geotechnical reports for development within a fault area that may be subject to risks associated with surface rupture.		Consistent. The proposed project is in conformance with the California Building Code and is designed to satisfy all seismic design provisions found in the current California Building Standards Code as they relate to geologic, seismic, and slope hazards.	
Policy 5.2: Require geotechnical reports for new development projects in areas with the potential for liquefaction or landslide.			
Policy 5.3: Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.			
Goal 7 Airport Hazards: Threats to public safety, lives, and property resulting from an airport-related incident are reduced.			
Policy 7.2: Ensure land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Bob Hope Airport.		Consistent. The Project was submitted to the Airport Land Use Commission (ALUC) and was deemed to be a "Minor Aviation Case," which means it does not require a public hearing or process. The ALUC also determined that the Project is consistent with the policies contained in the ALUP and with the ALUC Review Procedures for Los Angeles County. Furthermore, project was review by the FAA, which has made a determination that all structures developed as part of the	

Relevant Policies	Project Consistency Analysis
	Project would have "no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities."