

Appendix D

Historic Report

**Cultural Resources Technical Appendix
Lankershim Depot, 11275 Chandler Blvd
11333-11345 Chandler Blvd
North Hollywood, CA**



December 2020 – Revision 1

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I. INTRODUCTION AND EXECUTIVE SUMMARY

This technical report evaluates potential impacts of a proposed development project (“proposed project”) on historical resources. The proposed project encompasses approximately 15.9 acres surrounding the Metro North Hollywood Transit Center (“project site”). Within that area are four buildings on two separate assessor parcels that are 45 years of age or older. They are: the Toluca Southern Pacific Train Depot (also referred to in this report as the “Lankershim Depot” or the “Depot”) located at 11275 Chandler Boulevard (Assessor Parcel Number 2350-012-920), constructed circa 1896; and three buildings located at 11333-11345 Chandler Boulevard (Assessor Parcel Number 2350-012-902), constructed circa 1945-1994, which currently function as storage and a plumbing supply company.

This report includes discussion of the regulatory setting, including a summary of historic preservation law and policies at the federal, state and local levels, followed by a summary of significance of the Lankershim Depot and an in-depth historic resource assessment of 11333-11345 Chandler Boulevard. The City of Los Angeles’ Office of Historic Resources recently completed a citywide historic resource survey known as SurveyLA, which completed a survey of the North Hollywood-Valley Village Community Plan Area in 2013.¹ The Lankershim Depot was determined eligible for listing in the National Register of Historic Places (National Register) in 1983, and is listed in the California Register of Historical Resources (California Register) and is therefore a historical resource under the California Environmental Quality Act (CEQA). The three buildings located at 11333-11345 Chandler Boulevard were not identified as potential historical resources in SurveyLA, neither individually nor as part of any potential historic district. In addition, they have never been previously surveyed for historic or architectural significance. This report concludes that these three buildings are not eligible for listing in the National Register, California Register, or as City of Los Angeles Historic Cultural Monuments (HCMs).

Following a review of eligibility of the Lankershim Depot and an assessment of the four other buildings at the project site that are over 45 years of age, this technical report considers direct and indirect impacts of the proposed project, which consists of expansion and consolidation of the Transit Center at the northwest corner of Lankershim and Chandler Boulevards, and construction of 8 new commercial and residential buildings on the project site, ranging from two to 26-stories. The proposed project also consists of subterranean parking below each new building, as well as landscape features, specifically a new lawn, referred to in drawings as “NoHo Square,” facing Chandler Boulevard. The report considers direct and indirect impacts on the Lankershim Depot, as well as on nearby and adjacent historical resources.

The report concludes that the proposed project appears to have a direct and significant impact on the Lankershim Depot, which is proposed to be relocated approximately 45-feet to the west and 2.5-feet to the south to accommodate expansion and consolidation of transit services, specifically a new portal to the Metro North Hollywood Station. Given the significance of the Lankershim Depot to the development of North Hollywood in the first half of the twentieth century and its relationship with the important intersection of Lankershim and Chandler Boulevards, this report concludes that the proposed relocation would physically and visually separate the Depot from its historic setting, materially altering in an adverse manner a characteristic of the historical resource that conveys its historical significance. The proposed project has the potential to cause a direct impact on another

¹ Architectural Resources Group, “SurveyLA: Historic Resources Survey Report; North Hollywood-Valley Village Community Plan Area,” prepared for the City of Los Angeles, Department of City Planning, Office of Historic Preservation, February 2013.

identified historical resource, the Security Trust and Savings Bank located at 5301 Lankershim Boulevard, due to adjacent construction activities. However, assuming that precautions are taken during planning, excavation, and construction, material impairment of the adjacent Security Trust and Savings Bank can be avoided. This report also considers indirect impacts on identified adjacent and nearby historical resources and concludes the proposed project does not have any indirect impacts on historical resources. Finally, this report considers cumulative impacts with other nearby proposed projects and concludes the proposed project will not cause any cumulative impacts.

II. QUALIFICATIONS

This report was prepared by Jenna Snow and Kathryn McGee. Research assistance was provided by Cory Tramontelli.

Jenna Snow

In January 2015, Jenna Snow launched an independent historic preservation consulting practice with an office in Los Angeles. With nearly twenty years of professional experience, Ms. Snow has a strong and broad understanding of best historic preservation practice, including federal, state, and local regulations. She has worked on a wide range of projects on both the east and west coasts, as well as internationally. Ms. Snow holds a M.S. in Historic Preservation from Columbia University and a B.A. in Fine Arts focusing on architectural history from Brandeis University. She meets the Secretary of the Interior's Professional Qualifications Standards in Architectural History. Throughout her career, Ms. Snow has authored, co-authored, and/or served as project manager for nearly 100 historic preservation projects, including a wide variety of historic resource assessments, National Register nominations, and historic resources surveys. She regularly contributes to environmental impact reports, historic preservation certification applications, Section 106 reviews and other work associated with historic building rehabilitation and preservation planning. Ms. Snow has prepared multiple National Register nominations, including the Twohy Building in San José, CA; the Beverly Hills Women's Club in Beverly Hills, CA; the Sam and Alfreda Maloof Compound in Rancho Cucamonga, CA; the Boyle Hotel/Cummings Block in Los Angeles, CA; the West Los Angeles Veterans Affairs Historic District in Los Angeles, CA, and Temple Ohave Israel in Brownsville, PA. She has completed historic resources surveys, including coauthoring historic context statements in Hollywood, Whittier, CA, and South Los Angeles. Prior to her consulting work, Ms. Snow worked for the New York City Department of Design and Construction in New York, NY, the Freedom Trail Foundation in Boston, MA, and the Neighborhood Preservation Center in New York, NY.

Kathryn McGee

Ms. McGee is an architectural historian and historic preservation planner based in Los Angeles. She has over eleven years of experience in the field of historic preservation consulting and launched an independent practice in 2015. Her educational background includes a Bachelor of Arts degree in architectural history from the University of California, Santa Barbara and a Master of Urban and Regional Planning degree from the University of California, Irvine. She has also completed the Summer Program in Historic Preservation at the University of Southern California and is a LEED Accredited Professional with specialty in Neighborhood Development. Her consulting work entails writing reports for purposes of environmental and local project review; preparation of historic resource assessments and surveys; preparation of technical reports for General Plan Updates; evaluation of properties seeking or complying with Mills Act Contracts; and consultation on adaptive reuse and federal Investment Tax Credit projects.

Cory Tramontelli

Mr. Tramontelli attended Oakland University as a music performance major and has toured internationally across North America and Europe as a professional musician. He provides research assistance in all aspects of building preservation, including research into building permits, chain of title, historic tenants, and historic photographs. He has worked on a wide range of historic preservation projects including a successful Historic Cultural Monument nomination for the Hawk House designed by Harwell Hamilton Harris, Section 106 review for rehabilitation of two buildings located at the West Los Angeles Veterans Affairs campus, and investment tax credit applications for

the Commodore Apartments in Hollywood. His attention to detail has made him an indispensable resource to the team.

III. METHODOLOGY

Jenna Snow and Cory Tramontelli visited and photographed the site and immediate surroundings on November 16, 2018, September 10, 2019, October 18, 2019, and October 30, 2019. The three buildings located at 11333-11345 Chandler Boulevard have not been previously surveyed and are not included in the California State Historic Property Data File updated to 2011. Nor were they identified in SurveyLA as appearing individually eligible for designation. Research was conducted in September 2019 through January 2020 and included the following primary resources:

- original building permits and alteration permits from the City of Los Angeles Department of Building and Safety
- historic newspaper articles
- historic photographs, including historic aerial photographs
- historic Sanborn Fire Insurance maps and United States Geological Service maps

Secondary sources include context statements and findings from SurveyLA contained in the following report:

Architectural Resources Group, “SurveyLA: Historic Resources Survey Report; North Hollywood-Valley Village Community Plan Area,” prepared for the City of Los Angeles, Department of City Planning, Office of Historic Preservation, February 2013.

IV. REGULATORY SETTING

Federal

National Register of Historic Places

The National Register of Historic Places is “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and indicate what properties should be considered for protection from destruction or impairment.”² Administered by the National Park Service, the National Register is the nation’s official list of historic and cultural resources worthy of preservation. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. Resources are eligible for the National Register if they meet one or more of the following criteria for significance:

- A) are associated with events that have made a significant contribution to the broad patterns of our history; or
- B) are associated with the lives of significant persons in our past; or
- C) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D) have yielded or may be likely to yield, information important in history or prehistory.³

Once a resource has been determined to satisfy one of the above criteria, then it must be assessed for “integrity.”⁴ Integrity refers to the ability of a property to convey its significance. Evaluation of integrity is based on “an understanding of a property’s physical features and how they relate to its significance.” The National Register recognizes seven aspects or qualities of integrity: location, design, setting, materials, workmanship, feeling, and association. To retain integrity, a property must possess several, and usually most, of these aspects.

Relationship to Project

The Lankershim Train Depot, located at 11275 Chandler Boulevard, was formally determined eligible for listing in the National Register in 1983 under criterion A for “its association with the early growth and subsequent settlement of the North Hollywood area. Additionally, it is one of the only surviving non-adobe structures constructed during the 19th century in the Valley.”⁵ None of the other three buildings located at 11333-11345 Chandler Boulevard are listed in the National Register and, for the reasons stated in this report, do not appear eligible for listing in the National Register.

State

California Register

Based substantially on the National Register, the California Register is “an authoritative guide... used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected.”⁶ For a property to be eligible for

² National Register Bulletin #16A: *How to Complete the National Register Registration Form* (National Park Service, 1997).

³ National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, 1990, revised 2002).

⁴ National Register Bulletin #15, *How to Apply the National Register Criteria for Evaluation* (National Park Service, 1990, revised 2002).

⁵ Roger Hathaway, “Historic Resources Inventory form: Hendrick’s Builders Supply Co.,” State of California, Department of Parks and Recreation, June 1982.

⁶ California Public Resources Code §5024.1(a), <http://codes.lp.findlaw.com/cacode/PRC/1/d5/1/2/s5024.1>.

listing in the California Register, it must be found by the State Historical Resources Commission to be significant under at least one of the following four criteria:

- 1) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
- 2) is associated with the lives of persons important in our past; or
- 3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
- 4) has yielded, or may be likely to yield, information important in prehistory or history.

Also included in the California Register are properties which have been formally determined eligible for listing in, or are listed in the National Register; are registered State Historical Landmark Number 770, and all consecutively numbered landmarks above Number 770; and Points of Historical Interest, which have been reviewed and recommended to the State Historical Resources Commission for listing.

The primary difference between eligibility for listing in the National and California registers is integrity. Properties eligible for listing in the National Register generally have a higher degree of integrity than those only eligible for listing in the California Register. There is, however, no difference with regard to significance.

Relationship to Project

As the Lankershim Train Depot, located at 11275 Chandler Boulevard, was formally determined eligible for listing in the National Register, it was automatically listed in the California Register in 1983 under criterion 1 for its "association with the growth and settlement of North Hollywood."⁷ None of the other three buildings, located at 11333-11345 Chandler Boulevard, are listed in the California Register and, for the reasons stated in this report, do not appear eligible for listing in the California Register.

California Environmental Quality Act (CEQA)

The purpose of CEQA is to evaluate whether a proposed project may have an adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation. *Guidelines for California Quality Act* (CEQA Guidelines) are the regulations that govern the implementation of CEQA. CEQA Guidelines are codified in the California Code of Regulations (CCR), Title 14, Chapter 3, § 15000 et seq. and are binding on state and local public agencies. The basic goal of CEQA is to develop and maintain a high-quality environment now and in the future.

CEQA defines a historical resource as:

a resource listed in, or determined eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources..., or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant (California Public Resources Code, PRC §21084.1).

⁷ Roger Hathaway, "Historic Resources Inventory form: Hendrick's Builders Supply Co.," State of California, Department of Parks and Recreation, June 1982.

Relationship to Project

As the Lankershim Depot, located at 11275 Chandler Boulevard, is listed in the California Register, it is a historical resource for purposes of the California Environmental Quality Act (CEQA).

However, as the other three buildings, located at 11333-11345 Chandler Boulevard, do not appear eligible for listing in the National or California Registers nor are they eligible as City of Los Angeles Historic Cultural Monuments or as contributors to any historic district, they are not considered historical resources for purposes of CEQA.

Local

City of Los Angeles

There are two categories of local designation for historically significant properties in Los Angeles. Properties may be designated for their individual significance as Historic-Cultural Monuments (HCM) and/or may be included in a Historic Preservation Overlay Zone (HPOZ) if significant as part of a grouping of resources. HCMs and contributors to HPOZs are historical resources under CEQA. §22.171.7 of Los Angeles Administrative Code defines criteria for designation of a Historic-Cultural Monument. For ease in applying local eligibility, the following numbers are assigned to the criteria, which align, to a large degree, with National and California Register criteria. Resources eligible for HCM designation are:

- 1) Historic structures or sites in which the broad cultural, economic or social history of the nation, state or community is reflected and exemplified; identified with important events in the main currents of national, state, or local history; or
- 2) Historic structures or sites identified with personages in the main currents of national, state or local history; or
- 3) Historic structures or sites which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction or a notable work of a master builder, designer, or architect whose individual genius influenced his age.

While National and California register criteria apply to individual sites as well as districts, local historic district criteria are contained in separate legislation. According to §12.20.3 of the Los Angeles Municipal Code, which became effective on May 12, 2004, a Historic Preservation Overlay Zone (HPOZ) “is any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance and designated as a Historic Preservation Overlay Zone.” Contributing resources must meet at least one of the following criteria:

1. adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time
2. owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city
3. retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of an historic place or area of historic interest in the City.

Relationship to Project

The Lankershim Depot, located at 11275 Chandler Boulevard, is not designated an HCM. However, it appears eligible for designation as an HCM under criterion 1 for its association with the growth of North Hollywood and the San Fernando Valley. The other three buildings, located at 11333-11345 Chandler Boulevard, are not individually listed as HCMs, and, for the reasons stated in this report, none appear to meet HCM eligibility requirements. In addition, this area is not a designated HPOZ and there does not appear to be a potential HPOZ in the vicinity.

V. HISTORIC CONTEXT

The project site is located at the intersection of Lankershim and Chandler Boulevards, the historical center of North Hollywood. Historic Sanborn Fire Insurance maps, as well as U.S. Geological Survey maps, and historic photos show development gradually radiating out from this intersection over time (see Historic Maps 1-13). Historic photos from the turn of the twentieth century show the Lankershim Depot with trees in the background (see Historic Photos 1-4). Earliest Sanborn maps from 1912 identify the Lankershim Depot at the northwest corner of the intersection, south of Southern Pacific Railroad tracks and the Blanchard Lumber Co. at the northeast corner of the intersection, north of the tracks. Immediately west of the Blanchard Lumber Co., also north of the tracks and partially within the project site, was Bonner Fruit Company Cannery. A few commercial buildings were located immediately south of Chandler Boulevard on both sides of Lankershim Boulevard. Small residences were built on the south side of Chandler Boulevard, extending east of Lankershim Boulevard.

By the 1920s, additional commercial development had pushed further south on Lankershim Boulevard and continued to expand throughout the decade (see Historic Photo 5-10, 12). Commercial buildings were one and two stories high and constructed at the sidewalk line. Notable buildings included the California Bank building at the southwest corner of Lankershim and Chandler Boulevards (5337 Lankershim Boulevard, constructed prior to 1919, significantly altered in 1927 by Morgan Walls & Clement, demolished 1988), the Security Trust and Savings Bank building (5301 Lankershim Boulevard, 1923/1930, extant), and the El Portal Theater (5165-5271 Lankershim Boulevard, 1926/1950, extant).

Historic photos show a small plaza at the northwest corner of Lankershim and Chandler Boulevards (see Historic Photos 4, 9, and 11). The earliest appearance of the plaza is in the 1919 Sanborn map, which shows it as a dotted lined with the label “Park.” By 1944, a historic aerial photograph shows the plaza no longer exists; the area appears as a surface parking lot (see Historic Photo 13). A historic photograph from 1961 shows the northwest corner of Lankershim and Chandler Boulevards as a Chevron gas station (see Historic Photo 25).

As noted below, North Hollywood continued to expand in the post-World War II period. While the Pacific Electric Red Car passenger line ceased operation in 1952, the rail line continued to function for freight through the early 1990s. Significant changes to the commercial area around Lankershim and Chandler Boulevards did not occur until after the Northridge earthquake in 1994, which resulted in a loss of many historic buildings along Lankershim. In the past 20 years, the area has changed significantly with arrival of the Metro North Hollywood Station and terminus of the Metro Orange Line Busway Station, and construction of numerous multi-family residential buildings surrounding the project site.

North Hollywood Development History

The following developmental history of North Hollywood is excerpted from SurveyLA:⁸

From Spanish settlement at Mission San Fernando in 1797 until the subdivision of the privately-held Lankershim ranches into small citrus orchards in the late 19th century, the area within the North Hollywood-Valley Village CPA was mostly

⁸ Architectural Resources Group, “SurveyLA: Historic Resources Survey Report; North Hollywood-Valley Village Community Plan Area,” prepared for the City of Los Angeles, Department of City Planning, Office of Historic Preservation, February 2013, 10-13.

agricultural land cultivated for grain and used for sheep and cattle grazing. During this period, ranch hands and farm workers included men of European, Mexican, and possibly Native American descent. Later, men of Japanese descent also worked in the agricultural areas of the southeastern San Fernando Valley. The Survey Area remained mostly agricultural through the 19th century, transitioning between church, public, rancho, and large-scale private ownership under the Lankershim wheat “empire” until the subdivision of the privately-held Lankershim ranches began in the 1880s.

In 1874, the Southern Pacific Railroad began service through the San Fernando Valley to the town of San Fernando, which was the only township in the Valley at the time. The development of the railroad connected the San Fernando Valley to the commercial routes of California and began to open the area to wider scale agriculture and other types of commercial and residential development. After inheriting the Lankershim wheat “empire” from Isaac Lankershim following his death in 1882, Isaac Lankershim Jr. and his brother-in-law I. N. Van Nuys plotted the small town of Toluca, named for a city in Mexico, near the Southern Pacific tracks in 1882. The center of the town was the intersection of present day Chandler Blvd and Lankershim Blvd. Lankershim and Van Nuys subdivided 12,000 acres east of present day Whittsett Avenue to what is now Los Angeles’s boundary with Burbank (an area that comprises most of the Survey Area) into forty-acre “ranchettes” of fruit trees. Several citrus packinghouses were constructed in the town of Toluca adjacent to the existing Southern Pacific Railroad. The remnants of the earliest urban development in the Survey Area include the Toluca Southern Pacific Depot, constructed ca. 1895 in the center of Toluca at the corner of Lankershim and Chandler Boulevards.

The town of Toluca was renamed Lankershim in 1896. The depot was converted to the Lankershim station on the Pacific Electric Red Car passenger line when it began service in 1911. Residential development of this early urban period was mostly modest, wood frame, single-family homes constructed close to the center of Lankershim and scattered throughout the Survey Area on the “ranchettes.” There is a small remaining concentration of these residences located close to Chandler Boulevard, including the Weddington House (HCM #883) that belonged to early settlers of the Lankershim Township.

The suburbanization of the Survey Area and its annexation into the existing city began in 1910 when the Los Angeles Suburban Homes Company, a real estate syndicate with *Los Angeles Times* publisher Harry Chandler at its helm, bought I. N. Van Nuys’ unsold land holdings in the Lankershim ranch and made plans to develop the area as a suburb of Los Angeles. Water from the Owens Valley Aqueduct water arrived in 1913, facilitating the residential growth of the area and its annexation into the city of Los Angeles between 1915 and 1923.

Capitalizing on the glamour of Hollywood to the southeast, the town of Lankershim changed its name to North Hollywood in 1927 and commercial and residential development spread further outward from the town center along Lankershim, Magnolia, and Tujunga Boulevards. North Hollywood Park was established in 1928 and the area began to take shape as a commercial and institutional center.

From the 1920s to 1940s, the Survey Area became an automobile-centered urban community as it moved away from its agricultural roots. After devastating floods in 1938, the creeks and streams of the Survey Area were channelized into the Tujunga Wash concrete flood control channel running through the center of the Survey Area. The reduced risk of flood elevated property values and the desirability of the area for residential development. The population of the San Fernando Valley doubled between 1930 and 1940 and City officials began to plan for imminent widespread growth. In 1943, the City Planning Commission created a Master Plan for the San Fernando Valley that called for the creation of small urban centers with industry and commerce to supplement the agricultural economy and supply employment. However, the agricultural zones around the urban centers were quickly developed into residential communities and commercial centers during the postwar building boom and development of the highway system. The influence of the automobile on residential and commercial development in the Survey Area continued unabated for the rest of the 20th century...

By 1930, three major airports were operating to the north, east, and west of the Survey Area: Los Angeles Metropolitan Airport in Van Nuys (1928), Grand Central Airport in Glendale (1929) and Boeing's United Field in Burbank (1930). Aerospace industries, including the Lockheed and Vega Aircraft facilities, were located just north of the Survey Area in the City of Burbank. The industries attracted an influx of workers during World War II, and the San Fernando Valley population doubled again between 1940 and 1945. The construction of both single-family and multi-family housing continued in North Hollywood during World War II as defense workers migrated to nearby aerospace and defense industries in Burbank. Rancho Vega, designed by Paul R. Williams, is a garden apartment complex designed specifically to house defense workers at the nearby Lockheed-Vega facilities in Burbank. Despite material shortages, the construction of single-family homes continued during wartime, exemplified by the modest Minimal Traditional style houses along Carpenter, Simpson, and Morella Avenues between Burbank Boulevard and Chandler Boulevard (built 1940-1948)...

During the postwar residential building boom, housing restrictions were in place throughout much of the San Fernando Valley; however, the center of North Hollywood, with its older building stock, was one of the few areas of the Valley open to non-white residents. Mexican, Japanese, and African-American laborers and cannery workers lived in the areas to the east of Vineland Avenue and south of Magnolia Avenue. This area had been the residential center of the town of Toluca in the early 20th century. As a result of discriminatory housing practices and deed restrictions dating back to the Los Angeles Suburban Homes Co. subdivisions of the 1910s, other parts of the Survey Area remained predominantly Caucasian during the boom years that began in the 1930s.

Commercial and institutional development boomed in tandem with the San Fernando Valley's expansive, suburban residential development during the postwar period. School buildings were constructed close to (and within) the new housing developments. The booming suburban expansion of the San Fernando Valley during this period resulted in the growth and development of innovative retail and business spaces to serve the growing residential population. The Survey Area served as a

model for a new form of decentralized commercial development: the automobile-oriented regional shopping center. Valley Plaza (developed 1951-1965) was an early and highly influential shopping center that re-oriented building entrances to face large rear parking lots instead of streets and sidewalks and emphasized vehicular access from new freeways rather than from existing boulevards. Several high-rise savings and loan buildings were constructed in the Survey Area, symbolizing the proliferation of a mortgage-based housing market in the Valley during this period as well as the increasing decentralization of commercial activity away from the central core of downtown Los Angeles.

Most of the extant industrial resources in the Survey Area date to the postwar period as old and new companies and industries moved into the North Hollywood area. The area's early industrial resources, including the fruit packing facilities that lined the Southern Pacific tracks beginning in the 1880s, were gradually demolished to make way for newer development. Industrial buildings from this era are concentrated at the intersections of major boulevards and along rail lines. Drug companies, chemical companies, and lumber companies built warehouses, distribution centers, factories, and wholesale offices near the freeways, railroads, and airports of the San Fernando Valley. A number of these industrial resources are present along the former Southern Pacific Railroad line, which ran along Chandler Boulevard near the center of the Survey Area. Other industrial resources are found in the northern part of the Survey Area (between Vanowen Street and Sherman Way), close to the Union Pacific line, the 170 Freeway, and clustered in proximity to Burbank Airport.

The North Hollywood-Valley Village CPA became increasingly diverse during the 1990s. The African-American and Hispanic populations of North Hollywood and Valley Village increased by over 50% between 1990 and 2000. The Asian-American population of the area also increased significantly. Additionally, many immigrants from the former Soviet Union, including Armenia, settled in the San Fernando Valley in the 1990s and 2000s. The Chabad and Orthodox Jewish communities began forming congregations in the Valley Village area north and south of Chandler Boulevard in the early 1980s. Since the 1990s, the North-Hollywood-Valley Village CPA has become a place of increasing diversity, with no single ethnic group holding a majority.

VI. IDENTIFICATION OF HISTORICAL RESOURCES

Site (Maps 1-3, Figures 1-4)

The proposed project site is located at the intersection of Lankershim and Chandler Boulevards and encompasses both sides of Lankershim Boulevard. This intersection of Lankershim and Chandler Boulevards can be considered the center of North Hollywood. Both streets are major transportation arteries with Lankershim Boulevard generally cutting southeast to northwest and Chandler Boulevard running east-west. Both are wide boulevards, each with several lanes of traffic in both directions.⁹ The intersection is also a major transportation hub with the terminus of the Metro Orange Line Busway Station at the northwest corner and the North Hollywood Metro North Hollywood Station at the northeast corner. The Orange Line Busway cuts through the west portion of the project site.

The proposed project site is located in an urban environment with wide sidewalks, some lined with palm trees that are planted in narrow wells along the street edge. The majority of the proposed project site consists of a surface parking lot at the northeast quadrant of the project site, well as the southwest corner of Lankershim and Chandler Boulevards. The project site is surrounded mostly by contemporary development, both multi-family residential and commercial. Multi-family residential buildings range from two to fourteen stories high. A study area defined in Map 4 identifies only six historical resources located adjacent and nearby the project site, all west of Lankershim Boulevard.

The buildings over 45 years of age located at the project site are all located west of Lankershim Boulevard. The Lankershim Depot is located on Chandler Boulevard South,¹⁰ separated from Lankershim Boulevard by a small plaza. The plaza is defined by a low fence and has a paved, diagonal path approximately bisecting it. The center of the small plaza is delineated by a paved, circular area. Plantings consist of low shrubs, two palm trees, and several olive trees. Contemporary metal benches line the path.

11333-11345 Chandler Boulevard is located at the northeast corner of Chandler Boulevard North and Tujunga Avenue. While a sidewalk lines the west side of the group of four buildings along Tujunga Avenue, the south side of the group of buildings consists of driveways. A paved alley runs along the north elevation of the buildings. A tall, solid, metal fence surrounds the east side of the group of buildings and obscures most visibility from the street. A contemporary chain link fence wraps the corner from Tujunga Avenue to Chandler Boulevard North. The group of buildings are industrial in design and there are no plantings around it, except for an overgrown vine on the western-most building on the corner

⁹ As seen in historic maps and photographs, both Chandler and Lankershim Boulevards have been widened.

¹⁰ West of Lankershim Boulevard, Chandler Boulevard splits into a north and south portion with west-bound traffic confined to Chandler Boulevard North and east-bound traffic on Chandler Boulevard South.

Lankershim Depot, 11275 Chandler Blvd

Exterior (Figures 5-19)



Lankershim Depot, top-south elevation, bottom-north elevation (Snow, 2018)

The following description of the Lankershim Depot was included in the 1983 Determination of Eligibility:¹¹

Henricks Builders Supply Company, historically known as Toluca Southern Pacific Train Depot, consists of a 1-story wood frame building constructed approximately 1896. Built in a rectangular building plan and designed in a utilitarian manner with applied decoration, the depot is located on the southern side of the railroad tracks at Chandler Boulevard.

Major architectural features of the depot include a pitched roof and a loading dock with open-shed construction. Architectural details include sawn bargeboards and brackets, and flat window and door openings. Exterior wall material consists of horizontally-placed, smooth flush boards.

The train depot structure has been altered by minor additions, including a new loading dock, fencing and signage. These alterations do not affect the architectural integrity of the structure which has retained the majority of its original detailing. In addition, the site plan of the building remains virtually unaltered.

The Lankershim Train Depot is a long, horizontal structure, one story high and orientated parallel with Chandler Boulevard South to the south and the G (orange) Line terminus to the north. The

¹¹ Robert W. Stout, Dot/UMTA, "Request for Determination of Eligibility for Inclusion in the National Register of Historic Places," Form E.O. 11593, Determination of Eligibility Notification National Register of Historic Places National Park Service, May 1983.

building is located on a slightly raised platform with landscaping planted between the building and sidewalk to the south. Contemporary ramps provide access along the eastern side of the building, both at the south and north elevations. Contemporary metal railings line the perimeter of the platform. Additional stairs are located toward the center of the south elevation. The building has a side gable roof with widely overhanging eaves, a simple fascia, and decorative angled braces. A sign along the ridgeline reads “Southern Pacific – Pacific Electric Station.” A brick chimney rises from the roof towards the east elevation. The eastern portion of the structure is enclosed while the west portion has open sides defined by wood piers around the perimeter. Fenestration consists of multi-light, double hung wood sash. Wood doors are topped by multi-light transoms.

Interior (Figures 20-26)

The building currently functions as a coffee shop with two, main public spaces within the interior: a lower level and an upper level connected by a stair along the south elevation. Both are finished with wood walls, floors, and ceilings. Finishes of the lower level are more refined with channel wood walls and ceiling, while upper level finishes consist of plywood walls and exposed roof structure. Private, back-of-house spaces, including a small kitchen, office, and storeroom are located toward the east elevation.

Alterations

Beginning around 2007, the building underwent a nearly \$4 million rehabilitation project that took over seven years to complete. Prior to the rehabilitation, as noted above, the building had undergone few alterations, which included a new concrete slab covering the wood platform, interior partitions, concrete and wood stairs, new fencing and new signage. Work completed under the recent rehabilitation restored the building to its 1911-1952 appearance and adaptively reused it as a coffee shop/café. Specifically, work included:

- Restoration of building shell and exterior
- Seismic retrofit: replacement and/or strengthening of the foundation and installation of seismic beams, cantilevered posts, plywood diaphragm on roof, and interior shear walls.
- Compliance with ADA requirements
- Removal of later additions, including concrete slab covering wood platform, concrete/wooden stairs, interior partitions
- Tenant improvements
- Construction of two restrooms
- All new systems, including electrical, lighting, plumbing, and mechanical
- Site work including landscaping the corner plaza

Building History (Historic Photos 3-4, 11, 14, 16, 18, 21-24, 28-33, 35-37, 39-54)

The following background was included in a Department of Parks and Recreation form prepared by Roger Hathaway in 1982: ¹²

Hendrick’s Builders Supply (Southern Pacific Depot) is significant for its association with the growth and settlement of North Hollywood, and for its relatively unaltered condition. Southern Pacific built the first line through Toluca (North Hollywood) in 1896, and the station appears to have been built at this time. The Southern Pacific played a highly significant role in the development of agriculture and livestock which were extremely important to the early growth of North Hollywood.

¹² Roger Hathaway, “Hendrick’s Builders Supply Co./Lankershim (Toluca) Southern Pacific Railroad Depot,” State of California, Department of Parks and Recreation, Historic Resources Inventory Form, prepared June 1982.

In December of 1911, the Pacific Electric Company opened its line through North Hollywood, and the station was incorporated into dual service [line] between the Southern Pacific and the Pacific Electric. The Southern Pacific station is one of the few remaining wood frame nineteenth century railroad stations in southern California.

A photograph of 1927 indicates that the station was known as the ‘Southern Pacific – Pacific Electric’ station.

Additional background was supplied by the Historical Lankershim Train Depot Restoration Project in an undated document:¹³

the railway opened up this part of the San Fernando Valley, and the rail station was a catalyst for the development of, and brought growth and prosperity to, what is now North Hollywood. Hundreds of thousands of tons of fruit were shipped to the Lankershim Depot where Bonner Fruit and Cannery Co. processed and canned the food for wide-spread distribution. The Southern Pacific also included passenger service; Pacific Electric ‘Red Car’ passenger Services serve the Lankershim Depot from 1911 to 1952.

Once the Pacific Electric stopped running in 1952, the Depot was leased to a building supply and lumberyard. The property was purchased by Metro in 1991 to facilitate construction of Metro Red Line.

Summary of Significance

The Lankershim Train Depot was officially determined eligible for listing in the National Register in 1983 and was automatically listed in the California Register. It was found significant for “its association with the early growth and subsequent settlement of the North Hollywood area. Additionally, it is one of the only surviving non-adobe structures constructed during the 19th century in the Valley.” As the Depot is listed in the California Register, it is considered a historical resource for purposes of the California Environmental Quality Act (CEQA). The period of significance dates from 1911 through 1952, when the Pacific Electric served the Depot. Character-defining features, or those physical features that convey the Depot’s significance, have been identified to include:¹⁴

- Platform
- Doors/Windows
- Chimney
- Rooftop Signs
- Canopy
- Telephone Booth
- Exterior Walls
- Landscaping
- Interior Floor Plan

¹³ Historic Lankershim Train Depot Restoration Project, “Original Historic Lankershim Train Depot,” unpublished, undated document. The board of directors included President- Guy Weddington McCreary, John Vivian, Diane McCreary. In a September 2000 publication of the Universal City – North Hollywood Chamber of Commerce, *Community Connection*, John Vivian wrote “The importance of the 1895 Southern Pacific Station can not be over emphasized.”

¹⁴ Historic Resources Group, “Finding of Effect Memorandum for ‘Lankershim Depot,’” September 4, 2001.

11333-11345 Chandler Boulevard



Building 1, 11333 Chandler Boulevard, (Figures 27-33)



Located along the north property line, Building 1 is a simple, industrial building with no architectural style and no decorative features. It has a rectangular plan and a side gable roof, composed of corrugated metal, with slightly overhanging eaves. Exterior walls are finished in corrugated metal. The building has no windows.

The primary elevation faces south and contains two, metal roll-up doors at either side of the elevation. Two, small, wood sheds protrude from the south elevation. The small wood shed at the east side of the elevation contains restrooms, while the other, off-set west of center, serves as storage. A single, contemporary, metal door is located toward the west side of the elevation. The east and north elevations have no articulation, including no openings. The west elevation directly abuts Building 3.

Building 1 currently functions as storage. The interior is divided into two, unequally sized spaces. Both spaces have exposed, regularly spaced, metal trusses. Insulation is also visible along the roof, while skylights provide some illumination to the interior. Additional illumination is provided by suspended, contemporary florescent tube lights. Walls are finished in unpainted drywall. The floor of the west space has unfinished concrete, while the floor of the east space is composed of unfinished plywood boards.

Building 2, 11333 Chandler Boulevard, (Figures 34-37)



Building 2 is a small building at the east property line. The building has a rectangular plan and no architectural style. It has a steep, shed roof with boxed eaves at the low, west elevation and high, east elevation. The building is finished in wood siding.

A single, contemporary door, protected by a metal screen, is located off-center at the west elevation. A horizontally sliding aluminum window is located immediately adjacent to the door. The window is also protected by contemporary metal security bars. There is no other articulation on the

west elevation. Neither the south nor east elevations have any articulation. The north elevation contains a large, fixed sash window, also protected by metal security bars, and an additional contemporary door.

Building 2 is used for storage and an office. The office is located at the north side of the building, while the storage is located at the south. All finishes are contemporary.

Building 3, 11341 Chandler Boulevard (Figures 38-47)



Building 3 is a one-story industrial building with no architectural style or decorative features. A bowstring truss roof is evident above the parapet. Fenestration is limited to the primary, south elevation and the south side of the east elevation.

The south, primary façade is set back from the street by a driveway that slopes down. A loading dock fronts the elevation and the main entrance is placed above the loading dock. A walkway along the west side of the driveway provides pedestrian access from the street while a

short flight of concrete steps edged by a simple metal rail leads to the loading dock along the east side of the driveway. Large, metal doors hang from a track that spans above a wide opening, a pedestrian door, and a large, fixed window. At the time of the site visit, the doors were set in a fully open position at either side of the track.¹⁵ The façade is finished in smooth stucco. Signage is painted within the parapet. The south side of the east elevation is also finished in smooth stucco and has fenestration on the first and second floors. On the first floor, fenestration consists of three windows, one fixed sash window and two aluminum sliding sash windows. On the second floor, fenestration consists of wood, double hung sash. The majority of the east elevation is finished in corrugated metal and has no fenestration. The north side of the east elevation directly abuts Building 1. The north elevation, facing the alley, is finished in smooth stucco. It has a large, truck door, roughly centered in the elevation. Although open at the time of the site visit, the truck door has a roll-up metal door, which was partly visible. The west elevation shares a wall with Building 4 and is not visible except for a short segment at the north side of the elevation.

The interior is dominated by a single large space. A small office is located in the southeast corner of the building. The office has a finished ceiling and features contemporary materials, including contemporary wood siding, linoleum floors, and florescent light fixtures. The main interior space

¹⁵ As the doors were in an open position at the time of the site visit, it is not known if the doors ever move.

exhibits unfinished materials. Visible, metal bowstring trusses span the main interior space. Florescent tube lights hang from the ceiling. Plywood roof sheathing is also visible. The floor is finished in concrete while walls are finished in corrugated metal. A mezzanine runs along the east elevation. The mezzanine is reached via a wood stair with no risers, only treads. An enclosed space above the small office, with a door from the mezzanine, was not accessible.

Building 4, 11345 Chandler Boulevard (Figures 48-59)



Building 4 is an industrial/commercial building with no architectural style. The building is constructed close to the property line along both the south and west elevations. Building 4 is two stories high at the primary, south elevation, and steps down to a high-volume single-story along the north three-quarters of the building. The two-story portion has a flat roof with a parapet, while the one-story portion has a bowstring truss roof. Three skylights are visible from the north portion of the roof. The building is

finished in smooth stucco. Fenestration is limited to the south, two-story portion and consists of aluminum, horizontal sliding sash windows. First floor windows are covered with contemporary metal security bars.

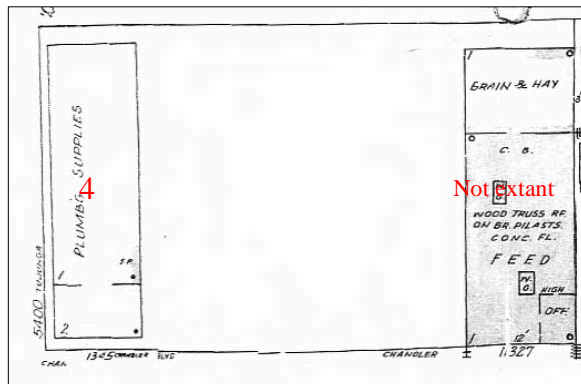
The south façade is three bays wide at the first floor and four bays wide at the second floor. The east bay along the first floor is obscured by overgrown vines attached to the building. The primary entrance is centered on the elevation and is reached via a single concrete step. Glass block sidelights edge both sides of the entrance, although the glass blocks on the west side are obscured by overgrown vines. Three windows are located in each outer bay at the first floor. Bays on the second floor are each defined by a single window. Only a limited portion at the south side of the east elevation is visible due to Building 3 directly adjacent. Along the east elevation, four windows are located on the first floor while two are located on the second floor. All windows on the east elevation are covered by metal awnings. Painted signage above the second-floor windows advertises “Plumbing Supplies.” A single door is located adjacent to Building 3. The rear, north elevation exhibits a variety of siding, including corrugated metal over wood siding. A large truck door is located in the east side of the elevation. A single pedestrian door is located toward the center of the elevation. The west elevation is generally not articulated except for fenestration at the south side of the elevation. Fenestration on the west elevation follows the pattern from the east elevation, with four windows on the first floor and two on the second floor.

Building 4 is currently vacant and in a state of disrepair with a severely deteriorated roof allowing for water infiltration. On the interior, the southern portion of the building appears to have been used for office on the first floor and, most recently, for residential on the second floor. In the office space, doors and windows have simple wood surrounds. Floors are finished with carpet. Some ceilings feature square tile. In the northern portion of the building, bowstring trusses are visible. Shallow mezzanines line the east and west elevations with two bridges spanning the space. Floors are finished in carpet while plywood roof sheathing is visible. Several flights of stairs provide access to the second floor and mezzanines. The interior face of exterior walls are unfinished and wood framing and corrugated metal siding are visible.

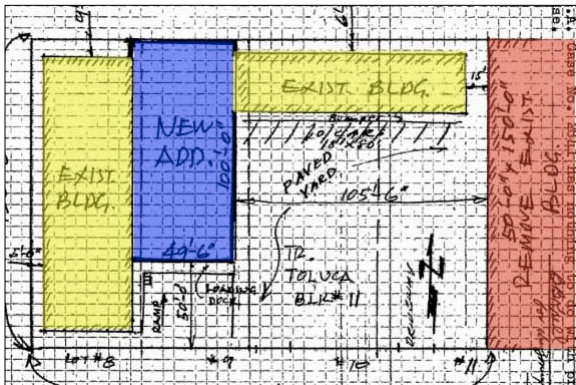
Alterations

The parcel located at 11333-11345 Chandler Boulevard, APN 2350-012-902, is a commercial/industrial property containing the four buildings constructed from about 1945-1994:

Building 1 (constructed 1949-1954); Building 2 (constructed ca. 1994, no original permit available); Building 3 (constructed 1955); and Building 4 (constructed 1945). While the property has evolved over the years with construction and removal of buildings, as described below, the buildings continue to generally appear much as they did when they were constructed.



1948 Sanborn showing Building 4 (left). The feed, grain and hay building (right) was demolished in 1955.



Plot plan from 1955 building permit to add a side addition to the warehouse and remove an existing building.

Chandler Boulevard was originally known as Blakeslee Avenue until the mid-1920s, when the name changed.¹⁶ In the early twentieth century, the parcel was subdivided into 4 to 5 smaller parcels. There were no buildings on the property until about 1922, when an electrical power structure was constructed for a planned concrete pipe manufacturing building. It does not appear the concrete pipe manufacturing building was ever built. Development on the property began in 1928, when four building permits were issued to construct buildings and structures for the Alley Brothers Lumber Company, including a 50'x70' lumber shed, a 24'x40' lumber storage building and two other structures.¹⁷ A feed, hay, and grain warehouse along the east side of the property (not extant) was constructed about 1927.¹⁸ Historic building permits sometimes included the eastern portion of the property (where the feed, hay, and grain building was located) in associated plot plans and sometimes did not. In 1936, the Southern Pacific Railroad made alterations to an existing shed building on the property, to be used as a temporary office.¹⁹ The parcels were subsequently merged to create the existing larger parcel. Most of the early (1920s) buildings were demolished prior to development with the existing buildings beginning in 1945.

¹⁶ 1922 Sanborn map, "11320 Chandler Blvd," Certified Sanborn Map Report, Environmental Data Resources, Inc., September 11, 2019.

¹⁷ "11331-11349 Chandler Boulevard," Application for the Erection of Frame Buildings, Class "D," City of Los Angeles Building Division, Department of Building and Safety, Permit no. 11103, April 17, 1928.

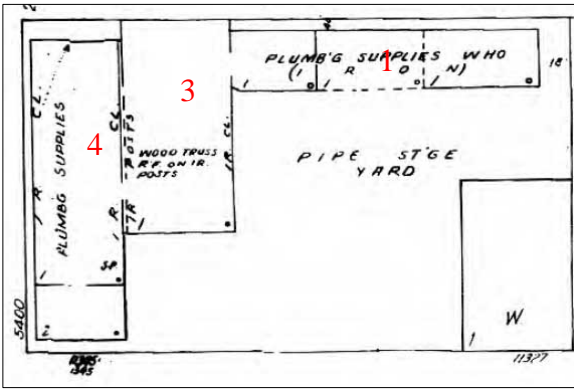
"11331 Chandler Boulevard," Application for the Erection of Frame Buildings, Class "D," City of Los Angeles Building Division, Department of Building and Safety, Permit no. 12022, April 25, 1928.

"11331 Chandler Boulevard," Application for the Erection of Frame Buildings, Class "D," City of Los Angeles Building Division, Department of Building and Safety, Permit no. 17787, June 22, 1928.

"11331 Chandler Boulevard," Application for the Erection of Frame Buildings, Class "D," City of Los Angeles Building Division, Department of Building and Safety, Permit no. 17788, June 22, 1928.

¹⁸ While the 1927 Sanborn map does not show this building, it is visible on an historic aerial from the same year.

¹⁹ "11333 Chandler Boulevard," Application to Alter, Repair, Move, or Demolish, City of Los Angeles Building Division, Department of Building and Safety, Permit no. 31716, November 12, 1936.



1970 Sanborn showing Buildings 1,3 and 4. The warehouse at the far right has been demolished.

In 1945, a permit was issued for construction of Building 4, originally designed as a 40'x140', one- and two-story, 20'-high supply warehouse for the Edwards Plumbing and Supply Company (extant).²⁰ In 1948, permits were issued for interior alterations to add a 10'x105' mezzanine,²¹ to add ceiling joists and make other modifications to the ceiling of a second-floor office space, 19'x38'.²²

In 1955, a permit was issued for construction of Building 3 as a 49'6"x100', one-story, 22'-tall addition to Building 4.²³ The same permit shows removal of the existing 50'x150' building to the east (previously the feed, hay, and grain

warehouse) in the associated plot plan.

Building 1 appears to have been constructed as a combination of additions made to the east of Building 3, though early building permits and plot plans are unclear about precise dates of construction for this building. For example, in 1949, a permit was issued for a one-story, 25'x39' addition extending east of the warehouse, with corrugated aluminum exterior walls.²⁴ In 1951, a permit was issued for another one-story side addition, 26'x38', also extending east of the warehouse, south of the prior addition.²⁵ In 1951, a permit was issued to add a 26'x14' storage building and to relocate an existing 26'x40' building.²⁶ In 1954, a permit was issued to add a 26'x50' side addition to the warehouse with a 11'x50' mezzanine.²⁷ Also, in 1951, a permit was issued to erect a new 16'x40', 1-story, 12' high office and storage building with wood frame construction and stucco cladding (not extant).²⁸

There is no original permit available documenting construction of Building 2, but historic aerials show the building was constructed by 1994.²⁹ It should be noted that in 1969 the Edwards Plumbing Supply Company also developed another one-story, 49'6"x90' warehouse to the east of the existing buildings,³⁰ but that building was demolished about 2007.³¹

²⁰ "11345 Chandler Boulevard," Application to Erect a New Building, Type V, City of Los Angeles, Department of Building and Safety, Building Division, Permit no. 17970, November 13, 1945.

²¹ "11345 Chandler Boulevard," Certificate of Occupancy, City of Los Angeles Department of Building and Safety, Permit no. 16249, 17970, 2141, August 29, 1946.

²² "11345 Chandler Boulevard," Application to Alter, Repair or Demolish, City of Los Angeles Department of Building and Safety, Building Division, Permit no. VN1646, February 5, 1948.

²³ "11345 Chandler Boulevard," Application to Alter, Repair or Demolish, City of Los Angeles Department of Building and Safety, Building Division, Permit no. VN11786, August 5, 1948.

²⁴ "11345 Chandler Boulevard," Application to Alter, Repair or Demolish and for a Certificate of Occupancy, City of Los Angeles, Department of Building and Safety, Building Division, Permit no. VN12067, November 8, 1955.

²⁵ "11345 Chandler Boulevard," Application to Alter, Repair or Demolish and for a Certificate of Occupancy, City of Los Angeles Department of Building and Safety, Building Division, Permit no. VN1733, February 16, 1949.

²⁶ "11345 Chandler Boulevard," Application to Alter, Repair or Demolish and for a Certificate of Occupancy, City of Los Angeles Department of Building and Safety, Building Division, Permit no. VN9997, June 21, 1951.

²⁷ "11345 Chandler Boulevard," Application to Alter, Repair or Demolish and for a Certificate of Occupancy, City of Los Angeles Department of Building and Safety, Building Division, Permit no. VN14137, September 11, 1951.

²⁸ "11345 Chandler Boulevard," Application to Erect a New Building and for Certificate of Occupancy, City of Los Angeles, Department of Building and Safety, Building Division, Permit no. VN85786, October 14, 1954.

²⁹ "11345 Chandler Boulevard," Application to Erect a New Building and for Certificate of Occupancy, City of Los Angeles, Department of Building and Safety, Building Division, Permit no. VN16390, October 26, 1951.

³⁰ Google Earth, historical imagery, 1989, 1994, 2007.

³¹ "11325 Chandler Boulevard," Application for Inspection of New Building and for Certificate of Occupancy, City of Los Angeles, Department of Building and Safety, Permit No. VN45101, May 22, 1969.

³² Google Earth, historical imagery, 2007.

History (Historic Photo 34)

Historic map book records of the Los Angeles County Assessor show the property was historically owned by Southern Pacific Railroad Company, from 1905 through 1991.

The existing buildings were originally occupied by plumbing supply companies. The earliest known tenant was the Edwards Plumbing and Supply Company, a tenant from 1945 until at least 1969, as shown on building permits. Edwards Plumbing Supply Company sold wholesale plumbing supplies. There is little available information about the history of the business. Historic newspaper databases indicate the company did not take out display advertisements, though it is mentioned a few times in advertisements for fixtures it supplied and is sometimes referred to as “Edwards Supply Co.”³² Early city directory listings provided that Charles K. Bereny (c. 1899-1980) was the main contact person in the mid-1940s. Bereny was born in Ohio, lived nearby the property at 4531 Lankershim Boulevard in 1946.³³ By 1960, he was the president of the company. He retired that year to Palm Springs.³⁴ The company appears to have had another location in Azusa in 1960.³⁵ Edwards Plumbing Supply Company remained at the property until at least 1969, when the last available building permit showing it as owner is available.

The current tenant of Building 3, Mark Gerson Plumbing Supply, Inc. appears to have occupied the building beginning around 1985, when the business registered with the California Secretary of State.³⁶

Historic newspapers include some information about later tenants. In the 1970s through the early 2000s, there were a few different tenants occupying Building 4. In 1979, a classified advertisement was published seeking people to deliver telephone directories, inviting applicants to visit one of several locations, including at 11345 Chandler Boulevard (name of directory company not given).³⁷ In 1983, a clothing company known as VSOP (Velvet & Satin on People), which offered custom designed clothing, was located at 11345 Chandler Boulevard.³⁸ In 1989, a classified advertisement was published for an available 6,200 square-foot shop and office space with 15’-high ceilings at 11345 Chandler Boulevard.³⁹ In the mid-1990s, a theater known as Haunted Studios occupied 11345 Chandler Boulevard. There are only a few available articles about work produced at the theater. In 1995, the Fabulous Monsters Performance Company produced “The Tiny Hamlet Show,” an abbreviated adaptation of Hamlet, in the building.⁴⁰ In 1996, a performance of a musical satire, “Who Killed Mrs. Bitzer?” was also produced in the building.⁴¹ While there are few available historical newspaper references to Haunted Studios over the years, Google Street imagery shows the theater occupying the building until 2007.

³² “Your Home Could Be Warm by Tonight,” *Los Angeles Times*, December 13, 1949: 35.

³³ *North Hollywood and Studio City Directory, 1946*, (Glendale Directory Co., Householders Guide), 7.

North Hollywood and Studio City Directory, 1944, (North Hollywood Directory Co.), 133.

³⁴ “Bereny, Obituary,” *The Desert Sun*, (Palm Springs, California), August 15, 1980: 4.

³⁵ *Independent Star News*, (Pasadena, California), March 17, 1963: 15.

³⁶ Entity No. C1271056, California Secretary of State Business Search, businesssearch.sos.ca.gov.

³⁷ Classified Ad, *Los Angeles Times*, March 11, 1976: 123.

³⁸ Display Ad, *LA Weekly*, Los Angeles, February 3, 1983: 84.

³⁹ Classified Ad, *Los Angeles Times*, March 25, 1989: 85.

⁴⁰ “The Tiny Hamlet Show,” *LA Weekly*, April 20, 1995: 84.

⁴¹ “Who Killed Mrs. Bitzer?” *LA Weekly*, March 7, 1996: 77.

The later performance was met with one, negative review, due to its “competing agendas of a bevy of characters who look like they’ve just stepped out of a porno flick.”

Historic Resource Assessment

As 11333-11345 Chandler Boulevard has not been previously evaluated for historic or architectural significance, the following evaluates the property for eligibility for listing in the National and California Registers, as well as a local HCM. Because eligibility criteria for local HCM designation align in large degree with eligibility criteria for National and California Registers, the following evaluation considers eligibility under each of the criteria at federal, state and local levels under a single heading. The assessment concludes that 11333-11345 Chandler Boulevard is not eligible for designation under any criteria.

Criterion A/1/1: Is associated with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

11333-11345 Chandler Boulevard does not appear eligible for designation under criterion A/1/1. Although the property functioned primarily as a plumbing supply since construction started in 1945, there is no evidence any of the companies that have been tenants have made substantial contributions to broad patterns of our history. New house construction was a major industry in the San Fernando Valley after World War II, as described above. However, building construction includes many components, only one of which is plumbing. Plumbing companies have participated in the post-World War II building boom by providing plumbing services, but are not known to have been key players or influencers. In addition, there are not clear historical associations between any of the plumbing businesses that have been at the property and their work on any specific projects of importance. Therefore, it cannot be said that the plumbing businesses that occupied the property located at 11333-11345 Chandler Boulevard made a significant contribution to that industry and the property is therefore not eligible for designation under criterion A/1/1.

Criterion B/2/2: Is associated with the lives of persons important in our past.

Few people have been identified as associated with the property at 11333-11345 Chandler Boulevard. One that has been identified, Charles K. Bereny, was the primary contact for Edwards Plumbing Supply Company and later president for that company. Available research did not reveal that Charles Bereny was a person important in our past. Therefore, the subject property is not eligible for designation under criterion B/2/2.

Criterion C/3/3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values.

11333-11345 Chandler Boulevard is a complex of four buildings historically and currently used for plumbing supply and warehousing. The buildings are utilitarian, constructed with industrial materials, including corrugated sheet metal, and do not exhibit any architectural style. No architect or builder has been associated with the buildings. The buildings do not embody the distinctive characteristics of a type, period, region, or method of construction, nor do they represent the work of an important creative individual. The buildings most certainly cannot be said to possess high artistic values. Therefore, the buildings are not eligible for designation under criterion C/3/3.

Criterion D/4: Has yielded, or may be likely to yield, information important in prehistory or history.

The subject properties cannot be reasonably expected to yield information important in prehistory or history; therefore, they are not eligible under Criterion D/4.

Historic District Eligibility

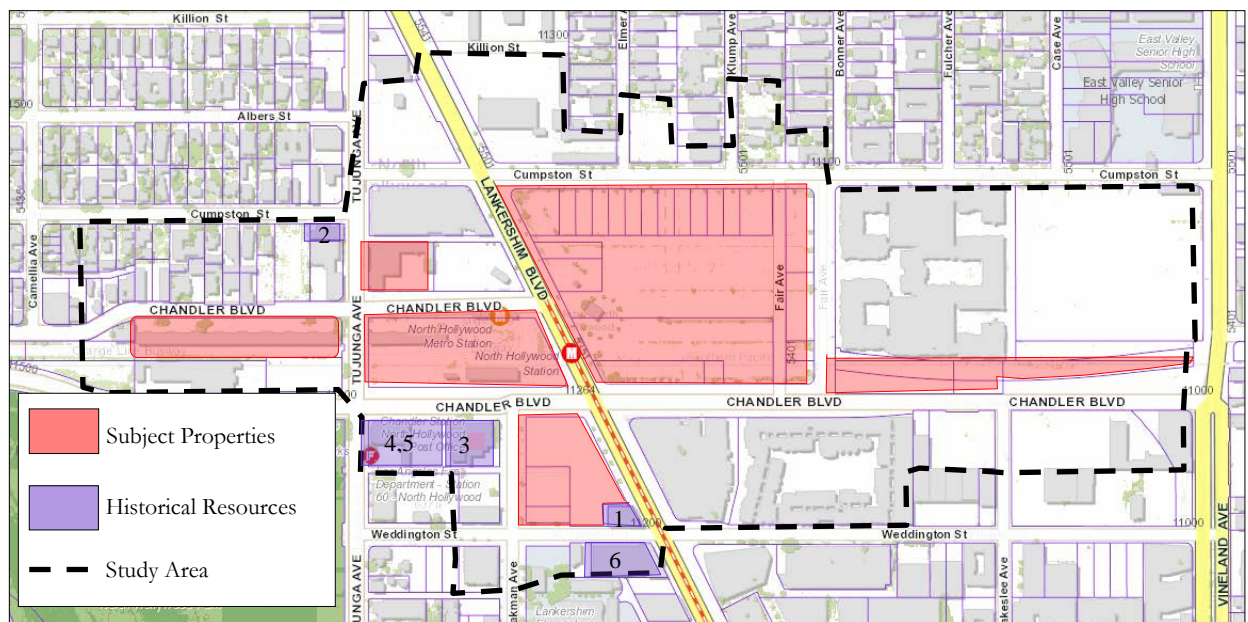
The subject properties are not located within the boundaries of any potential historic district identified by SurveyLA. Furthermore, there are no other industrial buildings 45 years of age or older

near the property; there is no potential for a historic district to which the subject property could contribute.

VII. NEARBY HISTORICAL RESOURCES

This report section evaluates potential impacts of the proposed project on identified historical resources located adjacent and nearby the subject properties, within a defined study area. For purposes of this analysis, a study area surrounding the subject properties is defined, outlined in black on the below map, with the subject properties at the center highlighted in yellow. The study area encompasses approximately one parcel beyond each of the subject properties within the project site. Historical resources were identified based on findings of the City of Los Angeles' recently completed historic resource survey, SurveyLA; the State of California Office of Historic Preservation database for local properties, the Los Angeles County Historic Property Data File; and the City of Los Angeles Zoning Information and Map Access System (ZIMAS). Included in this review are properties already designated as historical resources as well as those found potentially eligible. The below table summarizes their eligibility and is followed by a brief description of significance for each property.

Map of Study Area



Map of adjacent and nearby historical resources, project site highlighted red, adjacent and nearby historical resources highlighted purple (Source map: Los Angeles County Assessor)

Table of Study Area

No.	Address	APN	Date Constructed	Designation/Eligibility
1	Security Trust and Savings Bank, 5301 Lankershim Blvd	2350-016-006	1923/1930	Listed in the CR, eligible for listing in the NR
2	Angeleno Valley Mortuary, 5423 Tujunga Ave	2350-010-046	1929	Eligible for listing in the NR, CR, and as an HCM
3	U.S. Post Office North Hollywood, 11314 W. Chandler Blvd	2350-016-900	1933	Eligible for listing in the NR, CR, and as an HCM

No.	Address	APN	Date Constructed	Designation/Eligibility
4	Fire Station #60, 11338 W. Chandler Blvd	2350-016-901	1949	Eligible for listing in the NR, CR, and as an HCM
5	Air Raid Siren #210, 11338 W. Chandler Blvd	2350-016-901	1939	Eligible for listing in the NR, CR, and as an HCM
6	El Portal Theater, 5265-71 Lankershim Blvd; 11200-11220 Weddington St	2350-017-030	1926/1950	Locally designated

Descriptions of Adjacent and Nearby Historical Resources

1. Security Trust and Savings Bank, 5301 Lankershim Boulevard (Figure 60, Historic Photos 5-6, 10, 27)



Constructed in 1923, 5301 Lankershim Boulevard was determined eligible for listing in the National Register and is listed in the California Register.⁴² The original building permit is not available. The building is two-stories high and trapezoidal in plan, oriented east toward Lankershim Boulevard, with a secondary entrance on the south elevation fronting Weddington Avenue. The building is designed in the Beaux Arts style, with a symmetrical design, tripartite form, openings defined by pilasters, monumental entrance, elaborate cornice, and decoration with ornamental sculpture, including at spandrel panels and over the main entrance. A bank

operated out of the building between 1923 and 1972,⁴³ under the names Security First National Bank and Security Trust and Savings Bank. The property was also previously occupied by a bookstore and later a club called Bank Heist.⁴⁴ The building currently functions as a restaurant and bar.

⁴² The property received this status code in 1984 ("5303 Lankershim Boulevard," *Los Angeles County Historic Property Data File*, Office of Historic Preservation, March 15, 2011: 374).

"5301 Lankershim Boulevard," *City of Los Angeles Zoning Information and Map Access System (ZIMAS)*, zimas.lacity.org.

⁴³ "Real Estate Auctions," *Los Angeles Times*, September 24, 1972, 34.

⁴⁴ The club was destroyed by fire in 2008 ("The Federal Bar brings tasty bites to North Hollywood," *Los Angeles Times*, January 26, 2011, latimesblogs.latimes.com/dailydish/2011/01/the-federal-bar-bows-in-north-hollywood.html).

2. Angeleno Valley Mortuary, 5423 Tujunga Avenue (Figure 61)



Constructed in 1929, 5423 Tujunga Avenue was identified as significant in SurveyLA because it is an “excellent example of a 1920s mortuary.”⁴⁵

Designed in the Spanish Colonial Revival style, the building was constructed for a cost of \$8,000, initially built as a one-story, 47-x103’, 8-rooms with wood frame construction and stucco exterior cladding.⁴⁶ The original owner was C.W. Shirey of 11030 La Maida in North Hollywood, while the original architect was Hans Wallner.⁴⁷ Funeral director Bernard C. McNamara ran the McNamara mortuary at the property from the late twenties until his death in 1948.⁴⁸ The mortuary later became

the De Lucia Mortuary in the 1960s,⁴⁹ and appears to have been in continuous use as a mortuary through present day. It is currently known as Angeleno Valley Mortuary. The building has an irregularly shaped floor plan with several distinct one- and one-and-a-half story portions, stucco exterior cladding, and multiple rooflines, including both flat and shed roofs, with some red clay tile roofing.

3. U.S. Post Office North Hollywood, 11314 W. Chandler Boulevard (Figure 62, Historic Photos 14, 18, 23)



Constructed beginning in 1933 and completed in 1937, 11314 West Chandler Boulevard was identified in SurveyLA as a “significant example of a US Post Office, representing the expanding population in the San Fernando Valley and the need for government services in the area,” and an “excellent example of PWA Moderne architecture, with regional influence of the Spanish Colonial Revival style.”⁵⁰ There is no original building permit available, but a permit was issued for valuation purposes in 1938 and provided the building was originally constructed for a cost of \$72,789.00.⁵¹

The primary façade is oriented north toward Chandler Boulevard South and features a flat roof near the façade with a taller, side gable roof set

⁴⁵ “Angeleno Valley Mortuary,” *Historic Places LA: Los Angeles Historic Resources Inventory*, www.historicplacesla.org/reports/82294fb9-4cce-4038-99c5-dda403746fc2.

⁴⁶ “5423 Tujunga Avenue,” Application for the Erection of Frame Buildings Class “D,” City of Los Angeles Department of Building and Safety, Building Division, Permit No. 10667, April 19, 1929.

⁴⁷ Hans H. Wallner is listed in the 1930 San Fernando Valley directory as a draftsman residing at 11134 Kling (*San Fernando Valley City Directory, 1930*, (Los Angeles: Los Angeles Directory Co.), 538).

⁴⁸ McNamara moved to North Hollywood from Minnesota in 1928 and was a member of the North Hollywood Rotary club, Council of Knights of Columbus and chamber of commerce. He married Rosella McNamara (“Last Services for McNamara Tomorrow,” *Los Angeles Times*, April 15, 1948: 22).

San Fernando Valley City Directory, 1930, (Los Angeles: Los Angeles Directory Co.), 501.

San Fernando Valley (California) Directory, 1939-1940, (Van Nuys: San Fernando Valley Directory Co.), 814.

⁴⁹ “5423 Tujunga Avenue,” Application for Inspection of New Building and for Certificate of Occupancy, City of Los Angeles, Department of Building and Safety, Permit no. 16416, January 5, 1966.

⁵⁰ “United States Post Office North Hollywood,” *Historic Places LA: Los Angeles Historic Resources Inventory*, www.historicplacesla.org/reports/71576f6e-1712-4bd8-a220-7470e5cf6eeb.

⁵¹ “11300 Chandler Blvd,” Application for the Erection of a Building, Class “A,” City of Los Angeles, Department of Building and Safety, Building Division, Permit no. 02866, January 31, 1938.

back. The architectural design exemplifies PWA Moderne architecture through its simple, symmetrical façade free of ornamentation,⁵² in combination with the Spanish Colonial Revival style, expressed through stucco cladding and red clay tile roofing.

4. Fire Station #60, 11338 W. Chandler Boulevard (Figure 63, Historic Photo 17)



Constructed in 1949, 11338 W. Chandler Boulevard was identified in SurveyLA as a “significant example of a post World War II bond-measure financed fire station, representing the expanding population in the San Fernando Valley and the need for municipal services in the area,” and an “excellent example of the International Style as applied to a municipal fire station. Exhibits high quality design.”⁵³ There is no original building permit available. The building is two-stories high, with its primary facade, containing the main firetruck door openings, oriented west toward Tujunga Avenue. The architectural design

expresses the International Style through an emphasis on horizontality with use of ribbon windows and openings bordered by flat horizontal eyebrows and canopies. An air raid siren (described below) is located on the roof of a tower at the southeast corner where the two portions of the L-shaped building meet.

5. 11338 W. Chandler Boulevard (Air Raid Siren #210), (Figure 64)



The air raid siren mounted atop Fire Station #60 at 11338 West Chandler Boulevard was identified as a significant feature in SurveyLA. It was described in survey as “Federal model 4,” the “flattened birdhouse” type, and is significant for its association “with World War II and Cold War military infrastructure.”⁵⁴ Specifically, according to SurveyLA’s historic context statement for historical resources associated with military institutions and activities, “the sirens, as a system, represent an important phase in the history of the Federal civil defense program develop in response to World War II and the Cold War.”⁵⁵ The “flattened birdhouse”

⁵² PWA Moderne is also referred to as “Starved Classicism” in a National Register nomination form for U.S. Post Offices in California (Doug Robertson and R. Dale Beland, Beland/Associates, Inc., “U.S. Post Offices in California, 1900-1941, Thematic Resources,” National Register of Historic Places Inventory—Nomination Form, United States Department of the Interior, National Park Service, prepared July 23, 1984: Continuation Sheet, Item No. 8, Page 22.

⁵³ “Fire Station #60,” *Historic Places LA: Los Angeles Historic Resources Inventory*, www.historicplacesla.org/reports/13c6e85e-1cb0-47c9-a4df-21dcf3617c88.

⁵⁴ “Air Raid Siren #210,” *Historic Places LA: Los Angeles Historic Resources Inventory*, www.historicplacesla.org/reports/2b4fb8e3-13e4-4230-8fd4-671864e464fc.

While the survey form indicates the air raid siren was installed in 1936, aerial photographs suggest it was likely installed along with the fire station in 1949.

⁵⁵ *SurveyLA, Los Angeles Historic Context Statement, Guidelines for Evaluating Resources Associated with Military Institutions and Activities, 1850-1980*, City of Los Angeles, Department of City Planning, Office of Historic Resources, November 2019: 20.

type is composed of a cylindrical housing unit with two roof-like overhangs that run around the entire circumference; the siren is short and wide and has closely spaced overhang features.⁵⁶

6. El Portal Theater, 5265-71 Lankershim Boulevard; 11200-11220 Weddington Street (Figure 65, Historic Photo 6)



Constructed in 1926 and 1950, El Portal Theater was locally designated as City of Los Angeles Historic-Cultural Monument No. 573 in 1993.⁵⁷ Designed by Lewis Arthur (L.A.) Smith and designed in the Spanish Renaissance Revival style, the El Portal Theater was originally constructed for Hollywood Theaters, Inc. at a cost of \$100,000⁵⁸ as a vaudeville theater and silent movie house.⁵⁹ It was opened in 1926 by West Coast Theatres. The interior was substantially remodeled in the 1950s.⁶⁰ The building was damaged during the 1994 Northridge Earthquake and repaired at the façade.⁶¹ The majority of historic material was

removed from the interior at this time, but the façade and marquee were retained,⁶² with the theater reopening in January 2000.⁶³ The building expresses the Spanish Renaissance Revival style through use of stucco cladding and decoration that emphasizes verticality, elaborated with sculptural ornamentation.

⁵⁶ *SurveyLA, Los Angeles Historic Context Statement, Guidelines for Evaluating Resources Associated with Military Institutions and Activities, 1850-1980*, City of Los Angeles, Department of City Planning, Office of Historic Resources, November 2019: 21.

⁵⁷ Historic-Cultural Monuments List, City Declared Monuments, City of Los Angeles, updated April 3, 2018: 22.

⁵⁸ “5275-5287 Lankershim Boulevard,” City of Los Angeles Department of Building and Safety, Application for the Erection of Class “A” Building,” Permit No. 43943, December 31, 1925.

⁵⁹ “History,” *El Portal Theater*, elportaltheatre.com/history.html.

⁶⁰ “El Portal Theatre, 5269 Lankershim Boulevard,” *Cinema Treasures*, cinematreasures.org/theaters/1978.

⁶¹ “5269 Lankershim Boulevard,” Application for Inspection to Add-Alter-Repair-Demolish and for Certificate of Occupancy, City of Los Angeles, Department of Building and Safety, Permit No. HO30288, June 21, 1994.

⁶² “El Portal Theatre, 5269 Lankershim Boulevard,” *Cinema Treasures*, cinematreasures.org/theaters/1978.

⁶³ “History,” *El Portal Theater*, elportaltheatre.com/history.html.

VIII. THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

California Environmental Quality Act (CEQA) Guidelines

According to the CEQA Guidelines, a project would result in a significant impact to historical resources if it would cause a *substantial adverse change* in the significance of an historical resource. A substantial adverse change is defined in CEQA Guidelines §15064.5(4)(b)(1), as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the *significance of an historical resource would be materially impaired.*” The significance of an historical resource is materially impaired, according to CEQA Guidelines §15064.5(4)(b)(2), when a project:

- (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to §5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of §5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of the evidence that the resource is not historically or culturally significant; or
- (C) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

The CEQA Guidelines also specify a means of evaluating the relative significance of project impacts on historical resources. CEQA Guidelines §15064.5(b)(3) state:

Generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Secretary's Standards*, Weeks and Grimmer, 1995), shall be considered as mitigated to a level of less than a significant impact on the historical resource.⁶⁴

Under CEQA, the key issue relates to how a proposed development may impact the potential eligibility of a structure(s) or a site for designation as an historic resource. The *Secretary's Standards* were developed by the U.S. Department of the Interior as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 Code of Federal Regulations Section 67.7). Similarly, the City's Cultural Heritage Ordinance provides that compliance with the *Secretary's Standards* is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to Historic-Cultural Monuments (see Los Angeles Administrative Code Section 22.171.14. a.1). Therefore, the *Secretary's Standards* are used for regulatory approvals for designated resources. Similarly, CEQA recognizes the value of the *Secretary's Standards* by using them to demonstrate that a project may be approved without an EIR. In effect, CEQA has a “safe harbor” by providing either a categorical exemption or a negative declaration for a project which meets the *Secretary's Standards* (see State CEQA Guidelines Section 15331 and 15064.5(b)(3)).

⁶⁴ CEQA Guidelines §15064.5(b)(3).

In summary, the definition of substantial adverse change is whether a project demolishes or materially alters in an adverse manner the physical characteristics that convey historical significance of the resource or that justify its eligibility for the California Register or a local register such as the list of Historic-Cultural Monuments. In other words, if a project would render an eligible historic resource ineligible then there would be a significant adverse effect under CEQA. This refinement to the factors listed in the City's *CEQA Thresholds Guide* has been reviewed and concurred with by the City of Los Angeles Planning Department's Office of Historic Resources.

Secretary of the Interior's Standards for Treatment of Historic Properties

The *Secretary's Standards* consist of four treatments, the most common of which is rehabilitation, which is defined as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." The rehabilitation standards are:

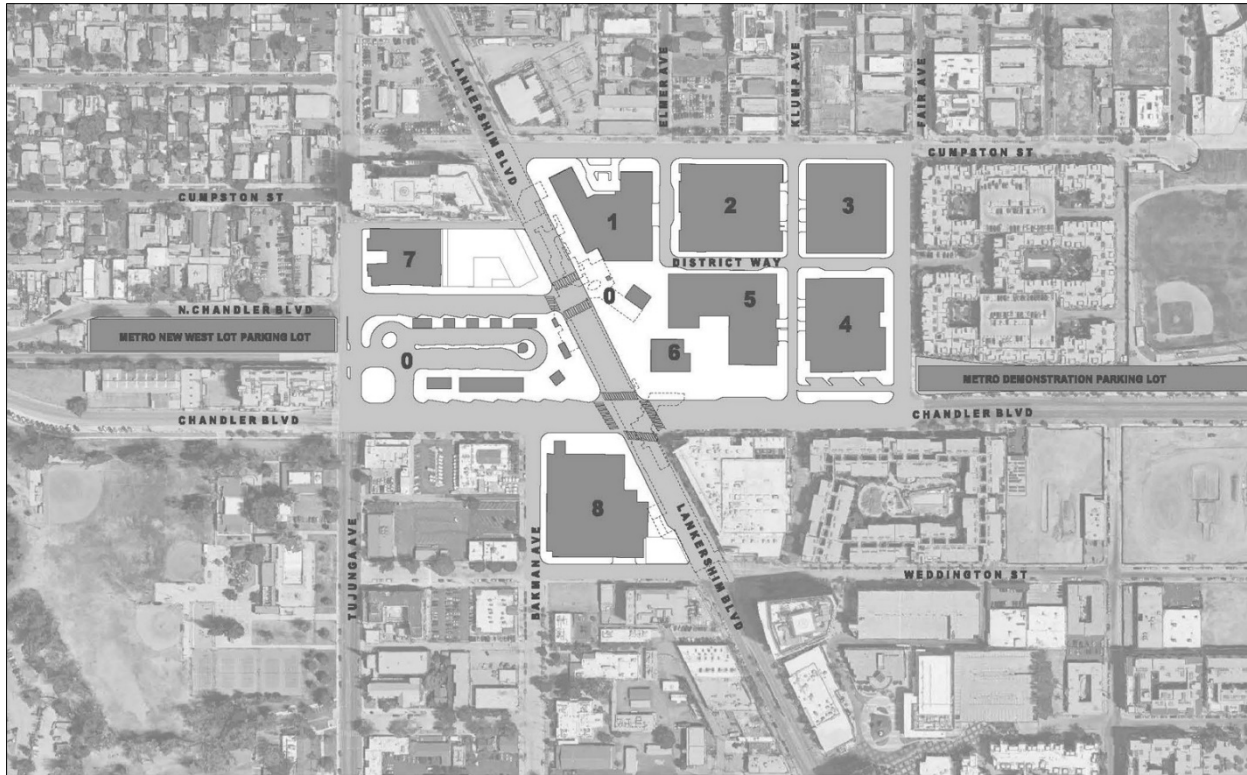
1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The *Secretary's Standards* are intended to be flexible and adaptable to specific project conditions to balance change while retaining historic building fabric to the maximum extent feasible. The National Park Service has created a substantial amount of written guidance, most of it available online, including Illustrated Guidelines for Rehabilitating Historic Buildings, Preservation Briefs, Preservation Tech Notes, and Interpreting the Standards Bulletins (ITS).

IX. ASSESSMENT OF PROJECT IMPACTS

Description of Proposed Project

The proposed project is described in a design package submitted to the City of Los Angeles Department of City Planning and prepared by Gensler, HKS, KFA, and RELM, dated November 1, 2019. Specific drawings from the package that relate to historical resources are included as Attachment G.



Site plan for proposed project, identifying locations of nine blocks.

The proposed project consists of 9 (nine) blocks that will be constructed in multiple phases within a 15-year period. The following describes proposed development on each of the nine blocks. As there are no historical resources in the immediate vicinity of Blocks 1-6, description of proposed development is summarized.

Block 0, on which the Lankershim Depot is located, encompasses the city block bounded by Lankershim Boulevard to the east, North Chandler Boulevard to the north, Tujunga Avenue to the west, and South Chandler Boulevard to the south. Metro requirements, to accommodate 25,000 anticipated daily users, includes the following:⁶⁵

- consolidation of Metro Orange Line, LADOT Commuter Express, as well as other local and regional bus lines in a single transit center
- a Metro Bike Hub
- new bus shelters

⁶⁵ "District NoHo, Initial Study," prepared for the City of Los Angeles, Department of City Planning, 16.

- an employee break room
- a security office
- architectural and art inspired updates to and reconfiguration of the existing Metro west portal
- addition of a second west portal

Block 0 spans Lankershim Boulevard and consists of Block 0 West, which is bounded by Chandler Boulevard North and South, Tujunga Avenue to the west, and Lankershim Boulevard to the east, and Block 0 East, which is located on the east side of Lankershim Boulevard and consists of the existing portal to the Metro North Hollywood Station and immediately surrounding area. Existing buildings on Block 0 that date from the 1980s, facing Chandler Boulevard North, will be removed to accommodate additional bus boarding and a larger bus turnaround. To allow for a new portal to the Metro North Hollywood Station at the northwest corner of Lankershim and Chandler Boulevards, the Lankershim Depot is proposed to be relocated approximately 44-feet to the west and 2.5-feet to the south and will be installed on new foundations. The Lankershim Depot is proposed to retain a retail function. The existing landscaped plaza at the northwest corner will be removed to allow for construction of a new portal to the Metro North Hollywood Station. New landscaping will be installed that will reinterpret the historic landscaped plaza and its relationship to the Depot. Additional specific details of the relocation have not yet been developed.

Blocks 1 through 6 of the proposed project are located east of Lankershim Boulevard, bounded on the north by Cumpston Street, east by Fair Avenue, and south by Chandler Boulevard. With the exception of a portal to the Metro North Hollywood Station, there are no existing buildings on the site. Five new residential and mixed-use buildings are proposed for Blocks 1 through 5/6 that range in height from six to 28-stories. A new plaza is proposed for Block 5/6 that will be surrounded on three sides by retail and fronted, at the northeast corner of Lankershim and Chandler Boulevard, by a new enclosure to the existing portal to the Metro North Hollywood Station.

Block 7 is located at the northeast corner of Chandler Boulevard North and Tujunga Avenue. The four buildings currently on the site of 11333-11345 Chandler Boulevard are proposed to be demolished. The new building on the site will be five-stories high with one level of subterranean parking and one level of parking at ground level. The upper floors will consist of two rectangular segments oriented east-west on either side of a courtyard.

Block 8 is bounded by Chandler Boulevard South to the north, Lankershim Boulevard to the east, Weddington Street to the south and Bakman Avenue to the west. The site is currently vacant. The proposed new 15-story office building at the site includes four stories of subterranean parking, six stories of parking above ground with retail fronting Lankershim and Chandler Boulevards. The generally rectangular six-story podium will be topped by an office tower. The south elevation of the new building is directly adjacent to the Security Trust and Savings Bank at 5301 Lankershim Boulevard. To soften the height difference between the two buildings, the podium of the new building will step back at the south elevation from four to six stories. The building is proposed to be contemporary in design. The parking podium will be clad in a mesh screen with areas set aside for future artwork. Upper floors will be finished in floor-to-ceiling glazing. Outdoor landscaped areas will be provided adjacent to retail areas at the ground floor and at the roof of the podium.

Evaluation of Direct Impacts

The proposed project appears to have a direct impact on the location, setting, and association of the Lankershim Depot. Historically used for passenger travel, the town of Lankershim, later North Hollywood, grew up around and in direct response to the location of the Depot at this intersection. As described above, the presence of the railroad allowed for development of the townsite in the beginning of the twentieth century. Although separated from the corner by the small plaza, the Lankershim Depot has historically been very visible from Lankershim and Chandler Boulevards. The small plaza at the northwest corner of Lankershim and Chandler Boulevards has previously been identified as a character-defining feature of the Depot. Relocation of the Lankershim Depot, any distance away from the corner, would change the historic relationship and close association the Depot has with the prominent corner. While the relationship between the Depot and Chandler Boulevard South will also change, as seen in historic maps and historic photographs, the distance between the Depot and street has changed over time as Chandler Boulevard South has widened. The primary relationship has always been between the Depot and the intersection of Lankershim and Chandler Boulevards. Therefore, while the Depot will move slightly closer to the street to the south and bus parking will be angled, rather than parallel, this change will not constitute a direct impact to the Depot. In addition, removal of the small plaza, albeit reconstructed in 2018, and replacement with a new portal to the Metro North Hollywood Station, further diminishes the spatial relationship of the Depot to the neighborhood by reducing its visibility and thus centrality to the community.

Retaining the Lankershim Depot in its existing location was determined to be infeasible. As detailed in a memorandum by Kimley-Horn and Associates, dated March 10, 2020, the relocation plan was selected through a design process aimed to incorporate all of Metro's requirements while having the least impact on the Depot (see Attachment F). Alternatives considered included constructing the new portal at the north side of the block, close to the existing portal on the west side of Lankershim Boulevard or enlarging the existing portal. Both of these alternatives were determined infeasible due to the size of expected future ridership.

Specific details of the relocation have not yet been developed, including: how the building will be stabilized with shoring for the relocation; how the relocation will occur, including whether or not the building will be moved whole or in multiple sections that are stitched back together; and how a rehabilitation and reuse plan will be developed for the Depot in its new location. To ensure relocation will be undertaken in a manner in conformance with the *Secretary's Standards*, the mitigation measure described below is recommended:

Mitigation Measure 1: Conformance with the Secretary's Standards

Prior to issuance of any building permits associated with Block 0, the developer shall engage an architectural historian or historic architect meeting the Secretary of the Interior's Professional Qualifications Standards (Architectural Historian) to ensure the Lankershim Depot is relocated in conformance with the *Secretary's Standards* and guidance provided in *Moving Historic Buildings* by John Obed Curtis (National Park Service, 1979). The Architectural Historian shall review all aspects associated with the relocation, including building preparation and stabilization, the proposed method of moving the building, receiver site preparation, and rehabilitation at the receiver site. The Architectural Historian shall also consider plans for the historic landscaped plaza to ensure they also conform with the *Secretary's Standards*, specifically Standard 9 that states that "new work will be differentiated from the old and will be compatible with the historic materials and features." Once details of the relocation, rehabilitation, and landscaped plaza have been finalized, the architectural historian

shall prepare a report reviewing the relocation and rehabilitation of the Depot and landscaped plaza for conformance with the *Secretary's Standards*, submitted to the City of Los Angeles Office of Historic Resources for concurrence. After work is complete, the architectural historian shall document, through photographs, that work was completed in conformance with the approved report prior to issuance of final Certificate of Occupancy for Block 0. Photographic documentation shall be submitted to the City of Los Angeles Office of Historic Resources.

Once the Lankershim Depot has been relocated, there is a potential for additional direct impacts due to vibration and construction activities nearby. Excavation and new construction on Block 0 could cause damage to the building's new foundation. To avoid material damage to the Lankershim Depot, the mitigation measure noted below is recommended.

In addition, there is also potential for a direct impact to the Security Trust and Savings Bank at 5301 Lankershim Boulevard due to vibration and construction activities. Construction methods, particularly excavation and shoring for footings, foundations and other sub-grade construction activities including proposed subterranean parking, should be undertaken in a manner that will not result in material alteration of adjacent historical resources. A pre-construction survey should be performed to establish baseline conditions and vibration levels to be monitored during construction to ensure that they do not cause damage to historical resources. Property owners/managers of the adjacent buildings should also be contacted prior to, and throughout, construction to determine if damage occurs to their properties. Finally, excavation and new construction could result in settling or displacement of the foundations of existing historic buildings. To avoid material alteration of these resources, the following mitigation measure is recommended:

Mitigation Measure: Vibration Protection

Prior to start of construction on Block 0 West or Block 8, the Applicant shall retain the services of a qualified structural engineer or qualified professional building engineer to visit the Lankershim Depot (after it is relocated to the future location) and the Security Trust and Savings Bank building adjacent to the Project Site (Block 8) to inspect and document the apparent physical condition of the building's readily-visible features (i.e., any crack). In addition, the structural engineer shall survey the existing foundations and other structural aspects of the Security Trust and Savings Bank and provide a shoring design to protect the building from potential damage. Pot holing, ground penetrating radar, or other similar methods of determining the below grade conditions on the Project Site and the Security Trust and Savings Bank may be necessary to establish baseline conditions and prepare the shoring design. The shoring design shall specify threshold limits for vibration causing activities.

The qualified structural engineer shall hold a valid license to practice structural engineering in the State of California and have extensive demonstrated experience specific to rehabilitating historic buildings and applying the Secretary's Standards to such projects. The City of Los Angeles shall determine qualification prior to any work being performed. The qualified structural engineer shall submit to the lead agency a pre-construction survey that establishes baseline conditions to be monitored during construction, prior to issuance of any building permit for the proposed project on Block 0 West or Block 8.

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Lankershim Depot

and the Security Trust and Savings Bank building during demolition and grading/excavation phases.

The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 PPV and a regulatory level of 0.12 PPV. The system shall also provide real-time alert when the vibration levels exceed the warning level.

In the event the warning level (0.10 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities, utilizing lower vibratory techniques, and limiting high vibration generating equipment (i.e., large bulldozer, drill rig and loaded truck) operating within 20 feet of the building.

In the event the regulatory level (0.12 PPV) is triggered, the contractor shall halt construction activities in the vicinity of the building and visually inspect the building for any damage (by a qualified structural engineer). Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

At the conclusion of vibration-causing construction, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to immediately adjacent historic buildings and recommendations for repair, as may be necessary, in conformance with the Secretary's Standards. Repairs to immediately adjacent historic buildings shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

Assuming that precautions are taken during planning, excavation, and construction, and that the mitigation measure as noted above is applied, it does not appear that the proposed new construction will result in material alteration of the adjacent Security Trust and Savings Bank and the proposed project would conform with *Secretary's Standard* 5, which states that "distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved." Therefore, potential impacts from construction and excavation would be less than significant.

Evaluation of Indirect Impacts

As the proposed development consists of new construction immediately adjacent and/or in close proximity to six identified historical resources, there is the potential for indirect impacts to the setting of the historical resources. In general, CEQA describes an *indirect* impact as one that occurs when the "...alteration of the resource or *its immediate surroundings* such that the significance of an historical resource would be materially impaired" (CEQA Guidelines §15064.5(b)(1)(emphasis added).

The proposed project does not appear to have an indirect impact on the setting of the six identified historical resources located adjacent to and nearby the project site. As described above, this area of North Hollywood has experienced tremendous development over the last 20 years. With substantial new construction in the neighborhood, there is no longer a sense of the historic commercial corridor that once lined Lankershim Boulevard. There is very little vestige of the industrial development that once lined the railroad tracks. The six identified historical resources have become

isolated remnants; there is no sense of connection between these properties nor sense of time and place from an earlier era.

Specifically, the proposed project will not have an indirect impact on the Security Trust and Savings Bank at 5301 Lankershim Boulevard. Historic photos show the building flanked to the north by low-scale commercial buildings, constructed to the sidewalk line (see Historic Photos 6, 10, and 27). As none of these buildings visible in historic photos are extant, the setting to the Security Trust and Savings Bank has already been lost. Block 8 of the proposed project, which will be constructed on two sides of the Security Trust and Savings Bank, has been designed to step up and away from the west elevation of the historic building, thereby further minimizing potential indirect impacts.

While the proposed project will represent another significant change to this area of North Hollywood, with so few historical resources present, and no continuity between them, the proposed project will not further detract from the already altered setting of the six historical resources. Furthermore, although a few of the proposed new buildings are quite large, they are in keeping with the relative mass and size of the new development that has taken place in this area of North Hollywood in recent time. Therefore, the setting of the identified historical resources will not be further impacted by the proposed project.

Cumulative Impacts

Within the identified study area, there is only one other, related project in the vicinity of the project site. 5401 Lankershim Boulevard is under construction with a seven-story building that will have ground floor retail with one story of parking and five stories of multi-family residential above. Prior to construction, the site was developed with one, small building that was not 50 years of age at the time of project implementation. That project was not found to have potential historical resources impacts under CEQA.

As the one other related project does not have any impacts to historical resources, there are not any cumulative impacts to historical resources. CEQA §15355 defines a cumulative impact as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Because the related project at 5401 Lankershim Boulevard does not have any impacts to historical resources, neither a direct nor an indirect impact, the proposed project will not result in any cumulative impacts to historical resources within the study area.

Mitigation

As described above, relocation of the Lankershim Depot has been identified as a significant impact to historical resources. The following mitigation measures are proposed to reduce project impacts. However, even with implementation of the mitigation measures, impacts to the Lankershim Depot will continue to be significant, as the relationship of the Depot to the intersection of Lankershim and Chandler Boulevards will be lost.

Mitigation Measure 2: Documentation

The developer shall engage a professional architectural photographer and an architectural historian meeting the Secretary of the Interior's Professional Qualifications Standards (Architectural Historian) to implement Historic American Building Survey (HABS) Level II documentation of the current status of the Lankershim Depot and its setting consisting of both photographs and a written narrative. The Architectural Historian shall direct the photographer to take images and no fewer than 15 photographs shall be used to document the current status of the Depot and its setting. The photographs shall be large format, 4-inch by 5-inch, black-and-white negatives (two sets), contact prints (one set), and 8-inch by 10-inch prints (two sets). All shall be archivally processed and prints shall be made on fiber-based paper. Two original negatives shall be made at the time the photographs are taken. One set of negatives shall travel with set of contact prints to the National Park Service for entry into the HABS collection in the Library of Congress; the second set of negatives shall be transmitted to the Los Angeles Public Library along with one set of 8-inch by 10-inch prints. The written narrative shall reformat the information contained in this report and be transmitted to the repositories named. The draft documentation shall be assembled by the Architectural Historian and submitted to the City of Los Angeles Department of City Planning or designee for review and approval prior to submittal to the repositories. The City of Los Angeles Department of City Planning or designee shall accept the final documentation prior to relocation of the Lankershim Depot.

Mitigation Measure 3: Interpretive Display

The developer shall prepare and implement a site-specific, art-in-public-places program on Block 0 that illustrates and interprets the important history of the Lankershim Depot to the development of North Hollywood. The public art program shall include feature(s) that are lasting and permanent and shall be integrated into the new architecture and/or new landscape features of the project, to the maximum extent feasible, thus ensuring its longevity, and shall be accessible by all members of the public. While the public art program may incorporate a plaque or interpretative panel or display, the program overall shall include features that are of a size, scale and design in relation to the architecture and/or landscape features that it can be immediately viewed, recognized and appreciated at a distance where the text or images on a plaque or interpretive panel or display may not be legible, while maintaining a scale compatible with the Depot. Content and design of the public art shall be created by an artist, in collaboration with the selected art consultant, a representative from Metro, and an architectural historian meeting the Secretary of the Interior's Professional Qualification Standards to ensure that the art-in-public places program on Block 0 accurately interprets the history of the site. Installation of art elements shall be completed no more than one year after relocation and rehabilitation of the Lankershim Depot. A budget will be established for the public art that will be sufficient to cover design fees and fabrication.

X. CONCLUSION

A development project encompassing approximately 15.9 acres surrounding the Metro North Hollywood Transit Center consists of expansion and consolidation of the Transit Center at the northwest corner of Lankershim and Chandler Boulevards, and construction of eight new, commercial and residential buildings on the project site, ranging from two to 28-stories. The proposed project also consists of subterranean parking below each new building, as well as landscape features, specifically a new “NoHo Square” facing Chandler Boulevard. The proposed project necessitates relocation of the Lankershim Depot, a historical resource, approximately 45-feet to the west and 2.5-feet to the south. The technical report concludes that relocation of the Lankershim Depot would result in a direct and significant impact to historical resources. Suggested mitigation measures would reduce project impacts, although not to a less-than-significant level.

The proposed project also includes demolition of three buildings 45-years of age or older. These buildings, located at 11333-11345 Chandler Boulevard, were evaluated for historic and architectural significance. Their histories, as well as their alterations, were researched and described. The buildings were evaluated against relevant historic contexts and were found not to be eligible for listing in the National or California Registers nor were they found eligible for local designation under any criteria. Therefore, these properties are not historical resources under CEQA and their demolition would not be a significant impact.

Six historical resources were identified adjacent to and nearby the project site. The proposed project has the potential to cause a direct impact to one of those historical resources, the Security Trust and Savings Bank located at 5301 Lankershim Boulevard, due to adjacent construction activities. However, with implementation of the mitigation measure for vibration protection, material impairment of the adjacent Security Trust and Savings Bank can be avoided. The proposed project was not found to have potential to cause indirect impacts to the setting of the nearby historical resources. Finally, the proposed project was evaluated for cumulative impacts along with one other development project in the area and does not appear to result in any cumulative impacts to historical resources.

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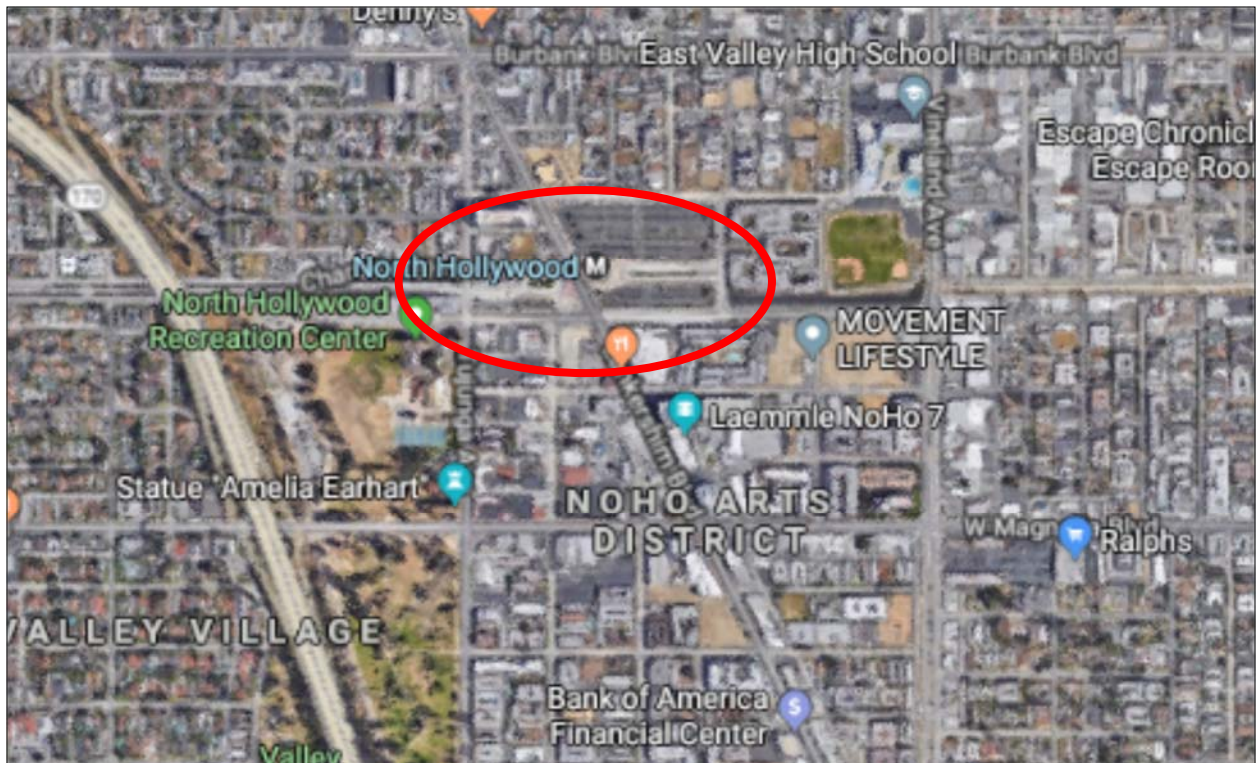
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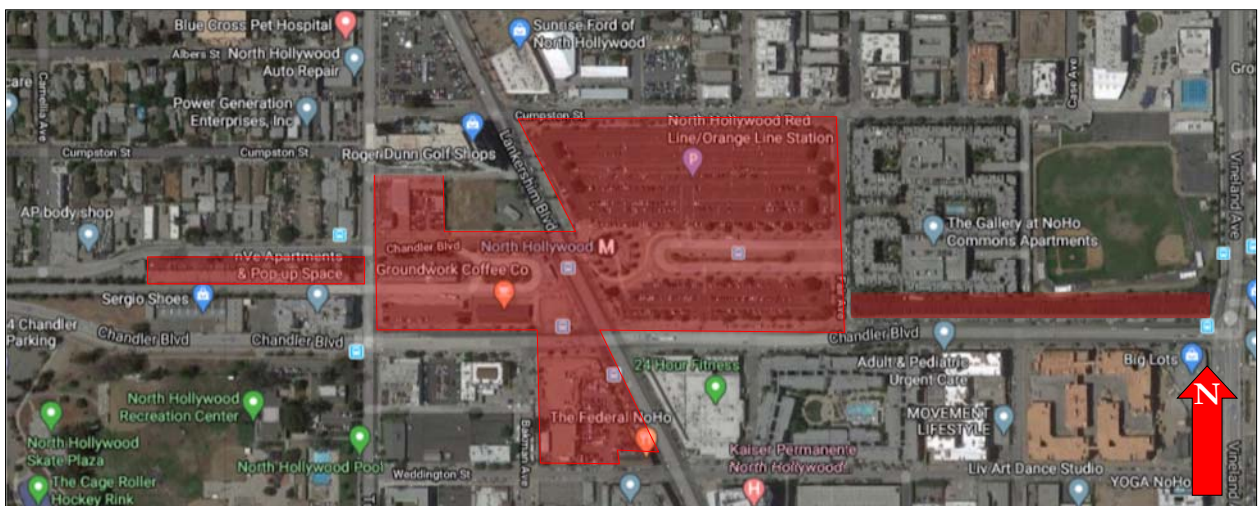
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Attachment A: Maps



Map 1: Location map, project area circled (Source: Google maps, 2019)

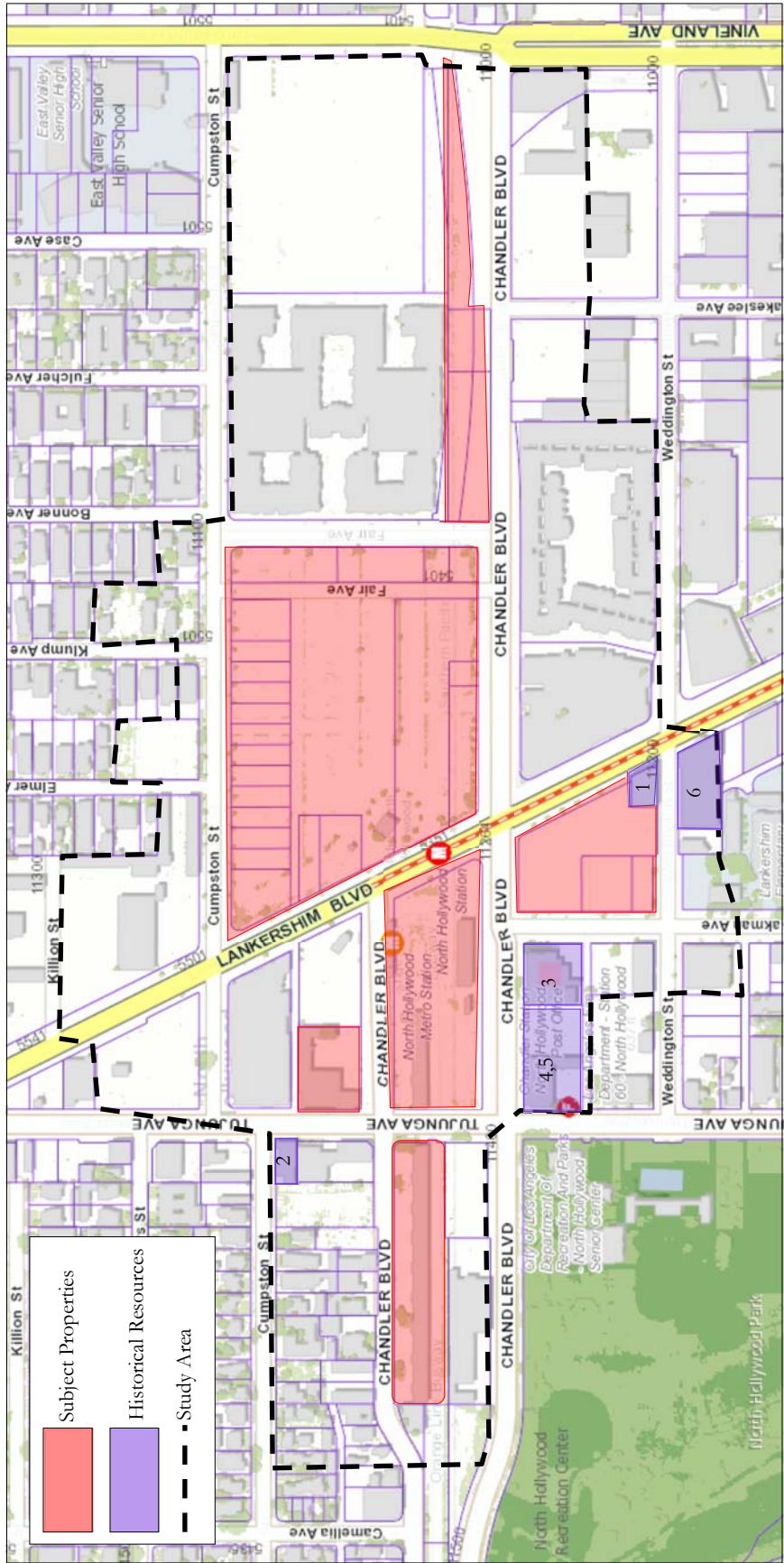


Map 2: Detail of location map, project area highlighted red (Source: Google maps, 2019)



Map 3: Location map, project area highlighted red (Source: Los Angeles County Assessor, 2019)

Attachment A: Maps



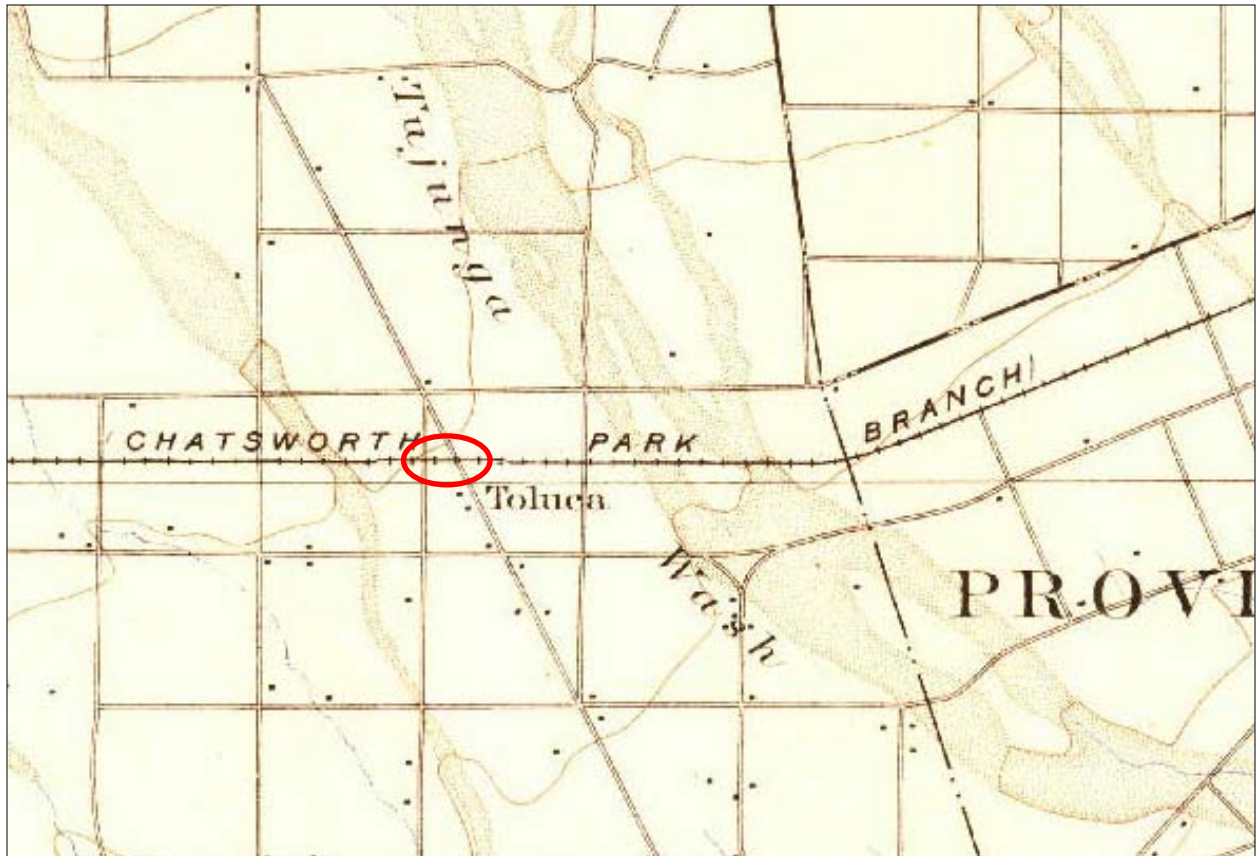
NoHo District Los Angeles, CA

Map 4: Map of adjacent and nearby historical resources, project site highlighted red, adjacent and nearby historical resources highlighted purple (Source map: Los Angeles County Assessor)

This is a historical map of San Fernando, California. The map shows a grid of streets and a network of rivers. The city of Toluca is circled in red. Other labels on the map include 'SAN FERNANDO', 'TOLUCA', 'CHATSWORTH PARK', 'PROVIDENCE', 'DUNDIE', 'ROSCOE', 'KESTER', 'PACIFIC RIVER', and 'SOUTHEAST'. A red circle highlights the area around Toluca.

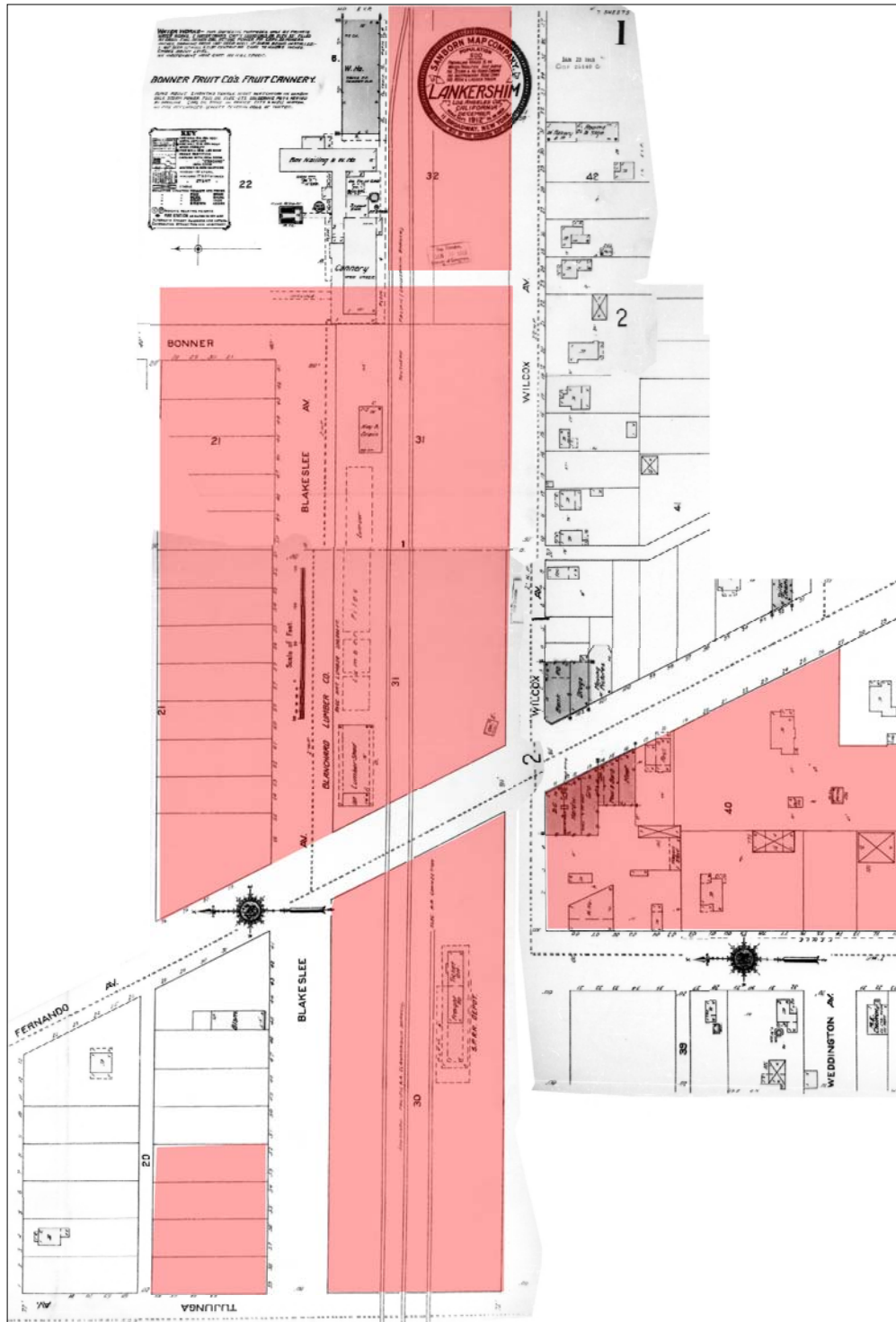
NoHo District Los Angeles, CA

Attachment B: Historic Maps



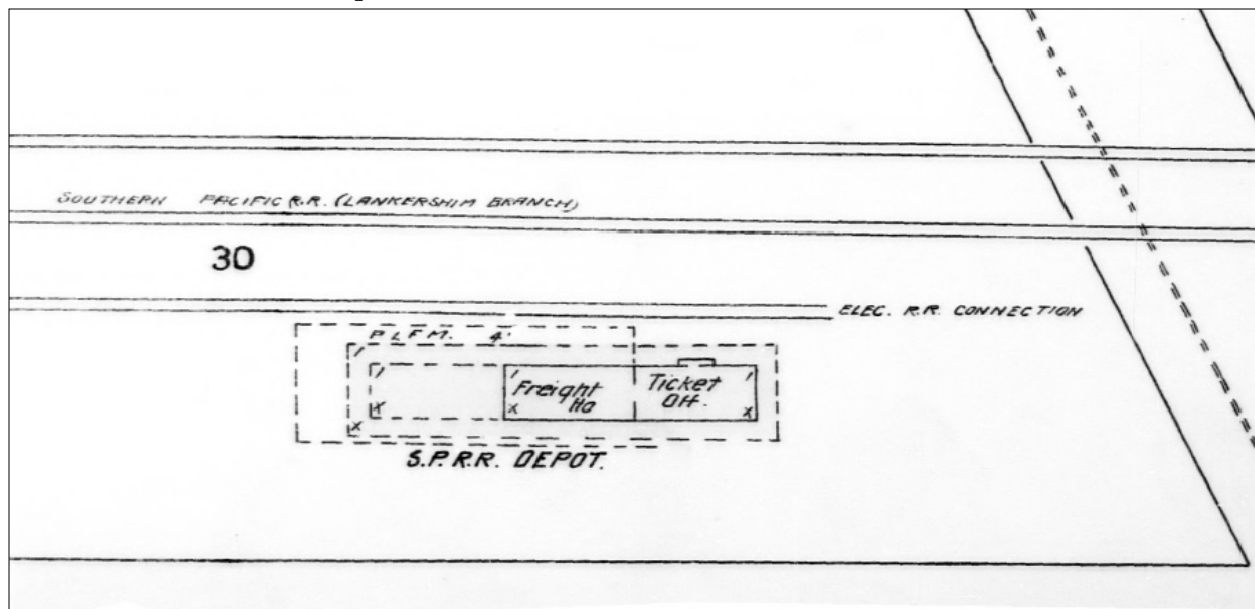
Historic Map 2: USGS map, approximate location of project area circled, note while Lankershim Depot was constructed the same year as the map, it is not included (1896)

Attachment B: Historic Maps



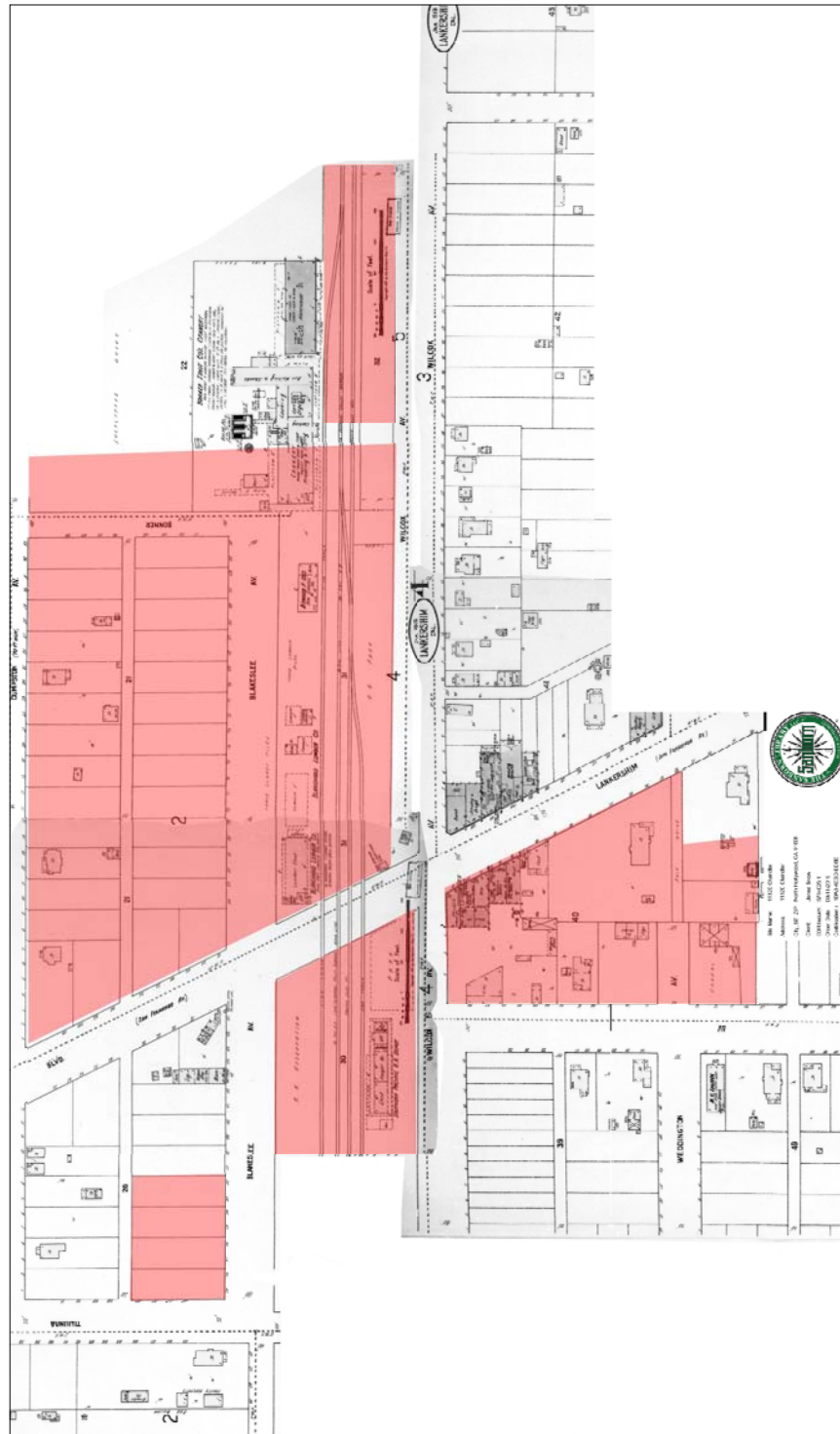
Historic Map 3: Sanborn Fire Insurance map, approximate location of project area highlighted red, note full extent of east and west lots not included due to lack of coverage (1912)

Attachment B: Historic Maps



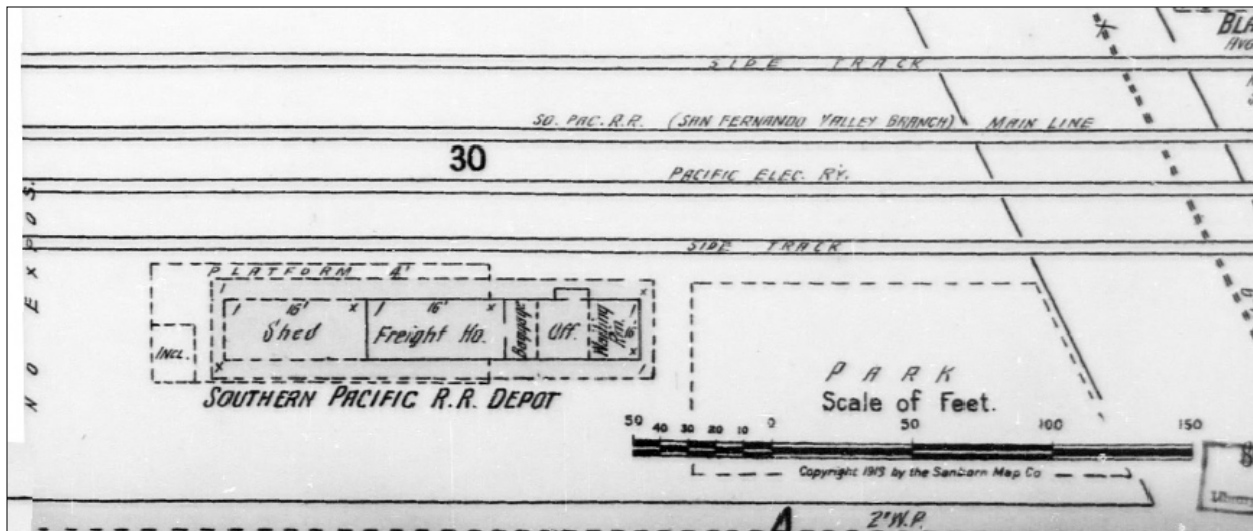
Historic Map 4: Detail of previous Sanborn Fire Insurance map, note Lankershim depot relationship to rail lines and corner (1912)

Attachment B: Historic Maps



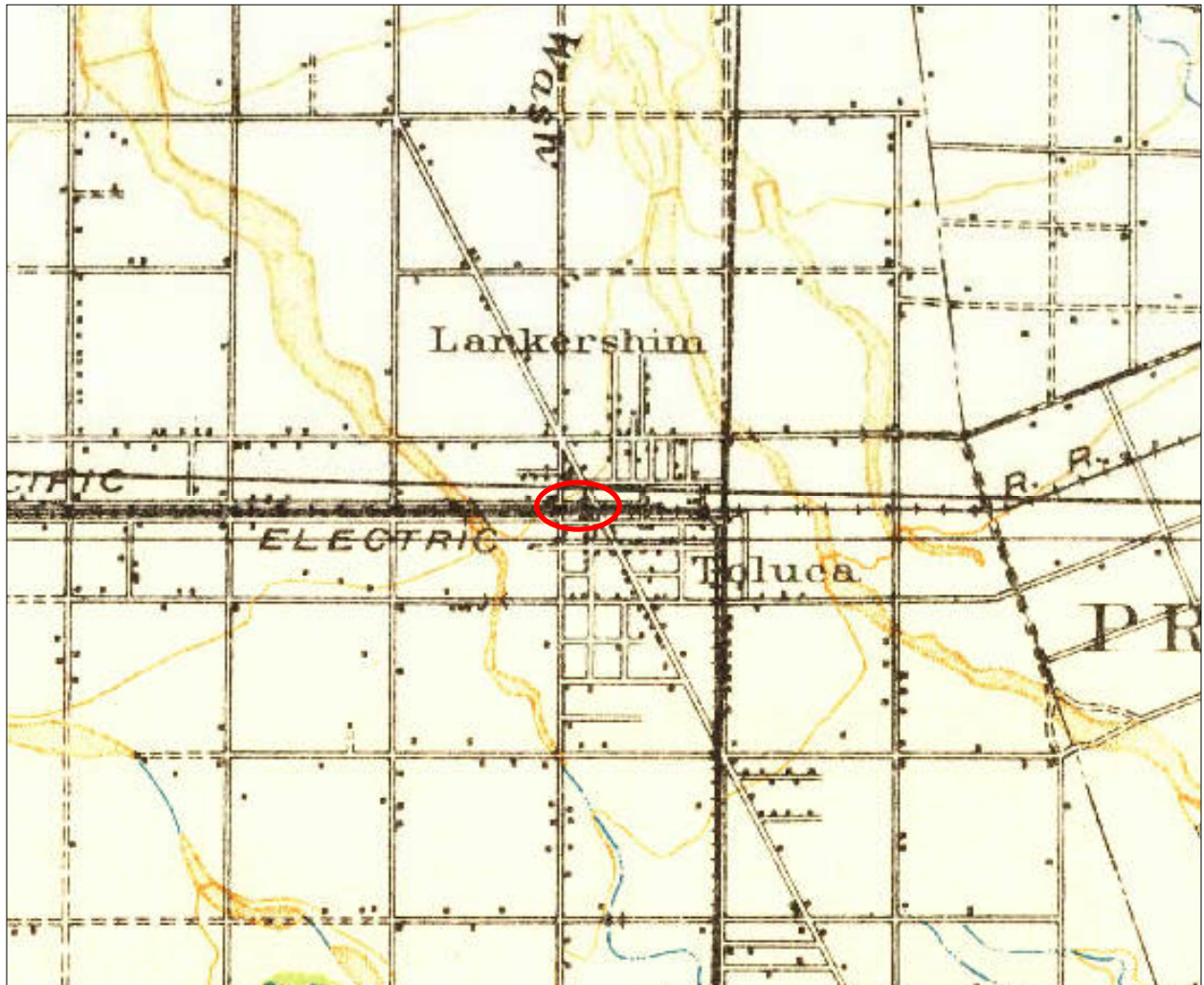
Historic Map 5: Sanborn Fire Insurance map, approximate location of project area highlighted red, note full extent of east and west lots not included due to lack of coverage (1919)

Attachment B: Historic Maps



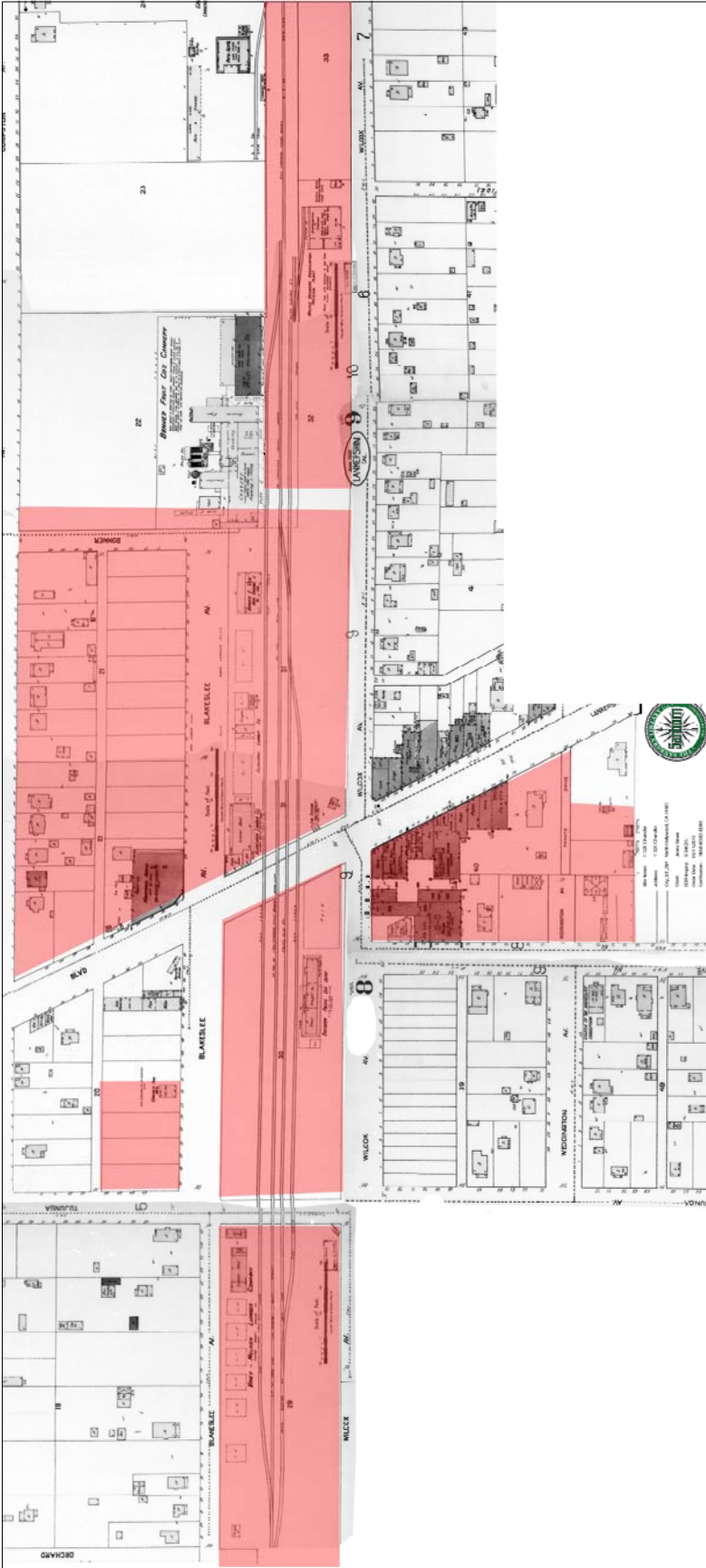
Historic Map 6: Detail of previous Sanborn Fire Insurance map, note Lankershim depot relationship to rail lines and park/corner (1919)

Attachment B: Historic Maps



Historic Map 7: USGS map, approximate location of project area circled (1921)

Attachment B: Historic Maps



Historic Map 8: Sanborn Fire Insurance map, approximate location of project area highlighted red, note east and west-most parcels extend slightly beyond the map area (1922)

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SO. PAC. CO. (SAN FERNANDO VALLEY BRANCH) MAIN LINE

PACIFIC ELEC. RY.

SIDE TRACK

SIDE TRACK

Shed

Freight Ho.

Park

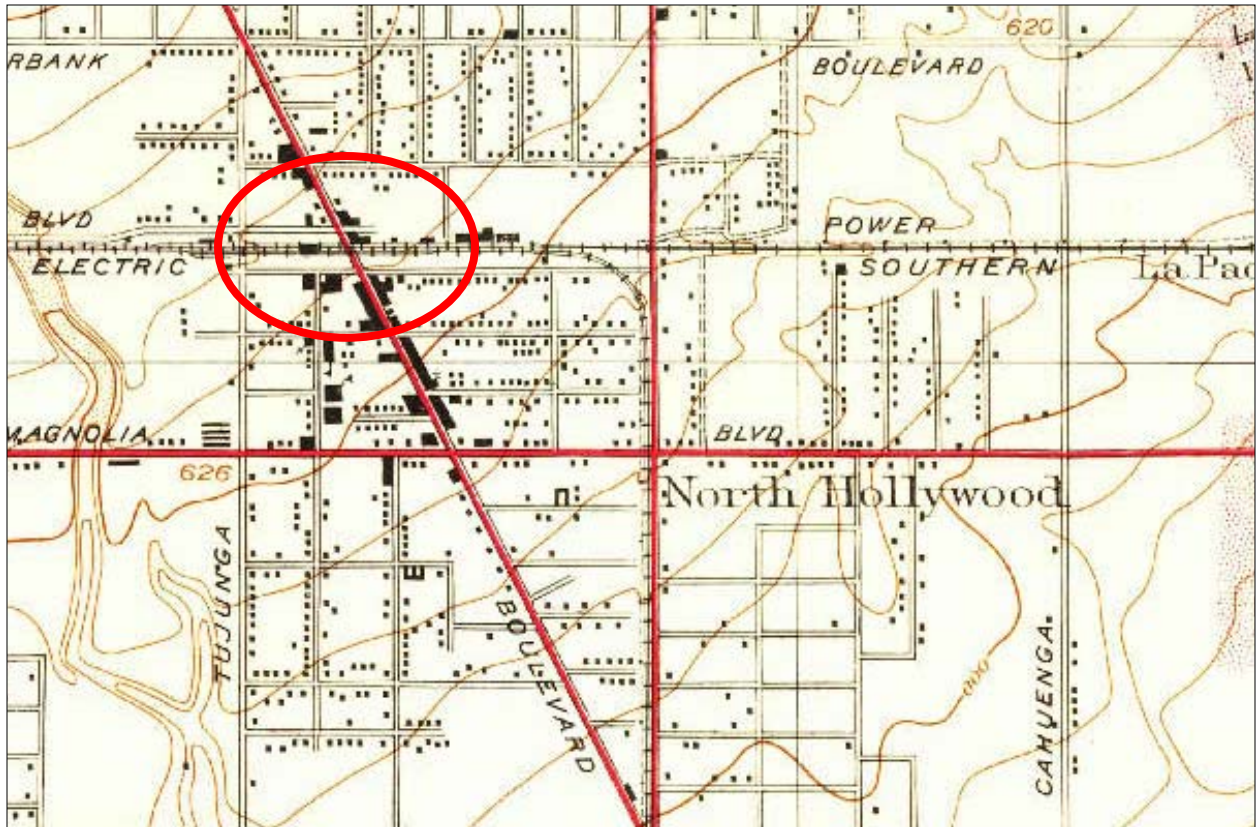
SOUTHERN PACIFIC CO'S DEPOT

2 - 2 1/2 GRL. EXHAUST AUTOMOB. 3 WATTS 4000.

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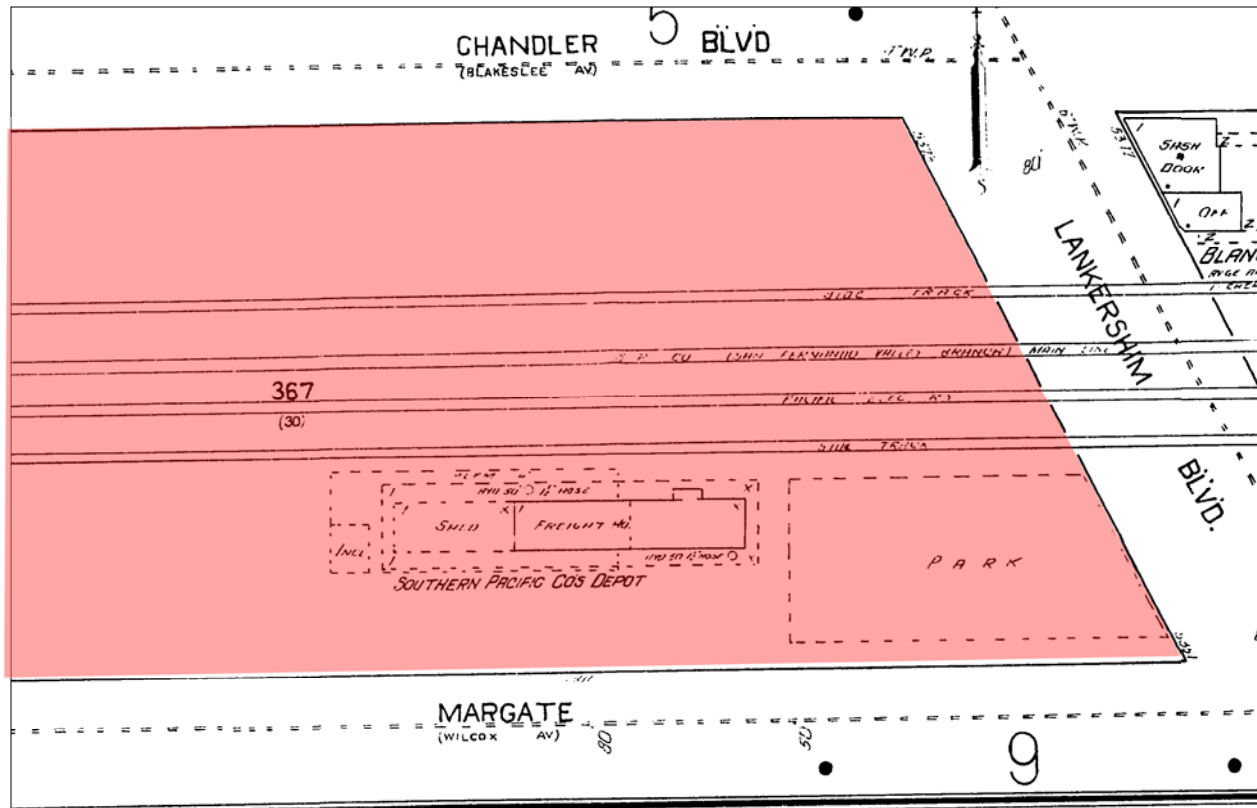
NoHo District Los Angeles, CA

Attachment B: Historic Maps



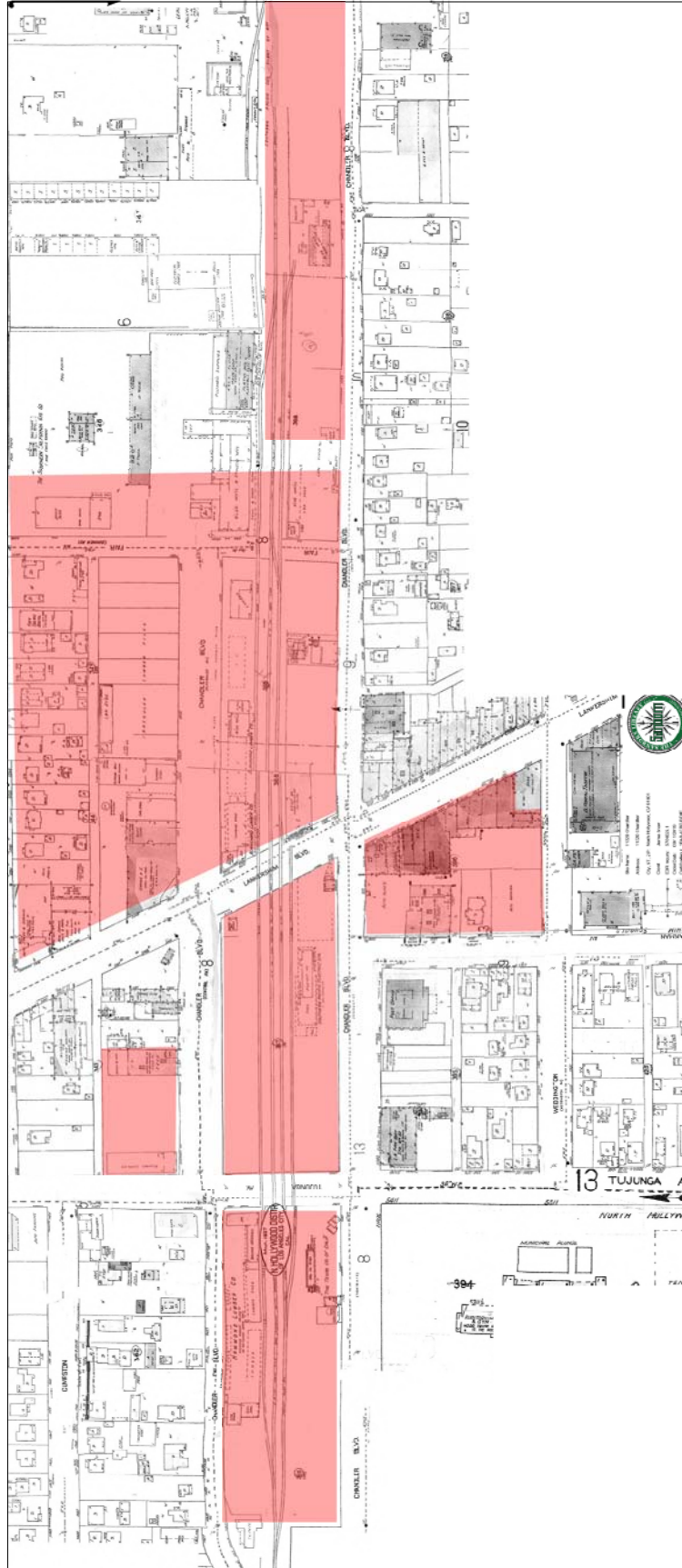
Historic Map 10: USGS map, approximate location of project area circled (1926)

Attachment B: Historic Maps



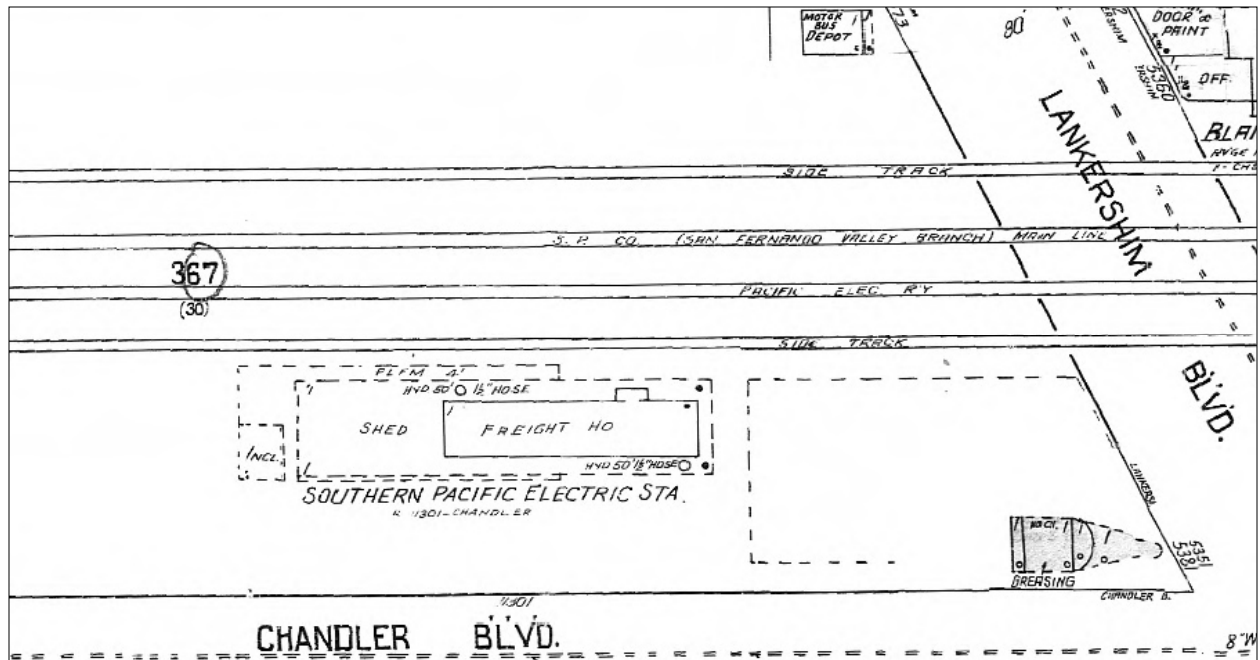
Historic Map 11: Sanborn Fire Insurance map, Lankershim depot highlighted red (1927)

NoHo District Los Angeles, CA



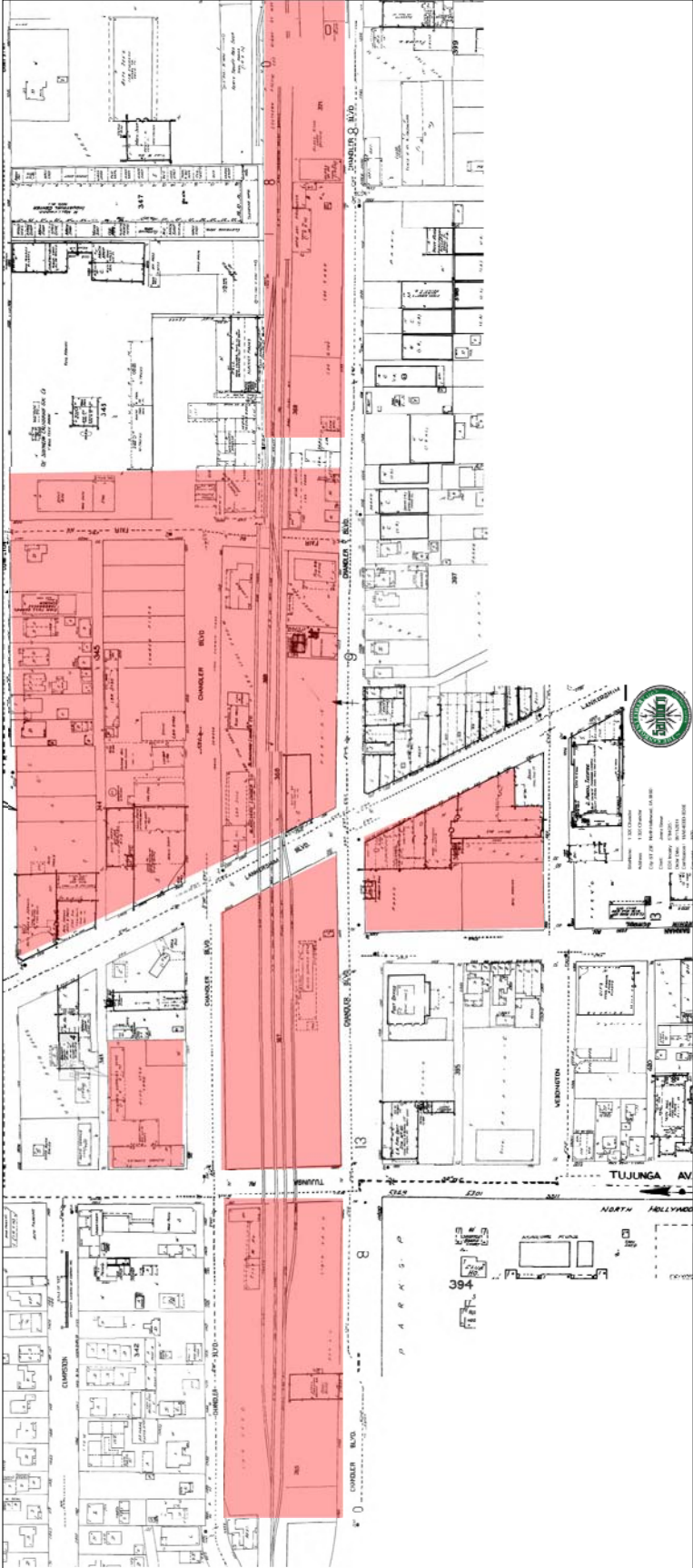
Historic Map 12: Sanborn Fire Insurance map, approximate location of project area highlighted red, note east-most parcel extend slightly beyond the map area (1948)

Attachment B: Historic Maps



Historic Map 13: Detail of previous Sanborn Fire Insurance map, note Lankershim depot relationship to rail lines and park/corner (1948)

Attachment B: Historic Maps



Historic Map 14: Sanborn Fire Insurance map, approximate location of project area highlighted red, note east-most parcel extend slightly beyond the map area (1970)

Attachment C: Contemporary Photographs



Figure 1: View of surrounding neighborhood (Snow, 2019)



Figure 2: View of surrounding neighborhood (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 3: View of surrounding neighborhood (Snow, 2019)



Figure 4: View of surrounding neighborhood (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 5: Lankershim Depot, 11275 Chandler Blvd., south and east elevations, note park at corner, view northwest (Snow, 2018)



Figure 6: Lankershim Depot, 11275 Chandler Blvd., east elevation, view west through park at corner of Lankershim and Chandler Boulevards (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 7: Lankershim Depot, 11275 Chandler Blvd., south (left) and east (right) elevations, view northwest (Snow, 2018)



Figure 8: Lankershim Depot, 11275 Chandler Blvd., east elevation, view west (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 9: Lankershim Depot, 11275 Chandler Blvd., east (left) and north (right) elevations, view southwest (Snow, 2018)



Figure 10: Lankershim Depot, 11275 Chandler Blvd., north elevation, view south (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 11: Lankershim Depot, 11275 Chandler Blvd., north (left) and west (right) elevations, view southeast (Snow, 2018)



Figure 12: Lankershim Depot, 11275 Chandler Blvd., north elevation, view southeast (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 13: Lankershim Depot, 11275 Chandler Blvd., loading dock, view south-east (Snow, 2018)



Figure 14: Lankershim Depot, 11275 Chandler Blvd., west elevation, view north-east (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 15: Lankershim Depot, 11275 Chandler Blvd., south elevation, view northeast (Snow, 2018)



Figure 16: Lankershim Depot, 11275 Chandler Blvd., south elevation, note plantings between Depot and sidewalk, view northeast (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 17: Lankershim Depot, 11275 Chandler Blvd., south elevation, note contemporary stairs and railings, view northwest (Snow, 2018)



Figure 18: Lankershim Depot, 11275 Chandler Blvd., south elevation, note contemporary stairs and railing, view east (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 19: Lankershim Depot, 11275 Chandler Blvd., south elevation, view north (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 20: Lankershim Depot, 11275 Chandler Blvd., interior view east (Snow, 2018)



Figure 21: Lankershim Depot, 11275 Chandler Blvd., interior, note ticket window in background, view north (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 22: Lankershim Depot, 11275 Chandler Blvd., interior view west (Snow, 2018)



Figure 23: Lankershim Depot, 11275 Chandler Blvd., interior view west (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 24: Lankershim Depot, 11275 Chandler Blvd., interior view east (Snow, 2018)



Figure 25: Lankershim Depot, 11275 Chandler Blvd., former loading dock currently used as a patio, view northwest (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 26: Lankershim Depot, 11275 Chandler Blvd., former loading dock currently used as a patio, ceiling detail (Snow, 2018)

Attachment C: Contemporary Photographs



Figure 27: 11333-13345 Chandler Blvd., south elevation, view north (Snow, 2019)



Figure 28: Building 1, 11333 Chandler Blvd., south elevation, view north (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 29: Building 1, 11333 Chandler Blvd., south elevation, view northwest (Snow, 2019)



Figure 30: Building 1, 11333 Chandler Blvd., east elevation, view southwest (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 31: Building 1, 11333 Chandler Blvd., north elevation, view southwest (Snow, 2019)



Figure 32: Building 1, 11333 Chandler Blvd., interior, view east (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 33: Building 1, 11333 Chandler Blvd., interior second room view west (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 34: Building 2, 11333 Chandler Blvd., west elevation, view northeast (Snow, 2019)



Figure 35: Building 2, 11333 Chandler Blvd., north and west elevations, view southeast (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 36: Building 2, 11333 Chandler Blvd., interior view east (Snow, 2019)



Figure 37: Building 2, 11333 Chandler Blvd., interior office (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 38: Building 3, 11341 Chandler Blvd. (right), and Building 4, 11345 Chandler Blvd. (left), view northwest (Snow, 2019)



Figure 39: Building 3, 11341 Chandler Blvd., south elevation, view north (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 40: Building 3, 11341 Chandler Blvd., south elevation, view northeast (Snow, 2019)



Figure 41: Building 3, 11341 Chandler Blvd., east elevation, view northwest (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 42: Building 3, 11341 Chandler Blvd., north elevation, view southwest (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 43: Building 3, 11341 Chandler Blvd., interior, view north (Snow, 2019)

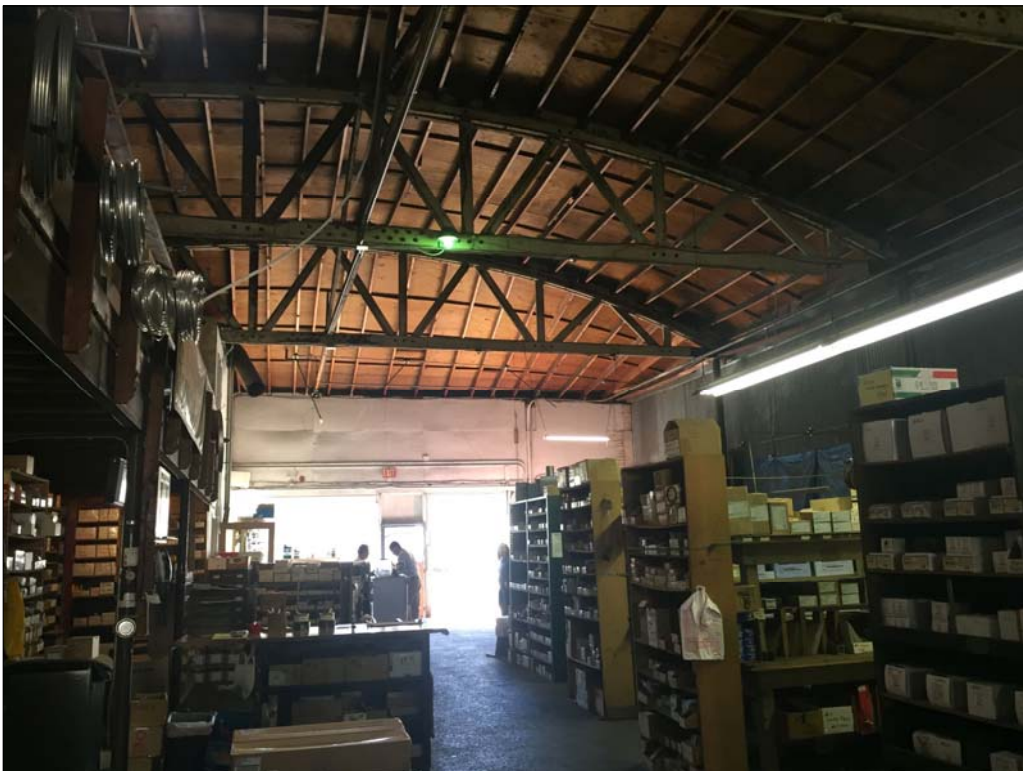


Figure 44: Building 3, 11341 Chandler Blvd., interior, view south (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 45: Building 3, 11341 Chandler Blvd., interior first floor office detail, view northeast (Snow, 2019)



Figure 46: Building 3, 11341 Chandler Blvd., interior stairs to storage loft, view east (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 47: Building 3, 11341 Chandler Blvd., interior second floor balcony, view north (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 48: Building 4, 11345 Chandler Blvd., west (left) and south (right) elevations, view northeast (Snow, 2019)



Figure 49: Building 4, 11345 Chandler Blvd., south elevation, view north (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 50: Building 4, 11345 Chandler Blvd., south elevation, view north (Snow, 2019)



Figure 51: Building 4, 11345 Chandler Blvd., east elevation, view west (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 52: Building 4, 11345 Chandler Blvd., north elevation, view south (Snow, 2019)



Figure 53: Building 3, 11341 Chandler Blvd. (left), and Building 4, 11345 Chandler Blvd. (right), north elevations, view southeast (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 54: Building 4, 11345 Chandler Blvd., west elevation, view southeast (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 55: Building 4, 11345 Chandler Blvd., interior entryway (Snow, 2019)



Figure 56: Building 4, 11345 Chandler Blvd., (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 57: Building 4, 11345 Chandler Blvd., interior, view north (Snow, 2019)



Figure 58: Building 4, 11345 Chandler Blvd., interior, view southwest (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 59: Building 4, 11345 Chandler Blvd., second floor apartment (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 60: Security Pacific Bank, 5301 Lankershim Blvd., view northwest (Snow, 2019)



Figure 61: Angeleno Valley Mortuary, 5423 Tujunga Ave., view southwest (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 62: U.S. Post Office North Hollywood, 11314 West Chandler Blvd., view southwest (Snow, 2019)



Figure 63: Fire Station #60, 11338 West Chandler Blvd., view south, note Air Raid Siren #210 (Snow, 2019)

Attachment C: Contemporary Photographs



Figure 64: 11338 West Chandler Blvd., Detail of Air Raid Siren #210 atop Fire Station #60 (Snow, 2019)



Figure 65: El Portal Theater, 5269 Lankershim Blvd, view west (Snow, 2019)

Attachment D: Historic Photographs



Historic Photo 1: Southeast corner of Lankershim and Chandler Blvds.
(Waterandpower.org, 1891)



Historic Photo 2: Southern Pacific Railroad at the Lankershim Depot, note corner of the depot at the far right of photo (California State University Northridge, 1900)

Attachment D: Historic Photographs



Historic Photo 3: Lankershim Depot east elevation, southwest corner of Lankershim and Chandler Blvds, view west (Terry Guy, date unknown)



Historic Photo 4: Northwest corner of Lankershim and Chandler Blvds, note park with Depot beyond, view northwest (Los Angeles Public Library, 1923)

Attachment D: Historic Photographs



Historic Photo 5: Southwest corner of Lankershim and Chandler Blvds, view southwest, note Security Trust and Savings Bank in background (Los Angeles Public Library, 1924)



Historic Photo 6: Lankershim Blvd, view north, note El Portal Theater and Security Pacific Bank at left, view northwest (Los Angeles Public Library, 1926)

Attachment D: Historic Photographs



Historic Photo 7: Southwest corner of Lankershim and Chandler Blvds, view southwest (Los Angeles Public Library, 1926)

Attachment D: Historic Photographs



Historic Photo 8: Historic aerial of North Hollywood, view north, note Lankershim Boulevard and rail lines at center along the east-west axis (University of California Santa Barbara, 1927)



Historic Photo 9: Detail of above photo showing project site, Lankershim Depot indicated by red arrow (University of California Santa Barbara, 1927)

Attachment D: Historic Photographs



Historic Photo 10: Lankershim Blvd., view south from Chandler Blvd. (Los Angeles Public Library, 1927)



Historic Photo 11: Lankershim Depot (Los Angeles Public Library, 1927)

Attachment D: Historic Photographs



Historic Photo 12: Historic aerial of North Hollywood, view north (University of California Santa Barbara, 1944)



Historic Photo 13: Detail of above photo showing project site, Lankershim Depot indicated by red arrow, note park at northwest corner of intersection no longer extant (University of California Santa Barbara, 1944)

Attachment D: Historic Photographs



Historic Photo 14: U.S. Post Office from Lankershim Depot platform, view south, (Los Angeles Public Library, 1945)

Attachment D: Historic Photographs



Historic Photo 15: Southwest corner of Lankershim and Chandler Blvds., view southwest (Los Angeles Public Library, 1946)



Historic Photo 16: Lankershim Depot, west and south elevations, view northeast (David Coscia, 1946)

Attachment D: Historic Photographs



Historic Photo 17: Fire Station #60, 11338 Chandler Blvd, west façade facing Tujunga Blvd. view east (Los Angeles Public Library, 1949)

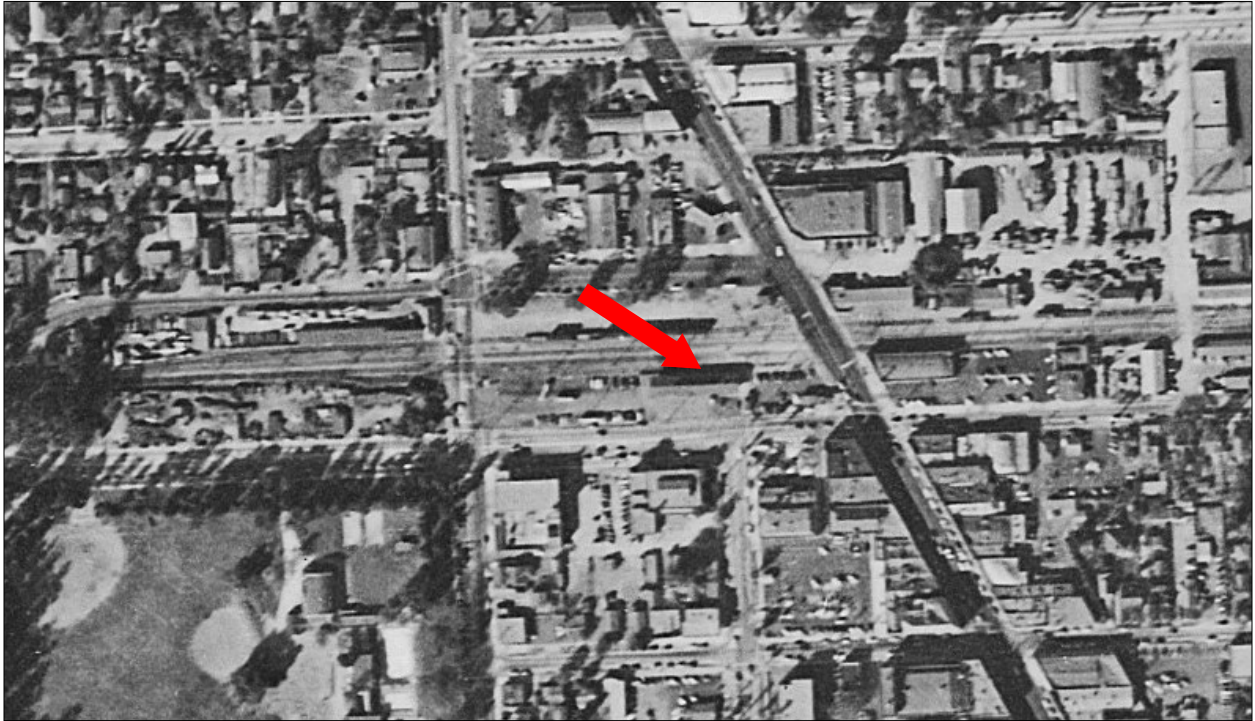


Historic Photo 18: Lankershim Depot, east and north elevations, view southwest (C.E. Hunt (Rails West), 1950)

Attachment D: Historic Photographs



Historic Photo 19: Historic aerial of North Hollywood, view north (University of California Santa Barbara, 1952)



Historic Photo 20: Detail of above photo showing project site, Lankershim Depot indicated by red arrow (University of California Santa Barbara, 1952)

Attachment D: Historic Photographs



Historic Photo 21: Lankershim Depot, east elevation, view west (David Coscia, circa 1950)



Historic Photo 22: Lankershim Depot, east (left) and north (right) elevations, (C.E. Hunt (Rails West), circa 1950)

NoHo District Los Angeles, CA

Attachment D: Historic Photographs



Historic Photo 23: Lankershim Depot, east (left) and north (right) elevations, (Los Angeles Public Library, circa 1950)



Historic Photo 24: Lankershim Depot, north elevation, view southeast (C.E. Hunt (Rails West), 1952)

NoHo District Los Angeles, CA

Attachment D: Historic Photographs



Historic Photo 25: Intersection of Lankershim and Chandler Blvds., view south, note gas station at northwest corner (Los Angeles Public Library, 1961)



Historic Photo 26: Chandler Blvd South, view west, note Lankershim Depot, south elevation at right (Los Angeles Public Library, 1964)

Attachment D: Historic Photographs



Historic Photo 27: Lankershim Blvd., view north, note Security Pacific Bank at left (Los Angeles Public Library, 1965)



Historic Photo 28: Lankershim Depot, east (left) and north (center and right) elevations (Terry Guy, circa 1970)

NoHo District Los Angeles, CA

Attachment D: Historic Photographs



Historic Photo 29: Lankershim Depot (left), east and north elevations (C.E. Hunt (Rails West), circa 1970)



Historic Photo 30: Northeast corner of Lankershim and Chandler Blvds., Blanchard Lumber Co., view northeast (C.E. Hunt (Rails West), circa 1972)

Attachment D: Historic Photographs



Historic Photo 31: Lankershim Depot, east and north elevations, view southwest (Terry Guy, circa 1980)



Historic Photo 32: Southern Pacific Railroad, now Metro Orange Line, Lankershim Depot indicated by red arrow, view northeast (Terry Guy, 1982)

Attachment D: Historic Photographs



Historic Photo 33: Lankershim Depot, east and north elevations, view southwest (Terry Guy, 1983)



Historic Photo 34: Southern Pacific Railroad, now Metro Orange Line, 11333-11345 Chandler Blvd. indicated by red arrow, view northwest (Terry Guy, 1984)

Attachment D: Historic Photographs



Historic Photo 35: Southern Pacific Railroad, now Metro Orange Line, Lankershim Depot indicated by red arrow, view northeast (Terry Guy, 1986)



Historic Photo 36: Southwest corner of Lankershim and Chandler Blvds, Lankershim Depot indicated by red arrow, view northwest (Terry Guy, 1986)

Attachment D: Historic Photographs



Historic Photo 37: Lankershim Depot, east and north elevations, view southwest, (Terry Guy, 1990)



Historic Photo 38: Lankershim and Chandler Blvds, view northwest, note Metro North Hollywood Station at right (Los Angeles Public Library, 1991)

Attachment D: Historic Photographs



Historic Photo 39: Lankershim Depot, east and north elevations, view southwest (Terry Guy, 1993)



Historic Photo 40: Lankershim Depot, east and north elevations, view southwest (Terry Guy, circa 1994)

Attachment D: Historic Photographs



Historic Photo 41: Lankershim Depot, west elevation, view northeast (Terry Guy, 1995)



Historic Photo 42: Lankershim Depot, south and east elevations, view northwest (Terry Guy, 1995)

Attachment D: Historic Photographs



Historic Photo 43: Metro Orange Line under construction, Lankershim Depot, east and north elevations, view southwest (Terry Guy, 1995)



Historic Photo 44: Chandler Blvd. South, Lankershim Depot indicated by red arrow, view northeast (Terry Guy, 1995)

Attachment D: Historic Photographs



Historic Photo 45: Lankershim Depot, south and east elevations, view northwest (Terry Guy, 1998)



Historic Photo 46: Lankershim Depot, south and east elevations, view northwest (Terry Guy, 1998)

Attachment D: Historic Photographs



Historic Photo 47: Lankershim Depot, south elevation, view north (Terry Guy, 1998)



Historic Photo 48: Lankershim Depot, west and south elevations, view northeast (Los Angeles Public Library, 2000)

Attachment D: Historic Photographs



Historic Photo 49: Lankershim Depot, north elevation, view southeast (Terry Guy, 2000)



Historic Photo 50: Lankershim Depot, north elevation, view south (Terry Guy, 2000)

Attachment D: Historic Photographs



Historic Photo 51: Lankershim Depot, north and west elevations, view southeast (Terry Guy, 2000)



Historic Photo 52: Lankershim Depot, west elevation (Terry Guy, 2000)

Attachment D: Historic Photographs



Historic Photo 53: Lankershim Depot, east elevation, view west (Terry Guy, 2001)



Historic Photo 54: Lankershim Depot, east and north elevations, view southwest (Guy, 2006)

Attachment E: Building and Alteration Permits, 11333 – 11345 Chandler Blvd

<i>Date</i>	<i>Permit No.</i>	<i>Work</i>	<i>Owner</i>	<i>Architect/Engineer</i>	<i>Contractor</i>	<i>Valuation</i>
4/17/1928	11103	11331-11349 1 story lumber shed, 50 x 70	Alley Bros Lumber Company - 14423 Calvert, Van Nuys	n/a	Owner	2500
4/25/1928	12022	11331 1 story building, 24 x 40 lumber storage	Alley Bros Lumber Company – 11331 Chandler Blvd	n/a	Owner	300
6/22/1928	17787	11331 18' x 20	Alley Bros Lumber Company – 11331 Chandler Blvd	n/a	Owner	100
6/22/1928	17788	11331 24 x 40	Alley Bros Lumber Company – 11331 Chandler Blvd	n/a	Owner	350
11/12/1936	31716	11333 Small 30' x 30' shed to be sided in for temporary office to be used until new studio is build. Two carpenters will apply siding on exterior and plywood on interior.	Southern Pacific Railroad	n/a	n/a	300
x/xx/1945	16249	Foundation work for 40 x 140, 1 story building, 20' high	Edwards Plumbing & Supply Company	(a) Leonard L Jones	n/a	1500
11/13/1945	17970	40 x 140' 1 story building, 20' high.	Edwards Plumbing & Supply Company - 1546 W. 7th	(a) Leonard L Jones	n/a	17,000
1/24/1946	2141	Adding steel channels to reinforce wood columns	Edward Supply Company - 11345 Chandler Blvd	George J Fordyke	none	200
8/29/1946	CoO 16249, 17970, 2141	2 Story type-V supply warehouse, 40 x 140, G-occupancy	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	n/a	n/a	n/a

Attachment E: Building and Alteration Permits, 11333 – 11345 Chandler Blvd

<i>Date</i>	<i>Permit No.</i>	<i>Work</i>	<i>Owner</i>	<i>Architect/Engineer</i>	<i>Contractor</i>	<i>Valuation</i>
x/xx/1948	VN1646	Add 10' x 100' mezzanine floor	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	(e) Fred J. Alexander	Owner	1000
x/xx/1948	VN11786	Adding ceiling joists & celotex ceiling over 2nd floor office space (19' x 38'). No structural changes, all interior.	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	(e) Fred J. Alexander	Owner	200
9/22/1948	CoO VN1646	1 Story, Type V, 10x105, Addition of mezzanine to warehouse, G occupancy.	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	n/a	n/a	n/a
2/16/1949	VN1733	Addition of 25' x 39' storage building. Corragated aluminum.	Edwards Plumbing - 11345 Chandler Blvd	(a) George H? Davis Jr. (e) John B. Ferguson	Industrial Builders - 7570 Woodman Ave.	2500
4/14/1949	CoO VN1733	1 story, type IV, 25" x 39", storage addition to Type IV building. G-1 Occupancy.	Edwards Plumbing - 11345 Chandler Blvd	n/a	n/a	n/a
6/21/1951	VN9997	Adding 26' x 38' all metal storage building	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	(e) Fred J. Alexander	Owner	1800
9/11/1951	VN14137	add 26' x 14' storage, and relocate 26' x 40' building (permit 9997)	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	(e) Fred J. Alexander	Owner	300
10/26/1951	VN16390	16' x 40', 1 story 12' high office/storage building. Wood frame and stucco.	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	(e) Fred J. Alexander	Owner	1500

Attachment E: Building and Alteration Permits, 11333 – 11345 Chandler Blvd

<i>Date</i>	<i>Permit No.</i>	<i>Work</i>	<i>Owner</i>	<i>Architect/Engineer</i>	<i>Contractor</i>	<i>Valuation</i>
2/18/1952	CoO VN14137, VN9997	1 story, type IV, 26' x 38' and 21.5' x 26' addition to an existing 40' x 120' plumbing storage. G-1 occupancy.	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	n/a	n/a	n/a
10/14/1954	VN85786	Add 26' x 50' all metal building & 11' x 50' mezzanine	Edward Supply Company - 11345 Chandler Blvd	(e) Fred J. Alexander	Owner	3400
11/8/1955	VN12067	49'6" x 100, 1 story (22' height) storage building addition	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	(e) Fred J. Alexander	Owner	17,500
4/11/1956	VN23318	18x30 mezzanine, adding to existing mezzanine under construction.	Edwards Plumbing & Supply Company - 11345 Chandler Blvd	(e) Fred J. Alexander	Owner	600
1/28/1958	CoO VN23318, VN12067	1-story, Type V, 50' x 100' addition to existing 1-story, Type V, 40' x 136' warehouse, including 18' x 30' mezzanine. G-1 Occupancy.	n/a	n/a	n/a	n/a
9/16/1969	49729	Reduce size of building from 49'6" x 90' to 49'6"x72'. Permit VN45101/69	Edwards Supply Company - 11345 Chandler Blvd	(a) C. Morgan (e) Fred J. Alexander	Owner	101
7/28/1978	67632	6' x 12' steel pole sign #109, 15 ft from grade	Ronald Goodman - 11151 Vanowen St, North Hollywood	C. A. Van Damn	Independent Outdoor - 979 N. La Brea Avenue	700



TECHNICAL MEMORANDUM

To: Karen Shorr, Trammell Crow Company

From: Edgar Torres, P.E.
Kimley-Horn and Associates, Inc.

Date: March 10, 2020

Subject: ***District NoHo – Transit Center (“Block 0”)***
Depot Relocation Considerations

Introduction

Prior to engaging Kimley-Horn and Associates (“Kimley-Horn”), Trammell Crow Company (“TCC”) proposed and presented to Metro a conceptual site plan, with the Depot in existing location. The conceptual site plan did not include: the input of a transit engineer consultant to confirm the required turning radius for buses; nor did it reflect program requirements Metro added after the site plan was generated.

TCC engaged Kimley-Horn to provide transit center and facility design consultation for the Metro North Hollywood station based on the December 2016 plan. Metro’s program requirements for the Transit Center were intended to improve the transit infrastructure leading to enhanced transferring passenger, pedestrian, bus, and vehicular circulation. Key improvements include:

- Improved pedestrian circulation through “right-sizing” of sidewalks and pathways to accommodate high flows of pedestrians and transferring passengers.
- Improved line of sight between drop-off locations (i.e. Orange Line) and portal entrances; providing an easy-to-understand, safe, comfortable path. Referred to as “desire lines” for customer paths.
- New portal design and configuration to improve vertical circulation and access to and from the Red Line
- Maintain or increase the number of bays available to bus and planned BRT operations.
- Improved bus bay and path layout to facilitate operations flexibility in accommodating growth in transit frequencies, new services, and customer ridership.
- Promote a comfortable pedestrian environment (including landscaping) between the Orange Line turnaround and fixed building (e.g. the Depot).

Alternative 5 was the site plan selected for further detailed analysis, based on its satisfying all of Metro's current program requirements. This was renamed "Option 4" and further explored in **Attachment 1 2018.01.17_option 4.pdf** and **Attachment 2 2018.03.29-Updated Option 4 Layout 1**.

Depot Considerations

This section consolidates discussion regarding the Depot.

Original Consideration (ALPS Model)

"Option 4" was advanced into ALPS modelling to assess pedestrian and vehicular flows. At this time the urban designer (RELM) proposed rotation of the Depot by 180 degrees to connect the outdoor seating area to the plaza on the southwest corner of the lot. This allowed the opportunity to shift the depot to the west since the more activated side of the Depot would face east. This translation to west would have allowed the following:

- Operational flexibility through larger turnaround for buses to bypass (if necessary) within the transit center turnaround.
- Shift transferring passengers to the south to adjust "desire line" with a potential south facing portal.
- Provide greater visibility between Orange Line drop-off bays and the bays along Chandler Blvd (S).

November 30, 2018 Portal Configuration Changes

Kimley-Horn communicated that the north portal was not optimally located to meet Metro's goals for customer circulation; and a portal to the south was identified as the best solution based on site constraints.

March 15, 2019 Recommended Depot location with older turnaround configuration

Attachment 3 2019.03.15 TC-04 PROPOSED IMPROVEMENTS - Potential Turnaround.pdf

Kimley-Horn recommended the Depot be relocated ~143' from the southwest portal (~106' from existing location) to provide direct line of sight and shortest path between the Orange Line drop-off bays and the Portal. Our study showed that keeping the existing Depot location would create pinch-points, out-of-direction paths, and would create "blind spots" for passengers transferring between transit services. The location recommended by Metro, further to the east, would create 'blind spots' as well. In this iteration, the Depot is no longer proposed to be rotated 180 degrees, it would remain in its existing orientation.

During Metro's review of the site plan, it was reiterated that maintaining the location of the Depot would create circuitous, inefficient paths from Orange Line to the portals and other bus routes to the north bus bays.

**July 2019
Adjustments of Depot Relocation**

Proposed location of Depot adjusted to approx. 45' from existing location, which allows 65' between edge of Depot and entrance to southwest portal and is the narrowest Kimley-Horn can recommend at this time.

**December 2019
Southern Adjustment of Depot Relocation**

A site grading study by KPFF illustrated the constrained environment surrounding the existing Depot location:

- approximately 8' between the proposed bus turnaround and the existing Depot location; this is the same width as current conditions for which Metro directed must be expanded to meet the circulation demands from Metro's Orange Line passengers.
- Approximately 12' between the proposed south portal and the existing Depot; combined with the tight space with the bus turnaround, would not be wide enough to effectively accommodate the demand from Metro's Orange Line passengers.

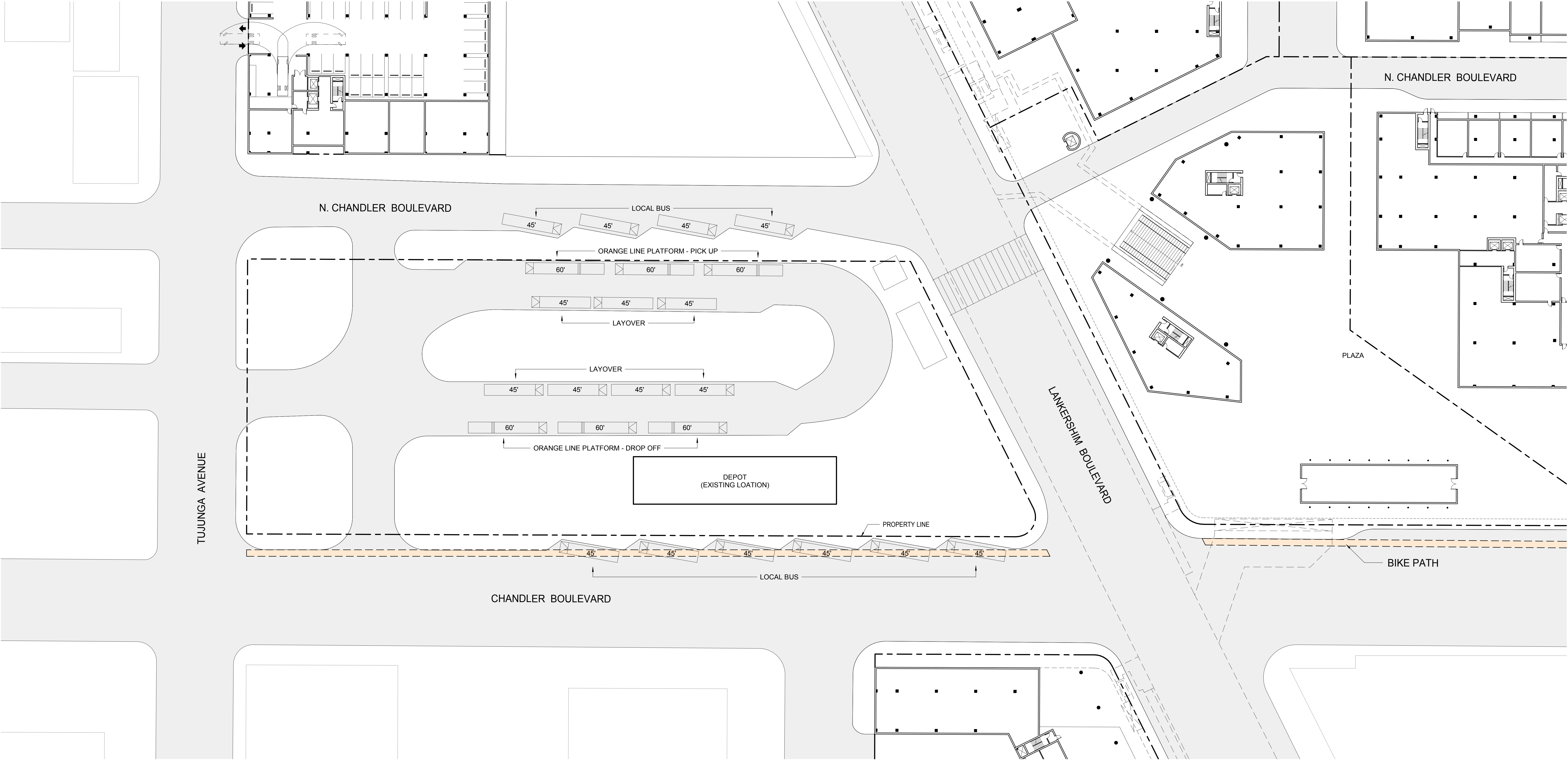
CONCLUSION

Based on Metro's program requirements and comments, including the following, the Transit Center improvements cannot be feasibly met without relocating the Depot.

- Facilitate the higher flows of pedestrians traffic for all movements within the transit center in particular Orange Line to Red Line transfers;
- Provide the larger bus turnaround with BRT layovers, drop-off bays, and pedestrian circulation between the drop-off zones and the Depot with minimum sidewalk path of 15' (minimum 20' as approaching the South portal);
- Provide additional vertical circulation between Orange Line and Red Line through portal expansion to avoid cross-flow movements and improve customer circulation experience; and
- Incorporate the north Block 0 improvements including updated Orange Line Platform and maximizing the north bus bays along Chandler Blvd (N).



Attachment 1





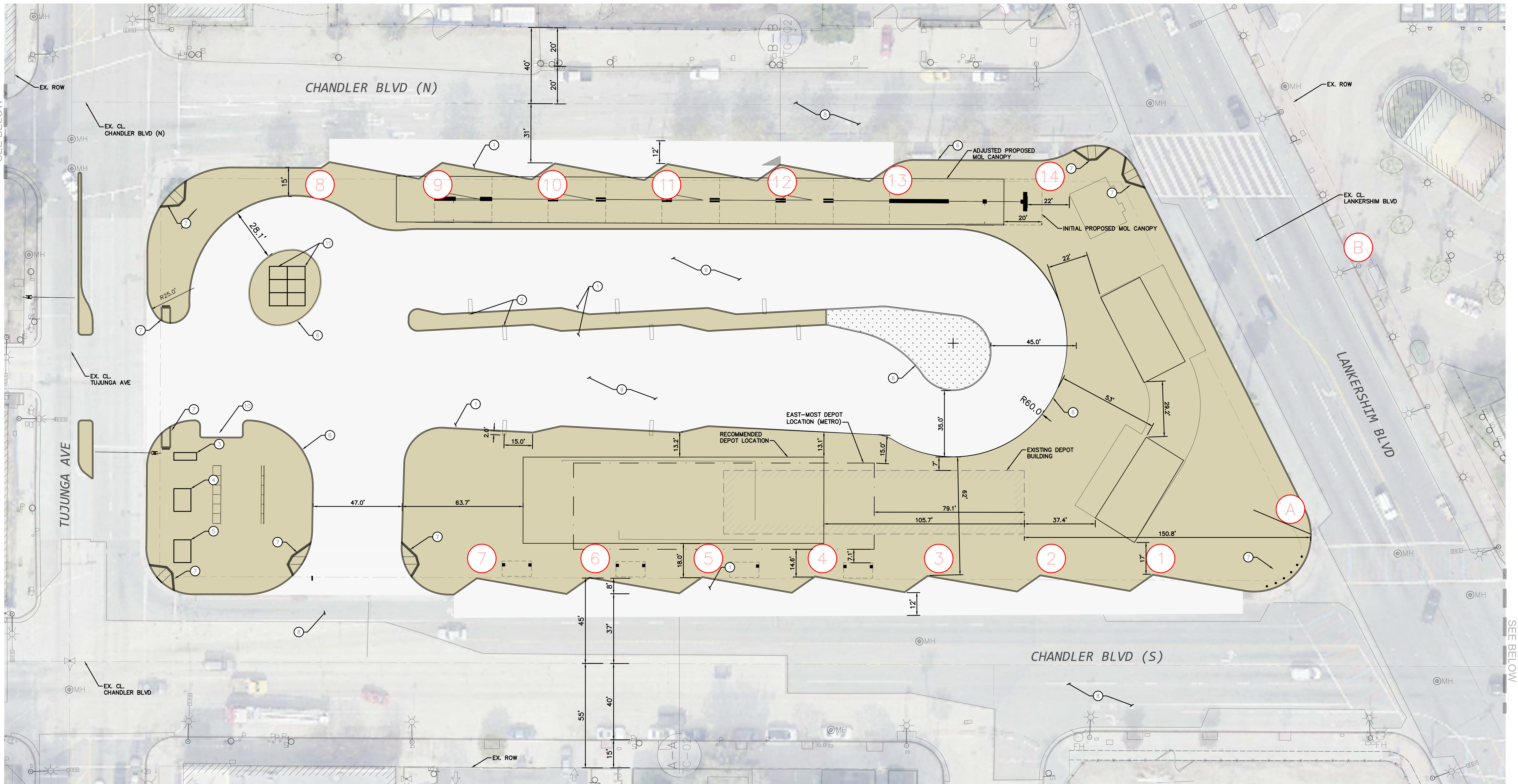
Attachment 2



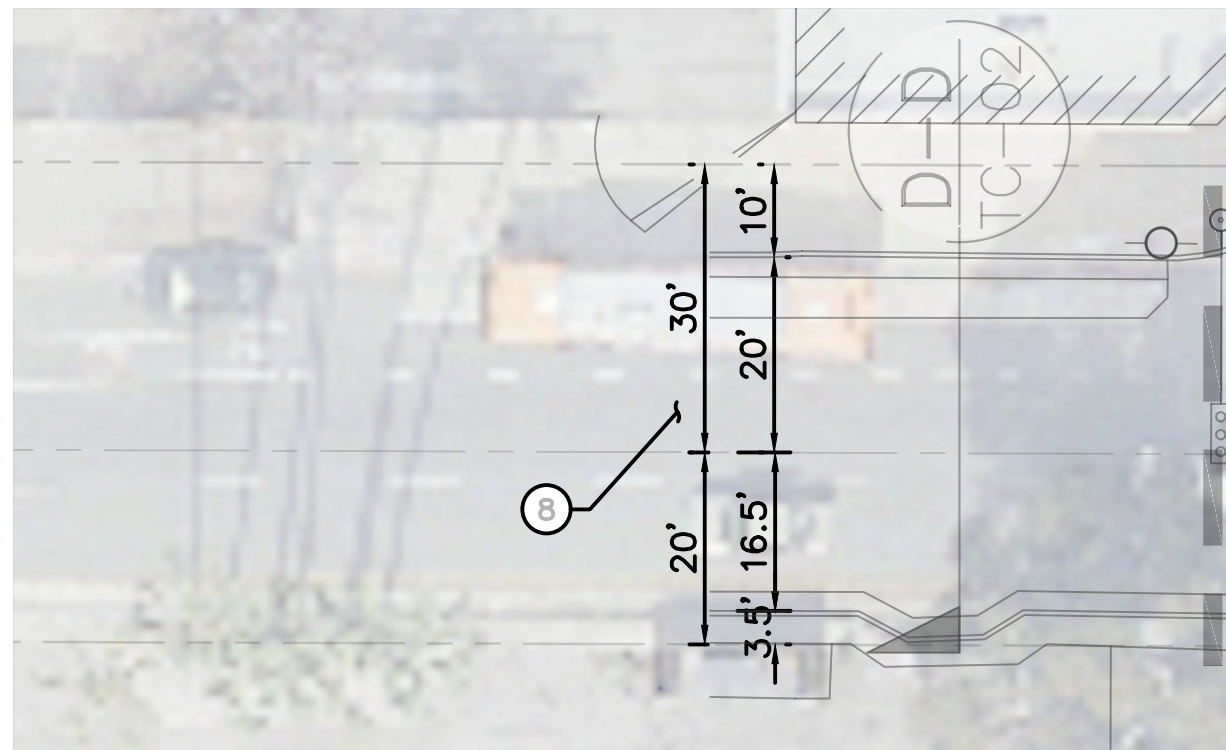


Attachment 3

MATCH LINE-1-
SEE BELOW

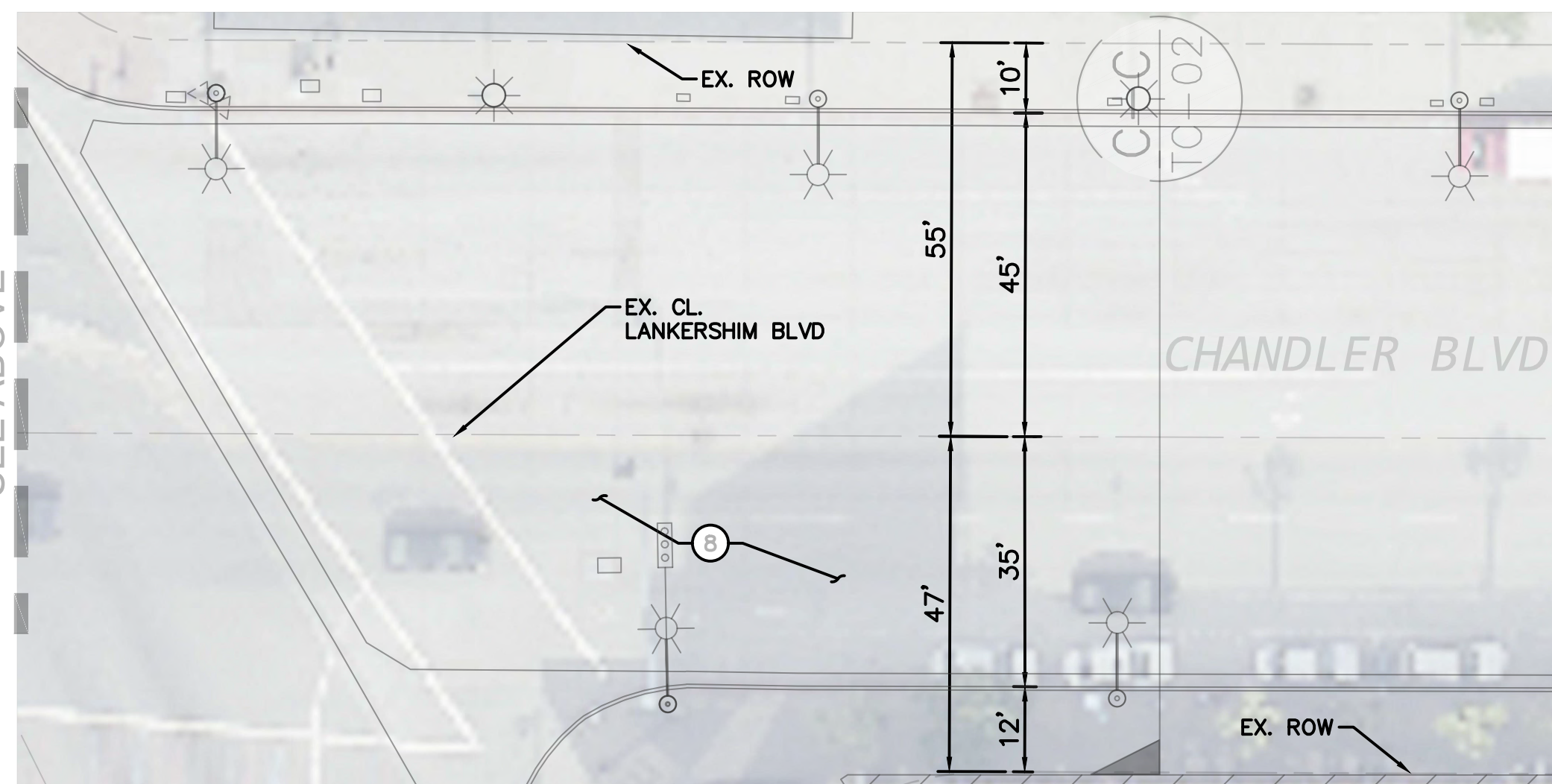


MATCH LINE-2-
SEE BELOW



MATCH LINE-1-
SEE ABOVE

MATCH LINE-2-
SEE ABOVE

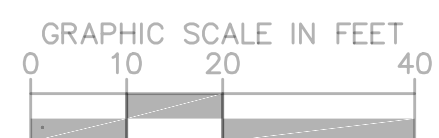


CONCEPT NOTES:

- SAWTOOTH BUS BAY PER LA METRO RAIL DESIGN CRITERIA, SECTION 3, FIGURE 3.18
- OVERHEAD CHARGING STATION
- AC CONCRETE SWITCHGEAR PAD
- DWP CONCRETE TRANSFORMER PAD
- DWP CONCRETE SWITCH PAD
- CURB AND GUTTER PER CITY OF LOS ANGELES STD. PLAN S-410-2
- CURB RAMP PER CITY OF LOS ANGELES STD. PLAN S-442-5
- SLURRY SEAL OR MILL AND OVERLAY
- 12" REINFORCED CONCRETE PAVEMENT
- MAINTENANCE VEHICLE PARKING
- ELECTRICAL CHARGING UNIT

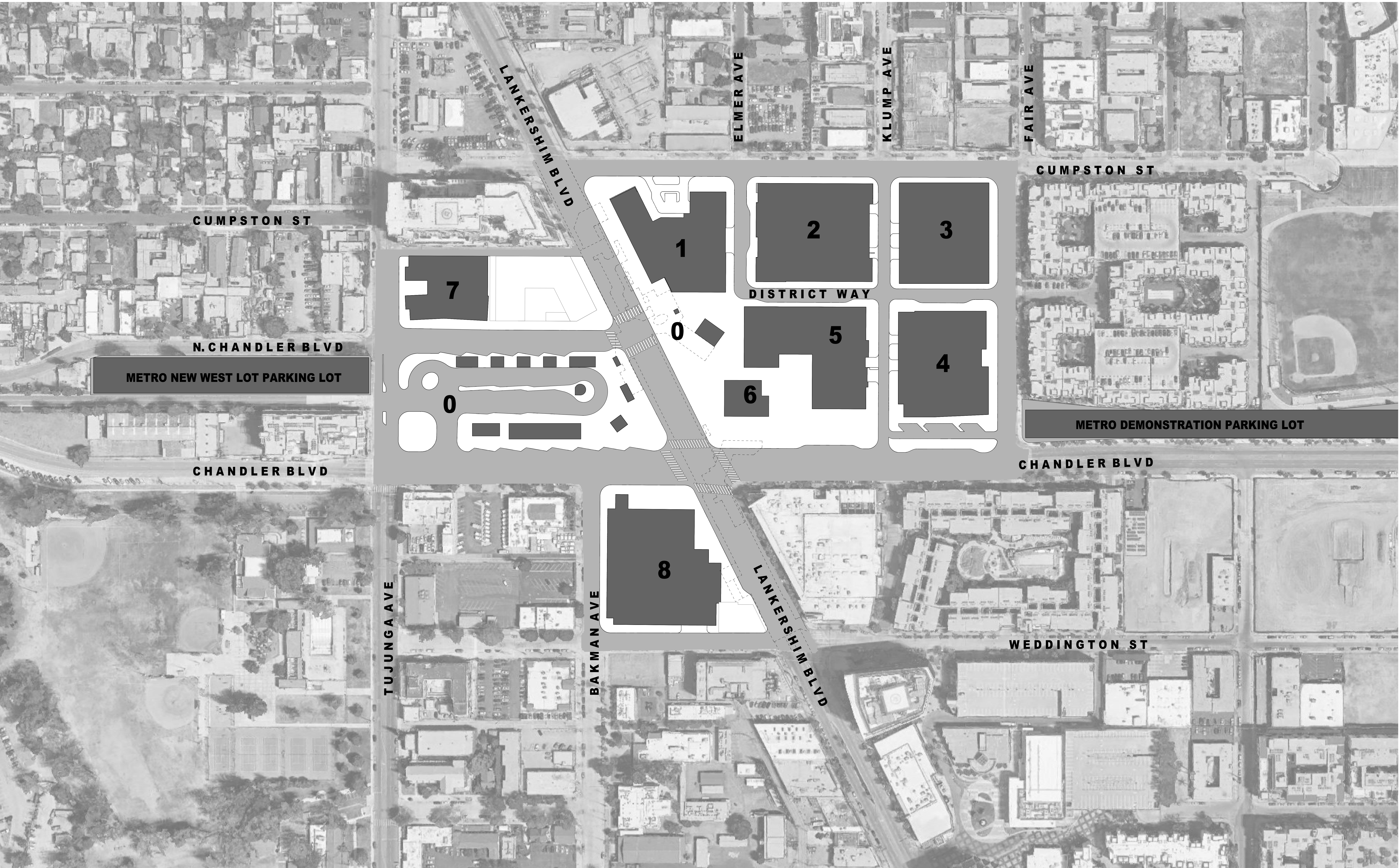
BUS BAY ASSIGNMENTS:

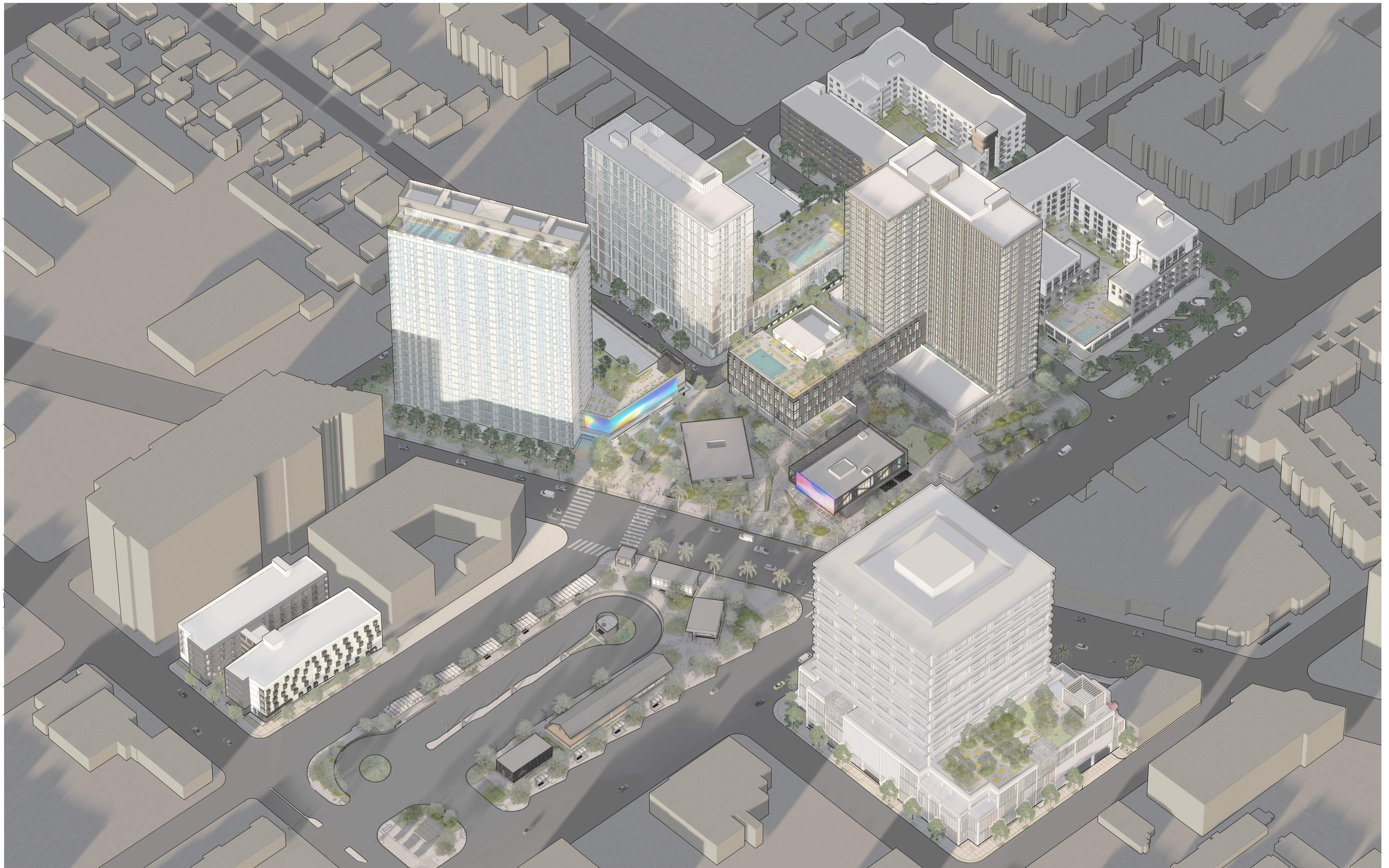
- | | |
|-------------------------|---------------------------------------|
| 162, 224, 656, 549, 353 | 224 (A/B) |
| 162, 224, 656, 549, 353 | 162 (A/B) |
| 237 | 162/224 (A/B) |
| 501 (A) | 757 (A/B) |
| Burbank Airport (A) | 757 (A/B) |
| Burbank Media (A) | |
| 154 (A/B) | Burbank Airport (A/B) |
| 183 (A/B) | Burbank Media (A/B) |
| 237 (A/B) | |
| 501 (A) | Burbank Media (A/B) |
| Burbank Airport (A) | Burbank Airport (A/B) |
| Burbank Media (A) | |
| 152/353 (A/B) | North Hollywood to Pasadena BRT (A/B) |
| 152/353 (A/B) | North Hollywood to Pasadena BRT (A/B) |



RESPONSE TO COMMENTS
POTENTIAL TURNAROUND

03/15/19 | TC-04





DISTRICT NOHO

NORTH HOLLYWOOD, CA

DISTRICT NOHO AERIAL RENDERING

11/01/19 | MP-A12



Tammell Crow Company

RELM **HKS**



0 32' 64' 128'
SCALE: 1/64" = 1'-0"



DISTRICT NOHO

NORTH HOLLYWOOD, CA



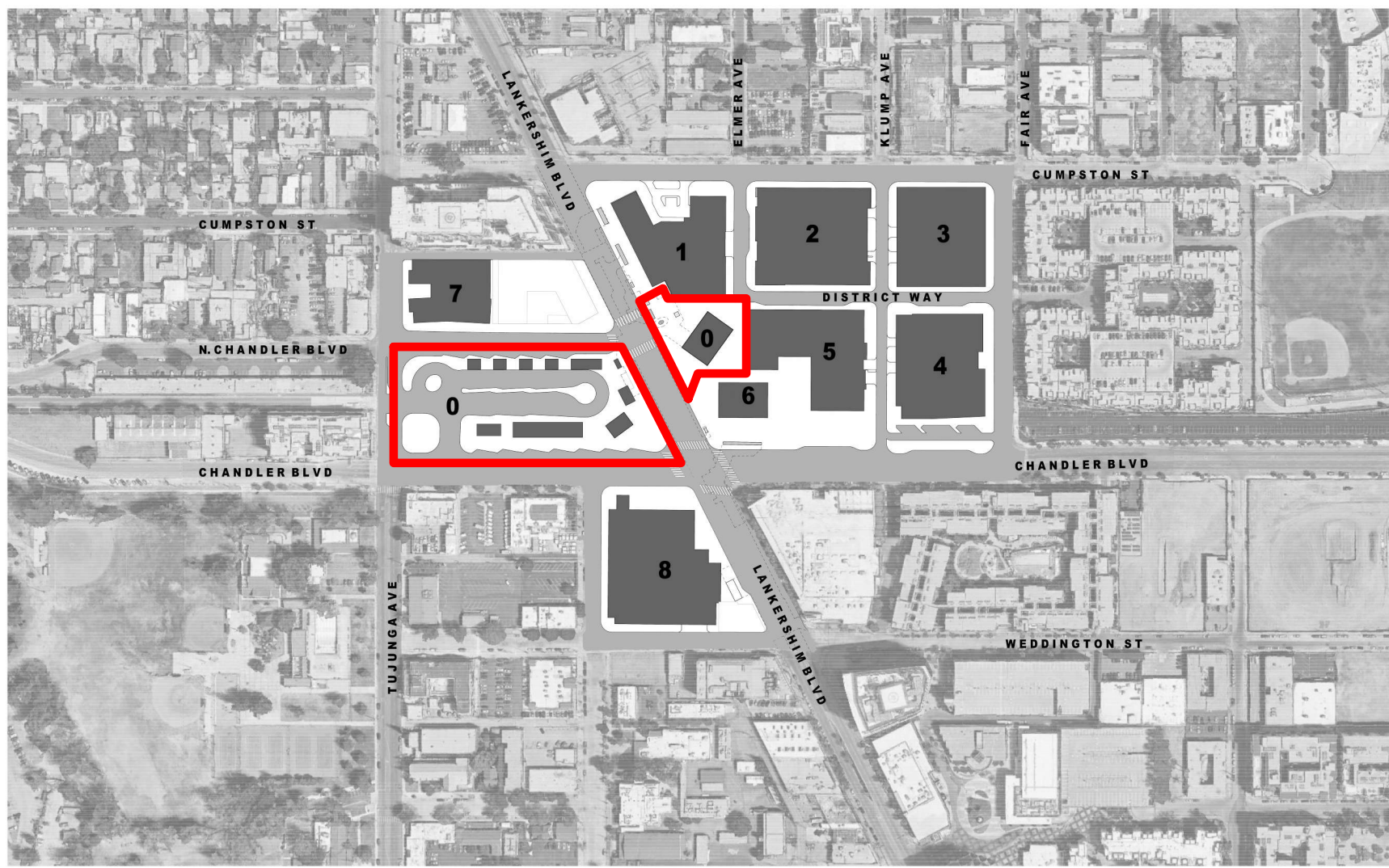
Tammell Crow Company

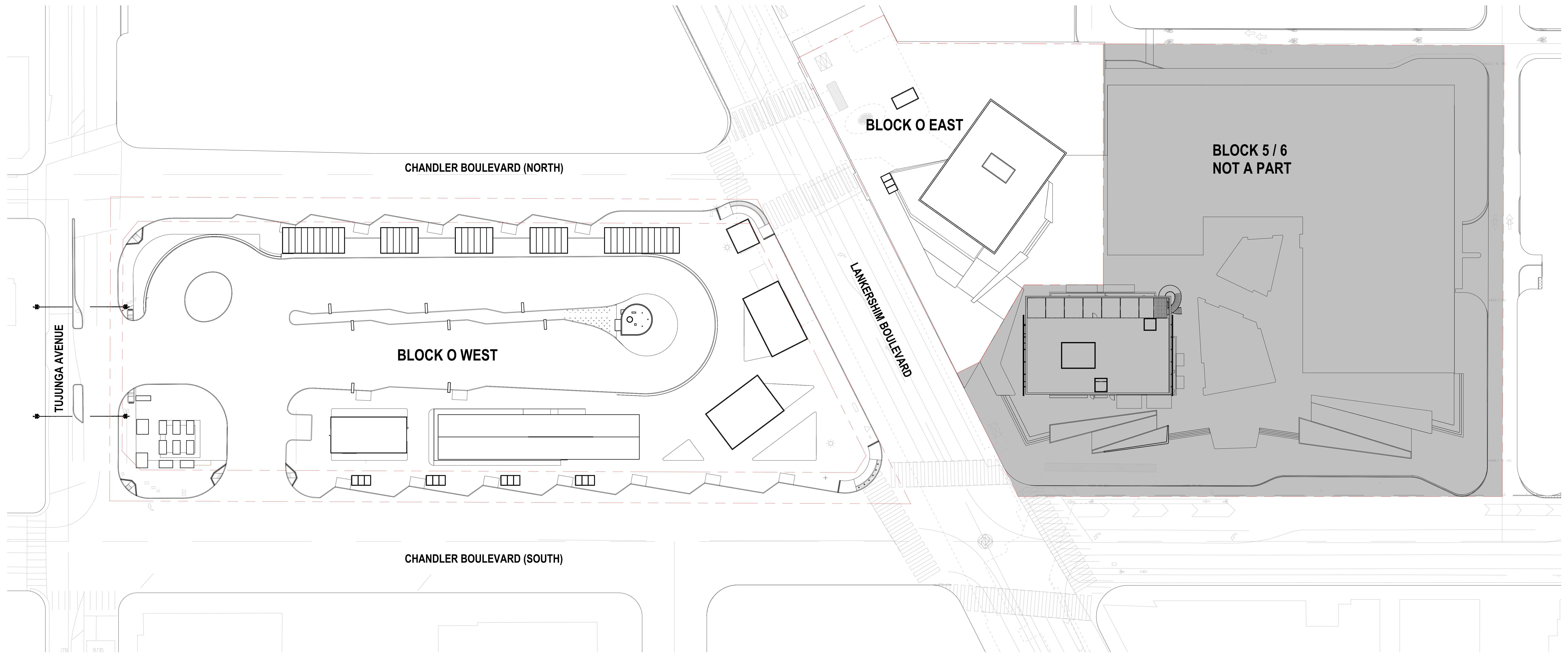
DISTRICT NOHO SITE PLAN - BLOCK 0
11/01/19 MP-A02.0

RELM **HKS**

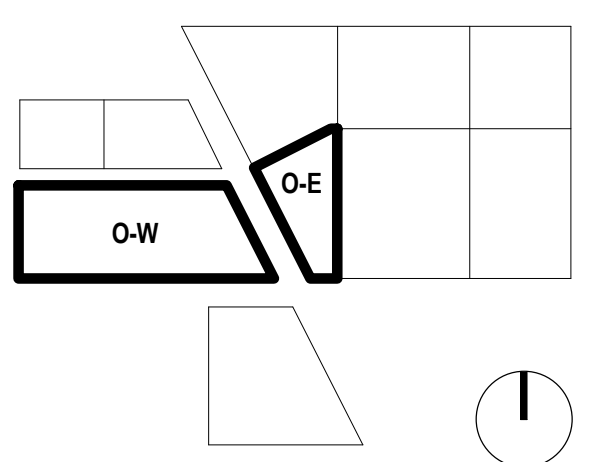


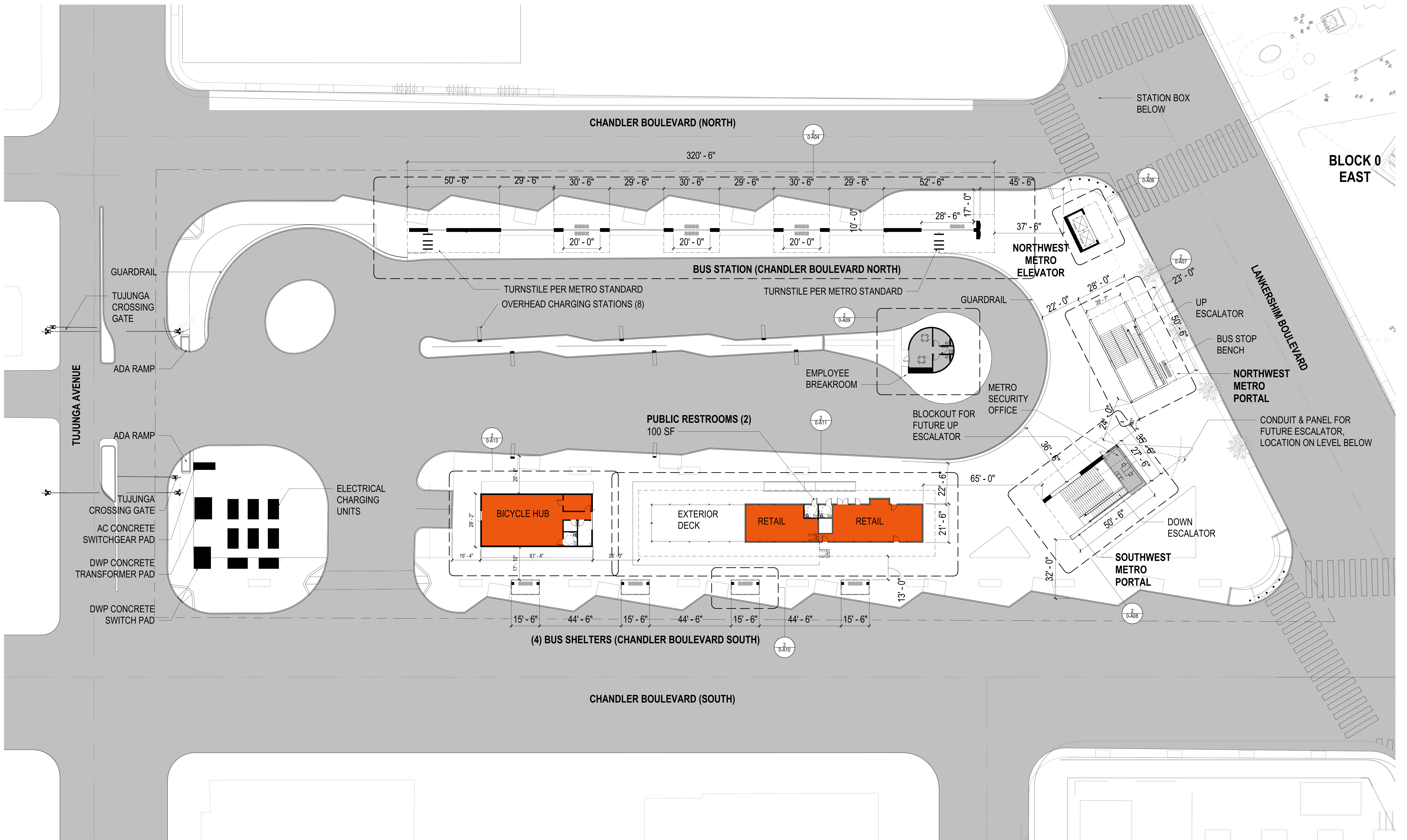
PROJECT ADDRESS:	5391 LANKERSHIM BLVD. NORTH HOLLYWOOD, CA 91601		
PROJECT INFORMATION:	<div>DISTRICT NOHO - BLOCK 0</div> <div>PROPOSED PUBLIC TRANSIT CENTER WITH:</div> <div><div>- METRO ORANGE LINE BUS STATION</div><div>- 3 METRO RED LINE ENTRY PORTALS</div><div>- 2 METRO RED LINE ELEVATOR STRUCTURES</div><div>- LOCAL BUS LINE SHADE STRUCTURES</div><div>- METRO SECURITY OFFICE</div><div>- ELECTRICAL CHARGING EQUIPMENT / INFRASTRUCTURE</div><div>- METRO BIKE HUB & BIKE STORAGE</div><div>- SINGLE STORY EMPLOYEE BREAKROOM</div><div>- SINGLE STORY RELOCATED EXISTING HISTORIC DEPOT</div></div>		
ZONING:	DISTRICT NOHO SPECIFIC PLAN ZONE		
LOT AREA:	156,702 SF		
FAR:	.03		
STORIES PROPOSED:	1 STORY		
BUILDING HEIGHT PROPOSED:	23'-2"		
AREA:	RETAIL LAMC:	8,140 SF	
	OFFICE LAMC:	709 SF	
	BIKE HUB LAMC:	2,698 SF	
	GROSS BUILDING AREA:	5,613 SF	
PARKING PROVIDED (CARS):	EMPLOYEE PARKING 2 SPACES		





1 BLOCK 0 - SITE PLAN
SCALE: 1/32" = 1'-0"





1 OVERALL FLOOR PLAN

SCALE: 1" = 20'-0"

Depot Relocation Scope

The Historic Depot is to be relocated on the site approx. 44 feet to the West of its existing location. Prior to beginning work the contractor shall coordinate with and present for review and approval a building relocation plan to the Historical Consultant to confirm the method of relocation, the specifics of protecting all portions of the existing building prior to, during, and after the relocation. Any portions of the building that require repair after the relocation shall be reviewed by the Historical Consultant, and an approved plan for repair shall be submitted to the Historical Consultant prior to commencing repair work. The contractor shall provide a new foundation for the relocated Historical Depot building as designed by the structural engineer.

All existing utilities shall be extended to the new location of the Historic Depot building, including, but not limited to telephone, digital/low voltage, sewer, water, gas, electrical, drainage, grease interceptor.

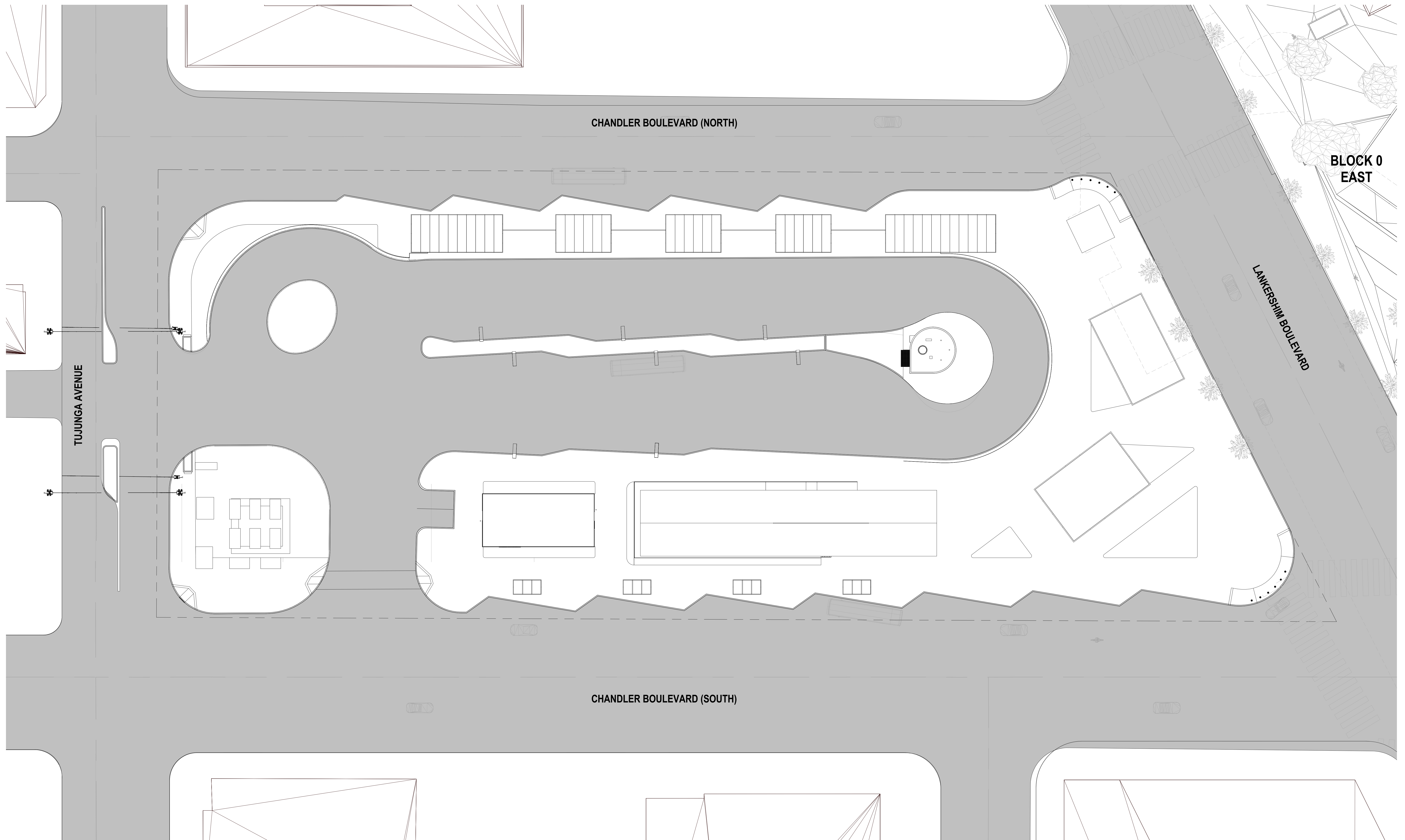
CITY PLANNING SUBMITTAL DISTRICT NOHO - BLOCK 0 WEST

NORTH HOLLYWOOD, CA 91601

TammellCrowCompany

BLOCK 0 WEST - OVERALL FLOOR PLAN 11/01/19 | 0-A02

Gensler RELM HKS



1 BLOCK 0 - ROOF PLAN
SCALE: 1" = 20'-0"

