

II. Project Description

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A. Project Summary

The District NoHo Project proposes a Specific Plan to implement a high-intensity, mixed-use, transit-oriented, and multi-phased development on approximately 15.9 acres of land owned by the Los Angeles County Metropolitan Transportation Authority (Metro) at and including the terminus of Metro's B (Red) Line and G (Orange) Line (Project Site) as part of a joint development effort with Metro.¹ The development includes market rate and affordable multi-family residential units, community-serving retail and restaurant uses, and office space that is integrated with bicycle, bus, rail, and parking facilities (collectively, the Project).

The Project would revitalize and expand transit facilities at Metro's North Hollywood Station, including the Metro B (Red) Line portal entry, bus terminal for the Metro G (Orange) Line, the Los Angeles Department of Transportation (LADOT) Commuter Express, and local/regional buses with integration of public plazas and incorporation of retail uses within the historic Lankershim Depot. These transit improvements and plaza areas would serve as the central and focal point of the development. Surrounding these transit improvements would be the development of approximately 1,523,528 square feet of residential uses comprised of 1,216 market rate units and 311 affordable residential units (representing 20 percent of the total proposed residential units) and up to 685,499 square feet of commercial uses comprised of retail, restaurant, and office uses.² New buildings would range from one story to 28 stories in height. Separately, two Metro patron parking areas, known as the West Lot and East Lot, located along Chandler Boulevard could be developed in support of the Project. These parking structures are collectively referred to as "Off-Site Metro Parking Areas" and are evaluated as part of the Project throughout this Draft EIR.

¹ In December 2019, Metro began updating transit line names from its color-coded system to a letter/symbol system. During the transition phase, line names will include both the letter and color. More information can be obtained from Metro's website, www.metro.net/projects/line-letters/.

² This total includes 87,300 square feet of floor area which could be created through the conversion of portions of four above-ground levels of parking structure on Block 8 to office uses. While this floor area is not reflected in the present design of Block 8, the parking structure on that block is designed to be potentially convertible to habitable uses in the future. In order to provide the most conservative analysis reflecting an eventual conversion of that parking area to office uses, the Initial Study and EIR includes this office floor area throughout its analysis.

The prominent component of the Project would be the creation of three public transit and event plazas (i.e., the Promenade, Transit Square, and NoHo Square) totaling approximately two acres (87,225 square feet) with adjacent retail and restaurant uses. Overall, the Project would include 211,280 square feet of open space, which would be privately operated and maintained with amenities located throughout the Project Site. The proposed uses would be supported by up to 3,313 vehicle parking spaces and up to 1,158 bicycle parking spaces for Project uses. Up to 274 vehicle parking spaces for Metro uses in both on- and off-site locations and up to 166 Metro Bike Hub bicycle parking spaces would also be included on-site as part of the Project.³ Project vehicle parking would be provided in both subterranean and above-grade structures, as well as within surface lots. The maximum depth of excavation would be approximately 60 feet below ground surface.

Overall, at buildout, the Project would remove 49,111 square feet of existing floor area,⁴ retain and relocate on-site the 1,725-square-foot historic Lankershim Depot, and construct 2,207,302 square feet of new floor area, resulting in a net increase of 2,158,191 square feet, and a total of 2,209,027 square feet of floor area within the Project Site on a 16.07 acre site. The Project is anticipated to be constructed in multiple, potentially overlapping phases over a period of approximately 15 years, with full buildout anticipated in 2037. A Specific Plan and Sign District would provide regulations for the development of the Project and an associated signage program.

B. Environmental Setting

1. Project Location

The Project Site is generally located at 11264–11280, 11320, 11163–11277, and 11331–11347 Chandler Boulevard; 11204–11270 Cumpston Street; 5300–5320 Bakman Avenue; and 5311–5373 and 5340–5356 Lankershim Boulevard, Los Angeles, California 91601 in the North Hollywood–Valley Village Community Plan Area of the City of Los Angeles (City), approximately 13 miles northeast of the Pacific Ocean. A complete list of the Project's addresses is included in Appendix B of this Draft EIR. As shown in Figure II-1 on page II-3, the Project Site is generally bounded by Tujunga Avenue to the west, Cumpston Street to the

³ *The Project is required to provide up to 750 replacement parking spaces for Metro users. These replacement parking spaces could be provided entirely off-site or in some combination of up to 274 spaces within the Project Site and the balance within off-site locations. The plan set submitted with the Project's application assumes up to 274 spaces for Metro users would be included within the Project Site, but this is subject to change pending the final design of the off-site Metro parking facilities. To allow for the most conservative analysis, the CEQA analysis will assume 274 Metro replacement parking spaces within the Project Site, as well as 750 replacement spaces within off-site locations.*

⁴ *On December 21, 2020, a fire destroyed the existing building on Block 7. Nevertheless, because it was present at the time the NOP was published on July 7, 2020, it is considered part of the existing conditions.*

north, Fair Avenue to the east, and Weddington Street to the south. Under existing conditions, the Project Site includes four sub sites located generally north/east and west/south of Lankershim Boulevard.

The Off-Site Metro Parking Areas are located immediately east and west of the Project Site. The East Lot is located at 11100 Chandler Boulevard and is bounded by Fair Avenue to the west, South Chandler Boulevard to the south, Vineland Avenue to the east, and apartments and East Valley High School to the north. The West Lot is located at 11440 Chandler Boulevard and is bounded by a commercial structure to the west, the Metro G (Orange) Line Busway to the south, Tujunga Avenue to the east, and North Chandler Boulevard to the north.

Regional access to the Project Site and Off-Site Metro Parking Areas is provided by State Route (SR) 170, the Hollywood Freeway, which is located approximately 0.3 mile west of the Project Site, and SR-134, the Ventura Freeway, which is located approximately 0.9 mile south of the Project Site. Local access to the Project Site and Off-Site Metro Parking Areas is provided by several local streets and avenues located to the north (Cumpston Street), west (Tujunga Avenue), east (Fair Avenue), and south (Weddington Street).

The Project Site and Off-Site Metro Parking Areas are well served by public transportation, with the Metro B (Red) Line North Hollywood Station and G (Orange) Line Station located within the Project Site serving approximately 25,000 riders per day. Several transit providers also serve the Project Site and surrounding community, including Metro, LADOT, and the Burbank Bus. The Project Site is located in a Transit Priority Area (TPA), as defined by Senate Bill (SB) 743 and City Zoning Information File (ZI) 2452.

2. Existing Uses

a. Existing Conditions: Project Site and Off-Site Metro Parking Areas

As noted above, the 15.9-acre Project Site includes four sub sites, located generally north/east and south/west of Lankershim Boulevard under existing conditions. The East Site is comprised of 46 lots totaling approximately 10.7 acres located east of Lankershim Boulevard and is currently improved with the Metro B (Red) Line subway east portal, a surface parking lot, and a local bus plaza. The Northwest, Central, and South Sites are located west of Lankershim Boulevard. The South Site is comprised of 12 lots, totaling approximately 1.8 acres and improved with a surface parking lot adjacent to an existing historic building containing a restaurant. The Central Site is comprised of two lots, totaling approximately 2.7 acres and improved with industrial/warehouse buildings, the G (Orange) Line bus plaza, the B (Red) Line subway west portal, and the historic Lankershim Depot Building. The Northwest Site is comprised of seven lots, totaling approximately 0.7 acre and improved with one- and two-story industrial/warehouse buildings. The existing uses are

located within one- and two-story buildings that total approximately 25,145 square feet of floor area, which includes the 1,725 square foot Lankershim Depot.⁵ In total, 1,098 surface parking spaces are located on the Project Site. Landscaping within and surrounding the Project Site is limited to trees and shrubs throughout the surface parking areas, along the adjacent roadways, and around some building perimeters.

The Off-Site Metro Parking Areas consist of the West Lot and East Lot, located directly west and east of the Project Site along Chandler Boulevard, respectively. The West Lot is currently occupied by industrial/warehouse buildings totaling 25,691 square feet and associated surface parking. The East Lot is an existing surface parking lot for Metro riders. Landscaping within and surrounding the Off-Site Metro Parking Areas is limited to trees and shrubs throughout the surface parking areas, along the adjacent roadways, and around some building perimeters.

An aerial photo of the Project Site and Off-Site Metro Parking Areas is provided in Figure II-2 on page II-6.

b. Land Use and Zoning

The Project Site and Off-Site Metro Parking Areas are located in the North Hollywood–Valley Village Community Plan Area. The existing Community Plan land use designations for the Project Site and Off-Site Metro Parking Areas are Community Commercial, Commercial Manufacturing, and Public Facilities. The North Hollywood–Valley Village Community Plan designates allowable zones for each land use designation. Generally, the Community Commercial Land Use Designation allows for commercial, mixed-use residential, and parking zones, while Commercial Manufacturing allows for commercial manufacturing and parking zones, and Public Facilities allows for the public facilities zone. In accordance with the Los Angeles Municipal Code (LAMC), the Project Site is zoned C4-2D (Commercial, Height District 2), C4-2D-CA (Commercial, Height 2, Commercial and Aircraft District), C2-2D-CA (Commercial, Height District 2, Commercial and Aircraft District), CM-1VL (Commercial Manufacturing, Height District 1VL), and PF-1VL (Public Facilities, Height District 1VL). The C4 zone permits C2-zoned commercial uses with some prohibitions and limitations, but generally allows uses that include but are not limited to retail and restaurant spaces, hotels, parks, playgrounds, parking garages, automotive service stations, churches, clinics, theaters, and schools, as well as R4 uses (multiple dwelling). The CM commercial manufacturing zone permits limited C2 uses that include but are not limited to wholesale, storage, clinics, and limited manufacturing, as well as R3 uses (multiple dwelling). The purpose of the PF (Public Facilities) zone is to provide regulations for the use and development of publicly owned land.

⁵ On December 21, 2020, a fire destroyed the existing building on Block 7. Nevertheless, because it was present at the time the NOP was published on July 7, 2020, it is considered part of the existing conditions.

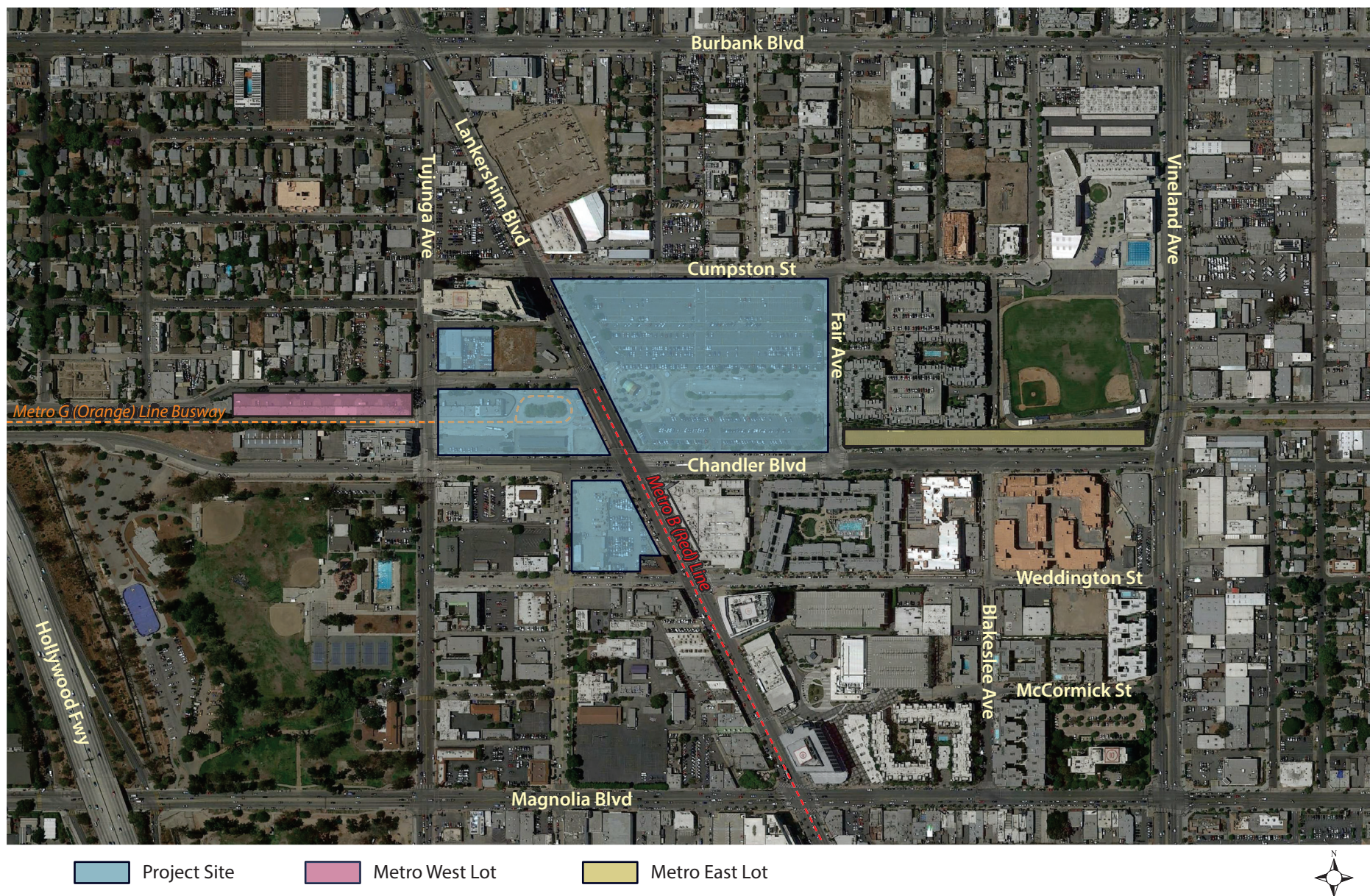


Figure II-2
Aerial Photograph of the Project Vicinity

The PF designation includes a wide array of uses that include but are not limited to agricultural uses, fire and police stations, government buildings, public libraries, post offices, public schools and joint public and private developments. Where zoning includes the CA suffix, the CA designation indicates a particular portion of the Project Site is located within a Commercial and Artcraft District where artistic activities, combined with commercial and residential uses are permitted. The 2D suffix corresponds to Height District 2, while the D corresponds to a D Limitation on-site, Ordinance No. 162937-SA605, which allows for up to a 6:1 Floor Area Ratio (FAR) on an individual parcel, but limits development across multiple subareas to a 3:1 FAR. The -1VL suffix corresponds to Height District 1 Very Low which allows for up to 1.5 FAR on commercially zoned lots and up to a 3:1 FAR for public facility zoned lots.

The Project Site is also within the Los Angeles State Enterprise zone and, as noted above, a TPA pursuant to SB 743.

3. Surrounding Land Uses

As previously mentioned, the Project Site and Off-Site Metro Parking Areas are located within the North Hollywood–Valley Village Community Plan area. As shown in Figure II-2 on page II-6, the area surrounding the Project Site and Off-Site Metro Parking Areas is characterized by a variety of uses, including a car dealership, residential uses, and surface parking to the north; a theatre, recording studio, restaurant, commercial, and residential uses to the south; residential uses to the east; and commercial uses and a United States Post Office to the west. In addition, Lankershim Elementary School is located approximately 200 feet south of the Project Site on Bakman Avenue; East Valley High School is located approximately 0.2 mile northeast of the Project Site on Vineland Avenue; and Amelia Earhart High School is located approximately 0.6 mile west of the Project Site on Colfax Avenue. A Greyhound Bus station is also located approximately 0.2 mile south of the Project Site on Magnolia Boulevard. The North Hollywood Park, which includes both indoor and outdoor recreation facilities, is also located approximately 500 feet west of the Project Site at the southwest corner of Tujunga Avenue and Chandler Boulevard.

C. Project Objectives

California Environmental Quality Act (CEQA) Guidelines Section 15124(b) states that the project description shall contain “a statement of the objectives sought by the proposed project.” CEQA Guidelines Section 15124(b) further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to redevelop the area around the Metro North Hollywood Station with a high-density, mixed-use development, which is transit and pedestrian oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area. The Project’s specific objectives are as follows:

- The orderly development of residential uses, commercial uses, office uses, and transit facilities, as a unified site in furtherance of Metro's commitment to creating transit-oriented developments that offer compact, bikeable, and walkable communities centered around public transit.
- Facilitate an urban in-fill development with a mix of residential, commercial, and office land uses at a density and scale to enable the Project Site to function as a regional center and support transit use.
- Provide housing in furtherance of the goals of the City's Housing Element, City's Regional Housing Needs Assessment, and which serves the surrounding area and citywide market, by providing housing in a range of unit types, affordability levels, and sizes adjacent to public transit.
- Promote local and regional mobility objectives and reduce VMT by providing a mix of higher density housing and commercial uses that are in close proximity to public transportation, including numerous bus lines as well as rail transit, which are supported by recreational amenities, commercial services, and enhancements to bicycle and pedestrian amenities.
- Promote fiscal benefits, economic development, and job creation by generating jobs during the construction and operation of the Project and generating tax revenue for the City and ground lease revenues to Metro to supports its mission to improve mobility in Los Angeles County.
- Provide community benefits such as new community-serving retail uses, enhanced streetscapes, and publicly accessible open space amenities for the community.
- Promote resource and energy conservation through incorporating sustainable and green building design and construction above Title 24 (CALGreen) code requirements.
- Promote and enhance transit ridership by consolidating and revitalizing the Metro transit center to accommodate current local and municipal buses as well as the G (Orange) Line terminus and to provide enhancements to the North Hollywood Metro Station, including an improved terminal and security office, Metro employee break room, other support structures, new Metro portal structures on the West and East sides of Lankershim, and the retention of the historic Lankershim Depot.
- Support Metro's regional planning efforts such as the Metro Vision 2028 Strategic Plan by improving pedestrian, bicycle, and transit facilities in North Hollywood.
- Improve Metro infrastructure in furtherance of Metro's commitment to convert to an all-electric fleet by 2040.

D. Description of the Project

1. Project Overview

The Project proposes 2,207,302 square feet of new mixed-use residential and commercial development surrounding the North Hollywood Metro B (Red) Line and G (Orange) Line stations, retention and relocation of the historic Lankershim Depot within the Project Site, improvements to the Metro stations and infrastructure, two acres of public plaza areas, and bicycle, pedestrian, and transit infrastructure improvements. The high-intensity, transit-oriented development would include market rate and affordable multi-family residential units, community-serving retail and restaurant uses, and office space that is integrated with bicycle, bus, rail, and parking facilities (collectively, the Project). The Project is designed in conformance with Metro's North Hollywood Guide for Development and intended to promote the goals of the City's future G (Orange) Line Transit Neighborhood Plan, which includes the North Hollywood Station. The Project would revitalize and expand transit facilities at Metro's North Hollywood Station, including the Metro B (Red) Line portal entries, bus terminal for the Metro G (Orange) Line, LADOT's Commuter Express, and local/regional buses with integration of retail uses within the historic Lankershim Depot. Surrounding these transit improvements would be the development of the existing 15.9-acre site with a new multi-phase, mixed-use development. Specifically, the Project would include up to 1,527 residential units comprised of 1,216 market rate units and 311 affordable units, representing 20 percent of the total proposed residential units, and up to 685,499 square feet of commercial uses comprised of retail, restaurant, and office uses. The commercial square footage would consist of approximately 105,125 square feet of retail/restaurant uses comprised of up to 75,000⁶ square feet of restaurant uses and up to approximately 580,374⁷ square feet of office space. Alternatively, the Project includes a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space should future market conditions warrant.⁸ The total square footage of the Project would not exceed 2,209,027 square feet. New buildings would range in height from a one-story transit center on Block 0 to a 28-story mixed-use building on Block 1, with varying heights throughout the Project Site. The Project would also include approximately 211,280 square feet of open space, including two acres of publicly-accessible plaza areas known as

⁶ Includes the 1,725-square-foot historic Lankershim Depot to be relocated within the Project Site.

⁷ This total includes 87,300 square feet of floor area which could be created through the conversion of portions of four above-ground levels of parking structure on Block 8 to office uses. While this floor area is not reflected in the present design of Block 8, the parking structure on that block is designed to be potentially convertible to habitable uses in the future. In order to provide the most conservative analysis reflecting an eventual conversion of that parking area to office uses, the Initial Study and EIR includes this office floor area throughout its analysis.

⁸ As demonstrated throughout this Draft EIR, the impacts associated with the land use exchange would be similar to or less than those of the Project.

the Promenade, NoHo Square, and Transit Square. In addition, open space areas would be provided in the residential buildings and would include private residential balconies and rooftop amenity decks for residents, as well as adjacent publicly accessible landscaped plaza space. The proposed uses would be supported by up to 3,313 vehicle parking spaces and up to 1,158 bicycle parking spaces. Up to 274 vehicle parking spaces for Metro uses in both on- and off-site locations and up to 166 Metro Bike Hub bicycle parking spaces would also be included on-site as part of the Project.⁹ Parking would be distributed in both subterranean and above-grade parking structures, as well as small surface lots on Block 0 (for Metro personnel use only) and Block 4 (for limited retail/commercial parking). Additionally, as part of the Project, certain City rights-of-way which are wider than current Mobility Plan specifications are proposed to be merged into the Project Site which, if approved, would bring the total lot area to 16.07 acres.

Separately, two Metro patron parking areas, known as the West Lot and East Lot, located along Chandler Boulevard could be developed in support of the Project. These parking structures are collectively referred to as “Off-Site Metro Parking Areas” and are evaluated as part of the Project throughout this Draft EIR.

The Project would remove 49,111 square feet of existing floor area¹⁰ (i.e., 23,420 square feet on the Project Site and 25,691 square feet on the West Lot), retain the 1,725-square-foot historic Lankershim Depot on the Project Site as a restaurant use, and construct 2,207,302 square feet of new floor area, resulting in a net increase of 2,158,191 square feet, and a total of 2,209,027 square feet of floor area within the Project Site. A summary of the proposed development is provided in Table II-1 on page II-11. Conceptual site plans for the ground and podium levels are shown in Figure II-3 and Figure II-4 on pages II-14 and II-15, respectively. Conceptual renderings are provided in Figure II-5 and Figure II-6 on pages II-16 and II-17, and an aerial rendering is provided in Figure II-7 on page II-18. Details on the proposed Project program are included in Section D.2, below.

⁹ *The Project is required to provide up to 750 replacement parking spaces for Metro users. These replacement parking spaces could be provided entirely off-site or in some combination of up to 274 spaces within the Project Site and the balance within off-site locations. The plan set submitted with the Project's application assumes up to 274 spaces for Metro users would be included within the Project Site, but this is subject to change pending the final design of the off-site Metro parking facilities. To allow for the most conservative analysis, the CEQA analysis will assume 274 Metro replacement parking spaces within the Project Site, as well as 750 replacement spaces within off-site locations.*

¹⁰ *On December 21, 2020, a fire destroyed the existing building on Block 7. Nevertheless, because it was present at the time the NOP was published on July 7, 2020, it is considered part of the existing conditions.*

Table II-1
Summary of Existing and Proposed Floor Area by Block^a

Use	Existing	Proposed Demolition	Proposed Construction	Net New Floor Area	Total Floor Area
Block 0 West					
Retail/Restaurant	1,725 sf	0 sf	4,482 sf	4,482 sf	6,207 sf
Office	0 sf	0 sf	709 sf	709 sf	709 sf
Industrial/Warehouse	9,610 sf	9,610 sf	0 sf	0 sf	0 sf
<i>Block 0 West Total</i>	<i>11,335 sf</i>	<i>9,610 sf</i>	<i>5,191 sf</i>	<i>(4,419) sf</i>	<i>6,916 sf</i>
Block 0 East					
Retail/Restaurant	0 sf	0 sf	3,658 sf	3,658 sf	3,658 sf
<i>Block 0 East Total</i>	<i>0 sf</i>	<i>0 sf</i>	<i>3,658 sf</i>	<i>3,658 sf</i>	<i>3,658 sf</i>
Block 1					
Retail/Restaurant	0 sf	0 sf	18,492 sf	18,492 sf	18,492 sf
Residential	0 sf	0 sf	380,131 sf 313 du	380,131 sf 313 du	380,131 sf 313 du
<i>Block 1 Total</i>	<i>0 sf</i>	<i>0 sf</i>	<i>398,623 sf 313 du</i>	<i>398,623 sf 313 du</i>	<i>398,623 sf 313 du</i>
Block 2					
Retail/Restaurant	0 sf	0 sf	2,975 sf	2,975 sf	2,975 sf
Residential	0 sf	0 sf	298,709 sf 309 du	298,709 sf 309 du	298,709 sf 309 du
<i>Block 2 Total</i>	<i>0 sf</i>	<i>0 sf</i>	<i>301,684 sf 309 du</i>	<i>301,684 sf 309 du</i>	<i>301,684 sf 309 du</i>
Block 3					
Residential	0 sf	0 sf	183,800 sf 160 du	183,800 sf 160 du	183,800 sf 160 du
<i>Block 3 Total</i>	<i>0 sf</i>	<i>0 sf</i>	<i>183,800 sf 160 du</i>	<i>183,800 sf 160 du</i>	<i>183,800 sf 160 du</i>
Block 4					
Retail/Restaurant	0 sf	0 sf	25,750 sf	25,750 sf	25,750 sf
Residential	0 sf	0 sf	179,950 sf 194 du	179,950 sf 194 du	179,950 sf 194 du
<i>Block 4 Total</i>	<i>0 sf</i>	<i>0 sf</i>	<i>205,700 sf 194 du</i>	<i>205,700 sf 194 du</i>	<i>205,700 sf 194 du</i>
Block 5					
Retail/Restaurant	0 sf	0 sf	17,802 sf	17,802 sf	17,802 sf
Residential	0 sf	0 sf	387,684 sf 400 du	387,684 sf 400 du	387,684 sf 400 du
Office	0 sf	0 sf	91,345 sf	91,345 sf	91,345 sf
<i>Block 5 Total</i>	<i>0 sf</i>	<i>0 sf</i>	<i>496,831 sf 400 du</i>	<i>496,831 sf 400 du</i>	<i>496,831 sf 400 du</i>

Table II-1 (Continued)
Summary of Existing and Proposed Floor Area by Block^a

Use	Existing	Proposed Demolition	Proposed Construction	Net New Floor Area	Total Floor Area
Block 6					
Retail/Restaurant	0 sf	0 sf	13,024 sf	13,024 sf	13,024 sf
<i>Block 6 Total</i>	<i>0 sf</i>	<i>0 sf</i>	<i>13,024 sf</i>	<i>13,024 sf</i>	<i>13,024 sf</i>
Block 7					
Residential	0 sf	0 sf	93,254 sf 151 du	93,254 sf 151 du	93,254 sf 151 du
Industrial/Warehouse	13,810 sf ^b	13,810 sf	0 sf	0 sf	0 sf
<i>Block 7 Total</i>	<i>13,810 sf</i>	<i>13,810 sf</i>	<i>93,254 sf 151 du</i>	<i>79,444 sf 151 du</i>	<i>93,254 sf 151 du</i>
Block 8					
Retail/Restaurant	0 sf	0 sf	18,942 sf	18,942 sf	18,942 sf
Office	0 sf	0 sf	488,320 sf	488,320 sf	488,320 sf
<i>Block 8 Total</i>	<i>0 sf</i>	<i>0 sf</i>	<i>507,262 sf</i>	<i>507,262 sf</i>	<i>507,262 sf</i>
Off-Site Metro Parking Areas					
Industrial/Warehouse	25,691 sf	25,691 sf	0 sf	0 sf	0 sf
<i>Off-Site Metro Parking Areas Total</i>	<i>25,691 sf</i>	<i>25,691 sf</i>	<i>0 sf</i>	<i>0 sf</i>	<i>0 sf</i>
Project Total					
Retail/Restaurant	1,725 sf	0 sf	103,400 sf ^{c,d}	103,400 sf ^c	105,125 sf ^{c,e}
Residential	0 sf	0 sf	1,523,528 sf 1,527 du	1,523,528 sf 1,527 du	1,523,528 sf 1,527 du
Office	0 sf	0 sf	580,374 sf ^{d,f}	580,374 sf ^e	580,374 sf ^e
Industrial/Warehouse	49,111 sf	49,111 sf	0 sf	(49,111) sf	0 sf
Total	50,836 sf	49,111 sf	2,207,302 sf	2,158,191 sf	2,209,027 sf

du - dwelling units

sf = square feet

^a Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. LAMC Section 12.03 defines floor area as "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."

^b On December 21, 2020, a fire destroyed the existing building on Block 7. Nevertheless, because it was present at the time the NOP was published on July 7, 2020, it is considered part of the existing conditions.

^c Up to 75,000 square feet of the retail/restaurant uses would be restaurant uses.

^d As noted above, the Project includes a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space.

^e Includes the 1,725-square-foot Lankershim Depot, which contains retail/restaurant uses, to remain.

^f This total includes 87,300 square feet of floor area, which could be created through the conversion of

Table II-1 (Continued)
Summary of Existing and Proposed Floor Area by Block^a

Use	Existing	Proposed Demolition	Proposed Construction	Net New Floor Area	Total Floor Area
portions of four levels of parking structure on Block 8 to office uses. Source: NoHo Development Associates, LLC, 2020.					

2. Project Program

The Project Site is proposed to be developed in nine specific geographical areas referred to as “blocks,” which would be connected and integrated via streets and pedestrian pathways. These blocks are referred to as Block 0 West, Block 0 East, Block 1, Block 2, Block 3, Block 4, Block 5/6, Block 7, and Block 8 and are depicted in Figure II-3 on page II-14. Two off-site parking structures for Metro uses are also proposed. A description of proposed development by block is provided below.¹¹

a. Block 0 West: Metro G (Orange) Line Terminus¹²

Block 0 West is comprised of two lots, totaling 117,410 square feet. As shown in Figure II-3 Block 0 West is located north of Chandler Boulevard and east of Tujunga and includes the Metro G (Orange) Line Terminus property. The Metro G (Orange) Line Terminus property is developed with 11,335 square feet of existing uses including the historic Lankershim Depot building (1,725 square feet) and a one-story industrial/warehouse building located on the northwest section of the site (9,610 square feet). Project enhancements to the G (Orange) Line Terminus property include the consolidation of Metro G (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; an employee break room; a security office;

¹¹ Any permitted use is allowed within any Block within the Specific Plan area. Any changes from the conceptual plan evaluated by this Draft EIR would be required to comply with the Specific Plan's development standards and could not result in greater impacts than are evaluated throughout this Draft EIR without further CEQA review.

¹² On April 23, 2020, using its self-permitting authority, the Metro Board of Directors approved improvements to the G (Orange) Line Terminus located within Block 0 West including additional discharge, boarding, and layover bays for the G (Orange) Line and future bus rapid transit services; new bays for local/regional buses; electric bus charging facilities; and an expanded portal to the subsurface B (Red) Line station. The improvements were found to be statutorily exempt from CEQA under PRC Section 21080, Subdivisions (b)(10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a), which state that CEQA does not apply to the institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities. This action was undertaken by Metro to provide the flexibility to move forward independently with these improvements in the event the Project does not proceed. The Draft EIR conservatively includes these improvements as part of the Project.

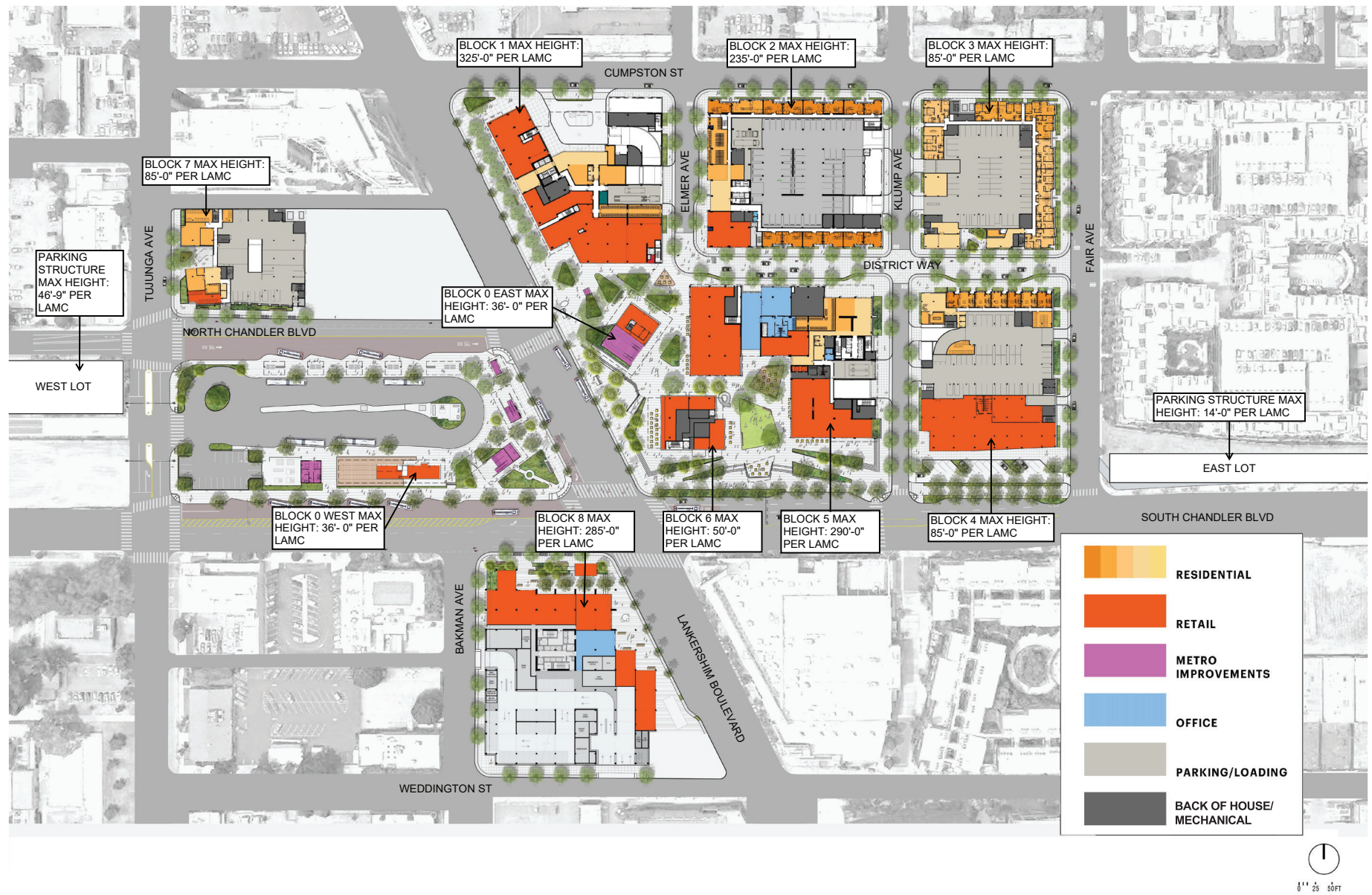


Figure II-3
Conceptual Site Plan-Ground Level and Block Heights

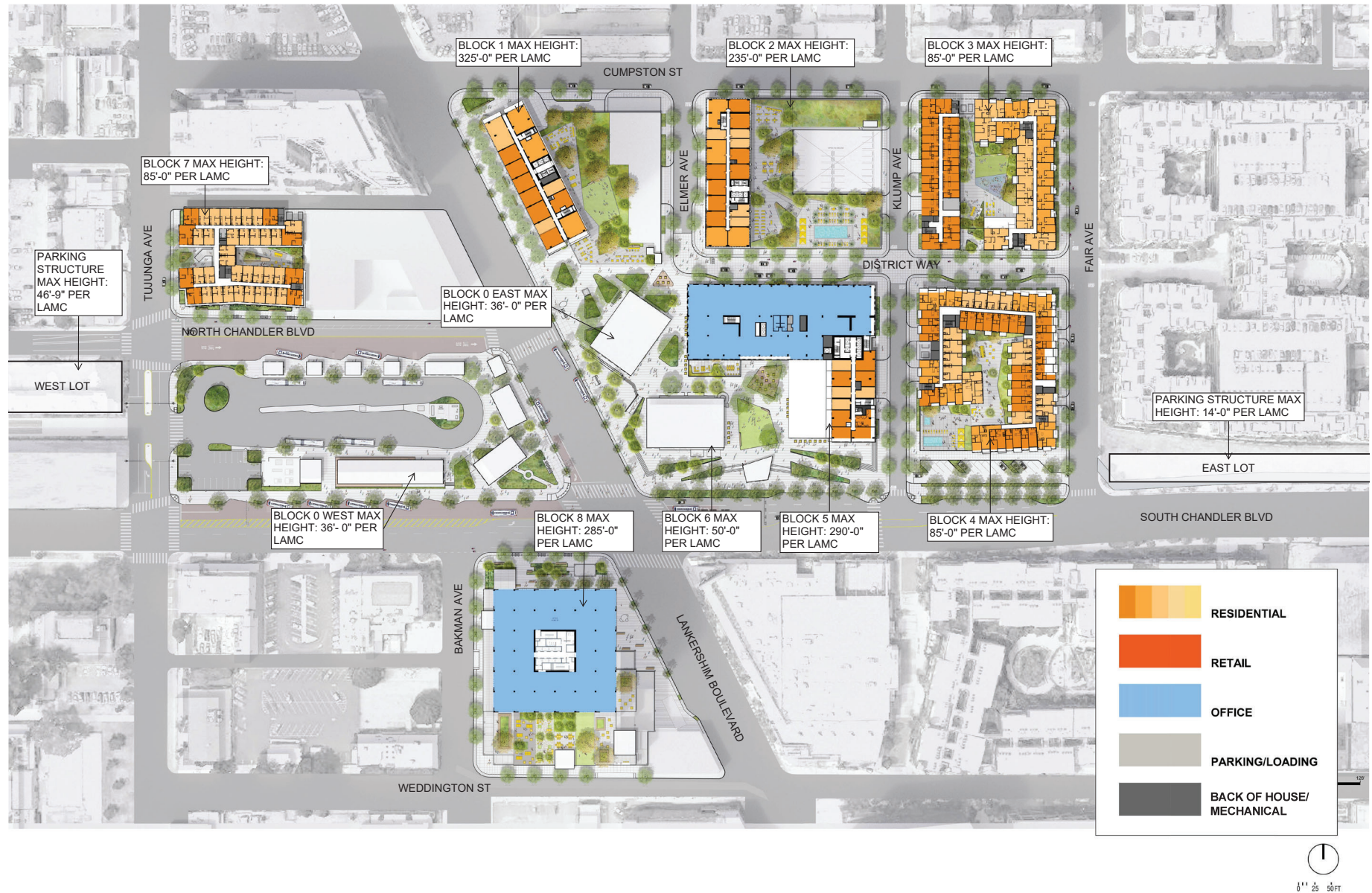


Figure II-4
Conceptual Site Plan-Podium Level



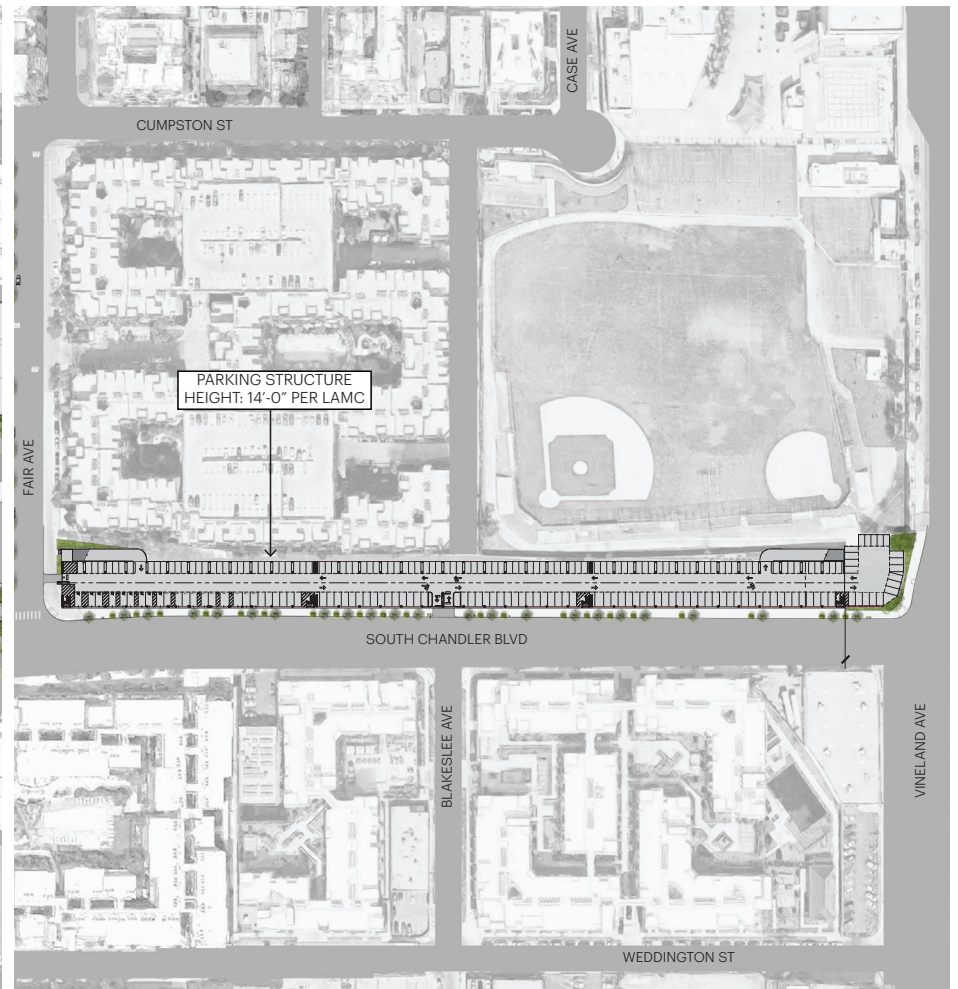
Figure II-5
Conceptual Rendering



Figure II-6
Conceptual Rendering



West Lot



East Lot



Figure II-7
Off-Site Metro Parking Areas

architectural and art inspired updates to, and reconfiguration of, the existing Metro west portal and the addition of a second west portal, which would provide subterranean pedestrian connections to the Metro B (Red) Line Station below; and the retention of the historic Lankershim Depot, which was restored beginning in 2011 and reopened as a Groundwork Coffee store in 2017. The Lankershim Depot would be relocated 44 feet to the west and 2.5 feet to the south within Block 0 West to accommodate the Project. The 9,610-square-foot industrial/warehouse building located at the northwest corner would be removed as part of the Project. Within Block 0 West, the Project proposes up to 4,482 square feet of restaurant and retail uses (i.e., the Lankershim Depot and Metro Bike Hub), 709 square feet of office uses (i.e., the employee break room and security office), parking for Metro employees, and electric bus charging infrastructure and charging masts. Landscaping would be provided to enhance the visual character of the development and compliment the historic depot.

b. East Site: Block 0 East and Blocks 1 through 5/6

As shown in Figure II-3 on page II-14, the East Site is located north of Chandler Boulevard, south of Cumpston Street, east of Lankershim Boulevard, and west of Fair Avenue, and is currently developed with a Metro B (Red) Line east portal, bus plaza, and surface parking. The East Site includes approximately 10.67 acres (464,992 square feet before dedications and mergers) and would be subdivided into six development blocks referred to as Block 0 East, Block 1, Block 2, Block 3, Block 4, and Block 5/6 as part of the tract map process.¹³ As part of the Project, the blocks would be transected by a new publicly accessible private street grid. The grid would include two north-south streets which would align with existing streets, Klump Avenue and Elmer Avenue, and extend through the East Site. A new street, District Way, would run east-west through the Project Site connecting with Klump Avenue and Elmer Avenue, as well as Fair Avenue to the east. These internal publicly accessible private streets would be adjoined by ground floor residential lobbies and ground floor apartment units, as well as office outdoor working areas. The existing westbound bike path along Chandler Boulevard, to the south of the Project, would be routed through Fair Avenue and District Way and would be intended to separate bicyclists from surrounding high volume vehicular streets. In addition, direct access to the Metro Station would be provided for bicycles.

Seven buildings (including the Metro portal building) would be developed on Blocks 0 East through Block 5/6. The buildings would consist of three high-rise mixed-use towers, two midrise structures, and two low-rise commercial building distributed throughout the six blocks. On the western portion of the Project Site between Lankershim Boulevard and Klump

¹³ Block 5/6 is referred to as Block 5 on the tract map. However, Blocks 5 and 6 are evaluated throughout this Draft EIR as Block 5/6 because they would share the same legal lot. Specifically, Block 6 would occupy airspace lots 28 and 30 above ground lot 5.

Avenue, the three high rise mixed-use towers and two low-rise commercial buildings (one of which would also include the Metro portal) would surround a public plaza, providing ground level access to public transit, retail uses, restaurant and event space. The design and programming of the plaza is intended to create a new public amenity and community gathering place for North Hollywood. At the focal point of this plaza is a revitalized Metro Station east portal entry. To the east of the towers, between Klump Avenue and Fair Avenue, the Project would transition down in scale to two mid-rise buildings that include residential and limited neighborhood-serving retail uses at the ground floor to create residential neighborhood-like streets. The Project would provide ground floor uses throughout the internal publicly accessible private streets, activating the pedestrian realm and area around the transit station east portal. Proposed development within each of these six development blocks is detailed below.

(1) Block 0 East: Metro East Portal and Retail Building

Block 0 East is comprised of 40,959 square feet located on the east side of Lankershim Boulevard, midway between Cumpston Street and Chandler Boulevard. Within Block 0 East, the Project proposes a new publicly accessible plaza, the Transit Square, which would house the existing Metro east Portal. The Project proposes architectural and aesthetic updates to the existing Metro B (Red) Line Portal, as well as an expansion of 3,658-square-feet, which would house retail uses with capacity for a possible future Metro Bike Hub. The expansion of the Portal would be a single story building, up to 36 feet tall. Architectural and art inspired updates to the Metro east portal would serve to enclose both the retail building and the existing portal and stairs. The Metro east portal elevator is also located on Block 0 East and is included in the 39,590 square foot Transit Square, which would provide pedestrian and bike facilities connecting to a new pedestrian and bike crossing at Lankershim Boulevard, landscaping, and hardscaping to enhance the visual character of the development. The Transit Square could also include a future Metro Bike Share station that could be located on the north side of the Metro escalator portal. Dedicated passenger pick-up and drop-off areas are proposed to be located along Lankershim Boulevard and future District Way to serve the Metro east portal.

(2) Block 1: Mixed-Use Residential Apartment Tower with Ground Floor Retail

As shown in Figure II-3 on page II-14, Block 1 is comprised of 70,910 square feet and located at the southeast corner of Lankershim Boulevard and Cumpston Street. Block 1 would include a 28-story, up to 325-foot-tall mixed-use building with 398,623 square feet of total floor area comprised of 313 market rate apartments, 18,492 square feet of restaurant and retail uses, 532 vehicular parking spaces located within four subterranean parking levels and two above-grade levels lined with active uses or otherwise architecturally screened, and 264 bicycle parking spaces.

Block 1 would also include 26,000 square feet of residential common open space which would be accessible to Block 1 residents. Specifically, the ground floor would include a planting area, trees, and seating area. Level 4 would provide private open space consisting of a game terrace, reading garden, outdoor dining area, bench, open parking deck, a lawn, and resident lounge. The rooftop would provide private open space consisting of a pool deck, overlook deck and patio, bench, and fire pit.

The west and south podium façades above the retail uses would incorporate a digital display for video art, public messaging, and advertising.

(3) Block 2: Mixed-Use Residential Apartment Tower with Ground Floor Retail

As shown in Figure II-3 on page II-14, Block 2 is comprised of approximately 1.86 acres (81,010 square feet) located within the northern portion of the Project Site along Cumpston Street between Elmer Avenue and Klump Avenue. Block 2 would include a 20-story, up to 235-foot-tall mixed-use building with 301,684 square feet of total floor area comprised of 309 market rate apartments, 2,975 square feet of ground floor retail uses, 534 vehicular parking spaces, including 145 parking spaces for Metro patrons and 389 parking spaces for Project uses, located within two subterranean parking levels, one at-grade parking level, and two above-grade parking levels wrapped with active uses, and 172 bicycle parking spaces.

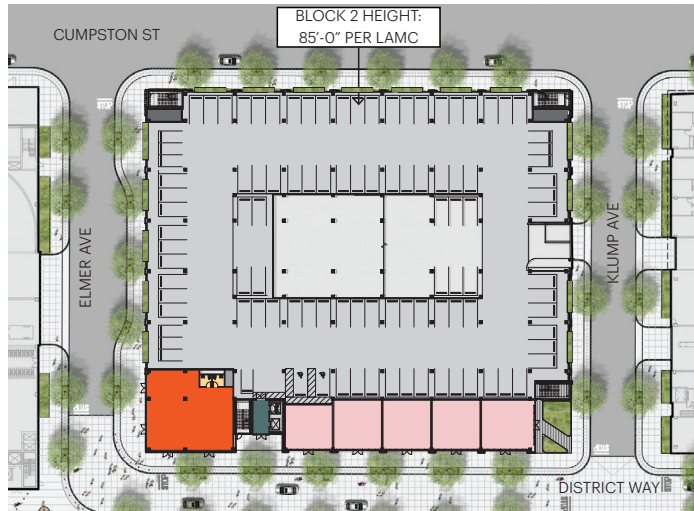
Block 2 would also feature 24,500 square feet of residential common open space accessible to Block 2 residents that would be located on level 4. Open space amenities include a pool terrace, outdoor kitchen and barbeque, planting area, reading garden, and active patio.

Alternately, one above-grade standalone parking facility could be provided on either Block 2 or Block 4. Should a parking structure be developed on Block 2, it would be in lieu of 309 residential units, but still would include ground floor retail uses. Moreover, the parking structure would be skinned to ensure that parking areas were not visible and compatible with the architectural design of the Project. This alternate use is shown in Figure II-8 on page II-22.

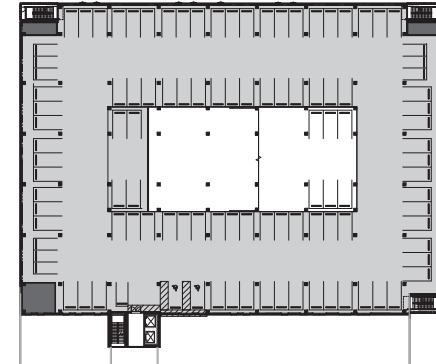
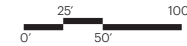
(4) Block 3: Residential Affordable Apartment Building

As shown in Figure II-3, Block 3 is located at the southwest corner of Cumpston Street and Fair Avenue. Block 3 is comprised of approximately 1.41 acres (61,628 square feet) and would include a six-story, up to 85-foot-tall residential building with 183,800 square feet of total floor area comprised of 160 affordable units, 130 vehicular parking spaces, including 40 parking spaces for Metro patrons and 90 parking spaces for Project uses, located within one subterranean residential parking level and one at-grade parking level, which would be wrapped with residential units, and 78 bicycle parking spaces.

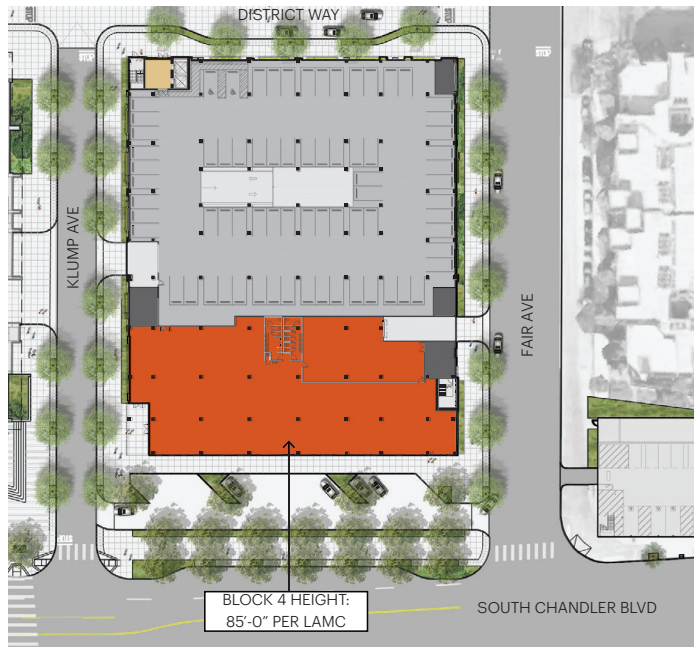
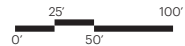
**Block 2
Ground Level**



**Block 2
Podium Level**



**Block 4
Ground Level**



**Block 4
Podium Level**

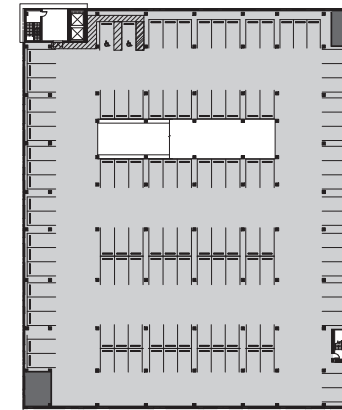
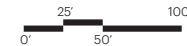


Figure II-8
Blocks 2 and 4 Alternate Use

Block 3 would also include 20,000 square feet of residential common open space which would be accessible to Block 3 residents. Specifically, the level 2 podium would feature an outdoor kitchen terrace, lawn, playground, social deck, planting area, and seating areas and levels 5 and 6 would include a deck, fire pit, planting area, and seating areas.

(5) Block 4: Mixed-Use Residential Apartment Building with Ground Floor Retail

As shown in Figure II-3 on page II-14, Block 4 is located at the northwest corner of Fair Avenue and South Chandler Boulevard and is comprised of approximately 2.0 acres (87,054 square feet). Block 4 would include the development of a seven-story, up to 85-foot-tall mixed-use building with 205,700 square feet of total floor area comprised of 194 market rate apartments, 25,750 square feet of ground-level retail uses, 323 parking spaces located within two subterranean parking levels, one at-grade parking level wrapped with retail and residential uses, and surface parking for retail uses, as well as 152 bicycle parking spaces.

Block 4 would also include approximately 20,575 square feet of residential common open space which would be accessible to Block 4 residents. The ground floor would have street trees and residential lobby; Level 3 would include a social deck and barbeque area, lounge, pool, bench, spa, and planting area; and Level 6 would feature a fire pit/lounge, patio, and planting area.

Alternately, one above-grade standalone parking facility could be provided on either Block 2 or Block 4. Should a parking structure be developed on Block 4, it would be in lieu of 194 residential units, but still would include ground floor retail uses. Moreover, the parking structure would be skinned to ensure that parking areas were not visible and compatible with the architectural design of the Project. This alternate use is shown in Figure II-8 on page II-22.

(6) Block 5/6: Mixed-Use Residential Apartment Tower with Office and Ground Floor Retail and Commercial/Retail Building

As shown in Figure II-3, Block 5/6 is located at the northwest corner of South Chandler Boulevard and Klump Street and is comprised of approximately 2.83 acres (123,431 square feet).¹⁴

Block 5 would include the development of a 25-story, up to 290-foot-tall mixed-use building with 496,831 square feet of total floor area comprised of 400 market-rate apartments, 17,802 square feet of restaurant and retail uses, 91,345 square feet of office space,

¹⁴ As noted above, Blocks 5 and 6 are evaluated throughout this Draft EIR as Block 5/6 because they would share the same legal lot. Specifically, Block 6 would occupy airspace lots 28 and 30 above ground lot 5.

798 parking spaces located within four subterranean parking levels, and 260 bicycle parking spaces. Block 5 would also include 23,300 square feet of residential common open space accessible to Block 5 residents that would be located on multiple levels. Specifically, Level 2 would feature a lounge patio along with an overlook and barbeque and Level 6 would include a lookout deck, fire pit, lounge, a reading patio, and a pool.

Block 6 would be located within the same lot as Block 5, at the northeast corner of Lankershim Boulevard and Chandler Boulevard. Block 6 would include a two-story, up to approximately 50-foot-tall retail building with 13,024 square feet of restaurant uses. Block 6 would also include a digital display on the east elevation of the retail building (discussed further below under Open Space and Landscaping) and digital signage on Lankershim for video art, on-site and off-site advertising, and messaging.

Blocks 5/6 also feature the publicly accessible Promenade (27,160 square feet) and NoHo Square (20,475 square feet), two areas which collectively represent the focal community gathering and event spaces of the Project and are discussed further below under Open Space and Landscaping.

c. Block 7: Residential Affordable Apartment Building

As shown in Figure II-3 on page II-14, Block 7 is located at the northeast corner of Tujunga Boulevard and North Chandler Boulevard and is comprised of approximately 0.68 acre (29,715 square feet). Block 7 is currently developed with one- and two-story industrial/commercial buildings totaling 13,810 square feet which would be removed as part of the Project.¹⁵ Proposed development within Block 7 would include a seven-story, up to 85-foot-tall residential building with 93,254 square feet of total floor area comprised of 151 affordable apartment units. In addition, 94 vehicular parking spaces, including 89 parking spaces for Metro patrons and five parking spaces for Project uses, located within one subterranean and a partial at grade residential parking level, 110 bicycle parking spaces, and a potential Metro Bike Hub with storage for up to 66 bicycles would be included in the building. Residential and Metro parking would primarily be located within one subterranean level, while the Metro Bike Hub bicycle parking and vehicle parking for residential staff would be located at the ground level. A Metro Bike Share station may be located on the City sidewalk at the southeast corner of the building along the North Chandler Boulevard frontage.

A total of 9,680 square feet of residential common open space accessible to Block 7 residents across multiple levels would be provided. The ground floor would include street trees, seating areas, and planting area. Level 2 would include a communal kitchen and

¹⁵ On December 21, 2020, a fire destroyed the existing building on Block 7. Nevertheless, because it was present at the time the NOP was published on July 7, 2020, it is considered part of the existing conditions.

barbeque, planting area, and seating area. The upper podium would also feature an outdoor kitchen and barbeque, platform planter, planting area, and seating areas.

d. Block 8: Mixed-Use Office Tower with Ground Floor Retail

As shown in Figure II-3 on page II-14, Block 8 is located at the southwest corner of Lankershim Boulevard and South Chandler Boulevard and is comprised of approximately 1.83 acres (79,895 square feet). Block 8 is currently developed with surface parking and entry access for the adjacent historic building, and is occasionally used for construction staging and film rentals. Proposed development within Block 8 includes a 22-story, up to 285-foot-tall office building that includes 18,942 square feet of restaurant and retail uses, up to 488,320 square feet of office space, up to 1,174 parking spaces located within four subterranean parking levels, one at-grade parking level, and five above-grade levels (four of which would be convertible in the future to office uses), and up to 131 bicycle parking spaces. The proposed floor area on Block 8 includes 87,300 square feet, which could be created through the conversion of portions of four levels of the parking podium to office uses. A Metro Bike Share station may be located on the City sidewalk at the northwest corner of the building along the South Chandler Boulevard frontage.

Open space is not required because no residential uses are proposed. However, Block 8 would provide up to 86,645 square feet of outdoor areas. The ground floor would feature street trees, a linear garden, seating areas, and other amenities, portions of which would be publicly accessible.

The podium facades above retail uses would incorporate digital screens for video art and advertising. Block 8 would also include a kiosk which would include opportunities for digital signage and messaging.

e. Off-Site Metro Parking Areas

As noted above, two Metro patron parking areas could be developed in support of the Project. These could include a four-story, approximately 47-foot parking structure located at the southwest corner of the intersection of N. Chandler Boulevard and Tujunga Avenue and a two-story, 14-foot parking structure located on the north side of Chandler Boulevard between Fair Avenue and Vineland Avenue. The Off-Site Metro Parking Areas are currently improved with surface parking and 25,691 square feet of industrial/warehouse buildings. Pedestrian access in the four-story structure would be provided via an elevator and three open stairways. Pedestrian access in the two-story structure would be provided via four open stairways.

3. Specific Plan

As noted above, the Project also proposes a Specific Plan to guide development within District NoHo. The proposed Specific Plan would address planning and zoning regulations that are otherwise covered by various City code provisions in order to provide comprehensive planning for the Project Site. The proposed Specific Plan would describe a range of allowable land uses and associated densities and permitted floor area; applicable building envelopes providing height limitations, setbacks, and related urban design parameters; and provisions related to parking (vehicular and bicycle), open space and landscaping, and transportation improvements.

The Specific Plan also would contain mechanisms to implement certain flexibility described in this Project Description, including: (i) the conversion of portions of four levels of the parking structure on Block 8 to up to 87,300 square feet of office uses; (ii) a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space should future market conditions warrant; and (iii) the development of one above-grade standalone parking facility on either Block 2 or Block 4 in lieu of the residential development proposed.

4. Open Space and Landscaping

The Project's street frontages would provide street lighting, street trees, street furniture, new parkways, new sidewalks, and pedestrian connections.

The Project would provide 211,280 square feet of open space within the Project Site in accordance with the Project's proposed Specific Plan, 87,225 square feet of which would be publicly accessible, privately operated and maintained. The ground-floor open space in Blocks 0 East and 5/6 and surrounding the Metro east portal would offer a publicly-accessible destination and plaza area. Like traditional squares and plazas, seating would be aggregated along the development for dining, shopping, and gathering.

As shown in Figure II-9 on page II-27 the center of the Project Site would feature the publicly accessible Promenade, Transit Square, and NoHo Square. The Promenade would provide approximately 27,160 square feet (approximately 0.62 acre) of open space, located in Block 5/6. An urban tree canopy would provide shade and framing of such space along the edges of the Lankershim Boulevard and Chandler Boulevard intersection. The Promenade would also include digital signage on Lankershim for video art, on-site and off-site advertising, and messaging. The Transit Square in Block 0 East would consist of approximately 39,590 square feet (approximately 0.91 acre) of open space. The Transit Square would also feature a retail area along with several planted areas and seating designed to facilitate safe and convenient access to the Metro east portal, socialization, and pedestrian activity. The NoHo Square in Block 5/6 would consist of approximately 20,475

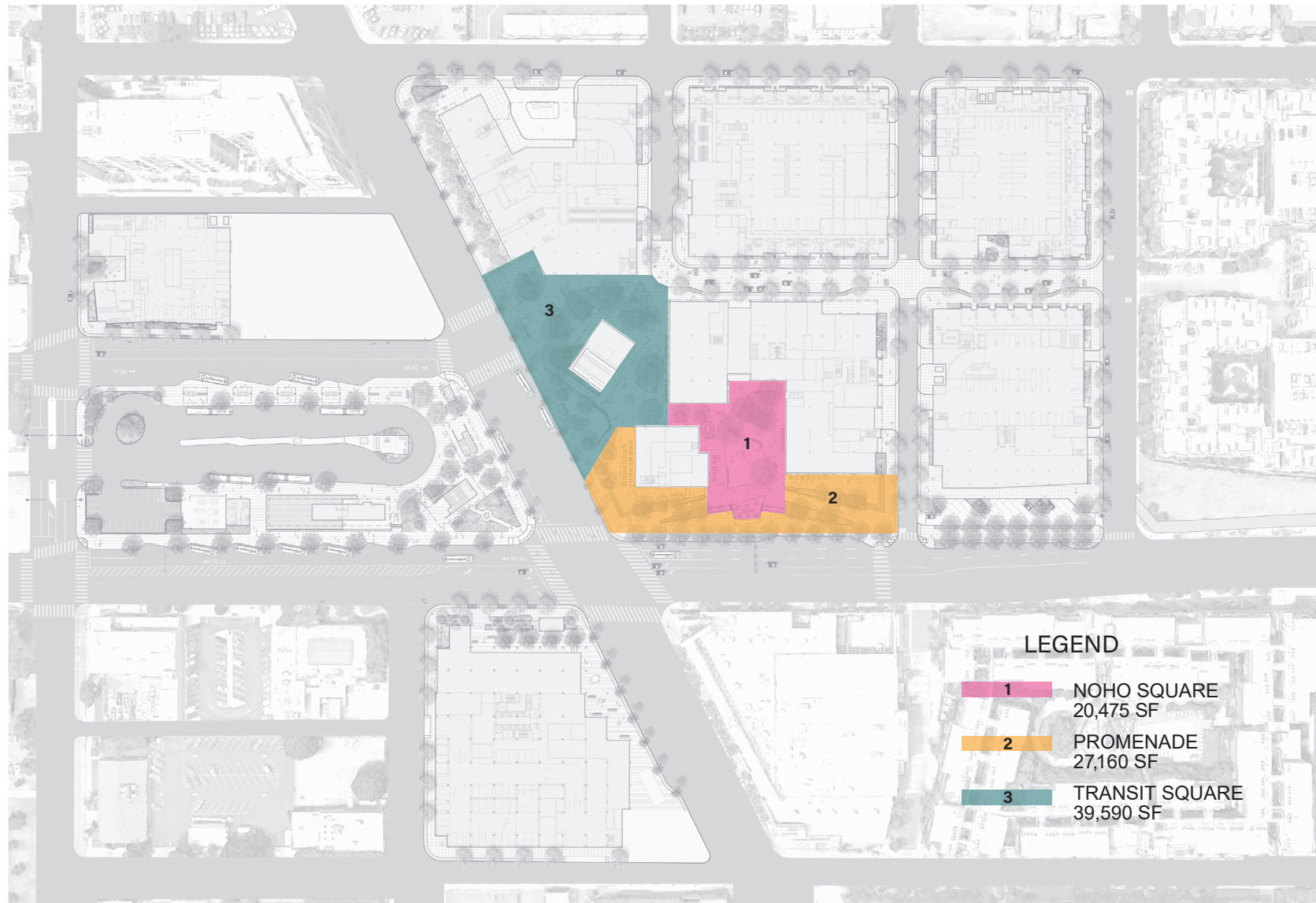


Figure II-9
Public Plazas

square feet (approximately 0.47 acre) of open space that would continue the Promenade urban tree canopy, provide an open lawn, and include both fixed and movable seating areas. NoHo Square would be surrounded by buildings and is intended to foster interaction amongst residents, office workers, transit riders, and pedestrians. A prominent component of NoHo Square would be a digital display located on the east elevation of the Block 6 retail building. The proposed digital display would present content such as live performances, replay previous performances, screen movies in the park, display on-site advertising, and provide public service/community service announcements.

The Project's residential, retail, and office buildings would be located adjacent to the Promenade, Transit Square, and NoHo Square, allowing residents and pedestrians to walk outside directly into a large plaza space. Trees and landscaping are proposed at various buildings throughout the Project Site, creating a series of publicly accessible open spaces that would serve as neighborhood assets and gathering places for the residents and the North Hollywood community. Planting would be present at upper floors and along terrace edges, expanding the landscape that would be seen and experienced from the ground level. Also, as discussed above, amenities would be located throughout multiple floors within the proposed residential buildings, including pools, outdoor dining areas, landscaped park spaces, and shaded seating areas.

An overview of the Project's landscaping is provided in Figure II-10 on page II-29.

5. Access, Circulation, and Parking

Vehicular access to the Project Site would be available via Lankershim Boulevard, Cumpston Street, Elmer Avenue, Klump Avenue, Fair Avenue, South Chandler Boulevard, North Chandler Boulevard, Tujunga Avenue, Weddington Street, and Bakman Avenue. As noted above, regional access to the Project Site is provided by the Hollywood Freeway (SR-170), which is located approximately 0.3 mile west of the Project Site with an exit at Magnolia Boulevard, and the Ventura Freeway (SR-134), which is located approximately 0.9 mile south of the Project Site with an exit at Lankershim Boulevard. A number of transit agencies would also continue to provide public transit to the Project Site and surrounding community, including Metro (heavy rail, bus rapid transit, and local bus service), LADOT, Santa Clarita Transit, and the Burbank Bus.

Through public access would be maintained from both sides of Lankershim Boulevard by crosswalks. Access to the subterranean parking would occur from multiple driveways located throughout the Project along Weddington Street, Bakman Avenue, District Way, Klump Avenue, Fair Avenue, and Cumpston Street, as shown in Figure II-3 on page II-14. Two existing north-south neighborhood streets, Elmer and Klump, would be extended as publicly accessible private streets through the eastern portion of the Project Site which is now used as parking for Metro patrons. Connecting with District Way, a new internal East-West



Figure II-10
Landscaping Overview

road would be installed, resulting in a street grid which creates five smaller pedestrian and bicycle-friendly blocks. With the exception of one vehicular access point for Block 1 off of Cumpston Street, all service and parking areas are accessed from the North-South streets (Elmer Avenue, Klump Avenue, and Fair Avenue). Because of this, Lankershim Boulevard, Chandler Boulevard, and District Way are entirely free from parking garage and service access, allowing for uninterrupted pedestrian and bicycle circulation. Where on-street parking and rideshare drop-off areas are available, tree-lined sidewalks are provided. For the remaining Blocks, vehicular access to parking garages is restricted to an existing alley behind Block 7 and to Bakman Avenue and Weddington Street for Block 8. Additionally, between Lankershim and Tujunga, Chandler Boulevard would be modified to allow general traffic to travel westbound only with a bus-only lane in the eastbound direction and South Chandler Boulevard would be modified to allow general traffic to travel eastbound only with a bus-only lane in the westbound direction.

Access for trash pickup and other freight vehicles would be provided via a service driveway located for each building adjacent to the parking entry/exit driveway along these various streets. Pedestrian access to the buildings would also be provided along multiple points throughout the Project Site.

The Project would be designed to accommodate a two-way bicycle facility that would close part of an existing gap in the Chandler Bikeway. Specifically, the new bikeway would travel north on Fair Avenue (as a Class IV bicycle lane separated from vehicle lanes by bollards) and west on District Way (as a shared street), thereby reducing bicycle traffic on the arterial street (north side of Chandler Boulevard between Lankershim Boulevard and Fair Avenue), eliminate conflict with buses on the north side of Chandler Boulevard between Lankershim Boulevard and Tujunga Avenue, and shifting it to neighborhood streets. The bicycle facility would travel through a short, approximately 200-foot mixed-use plaza at the west terminus of District Way, cross Lankershim Boulevard to Chandler Boulevard (North), and continue to the west of the Project. The existing eastbound bicycle facility on the south side of Chandler Boulevard (South) between Tujunga Avenue and Vineland Avenue would not be affected by the Project.

The Project would provide up to 3,313 vehicle parking spaces to support Project uses within subterranean and above ground parking areas and up to 1,158 bicycle parking spaces (970 long term and 188 short term) throughout the Project Site.

The Project is also required to provide up to 750 replacement parking spaces for Metro users. These replacement parking spaces could be provided entirely off-site or in some combination of up to 274 spaces within the Project Site and the balance within off-site locations. The plan set submitted with the Project's application assumes up to 274 spaces for Metro users would be included within the Project Site, but this is subject to change pending the final design of the off-site Metro parking facilities. To the extent provided within

the Project Site, Metro parking would be provided through a combination of Metro-dedicated areas distributed around the station and areas to be shared with other uses to ensure parking is available for all throughout the day and night. Vehicular access to the West Lot is currently proposed from N. Chandler Boulevard for the lot west of the Project Site and from Fair Avenue and Vineland Avenue for the East Lot. In addition, up to 166 Metro Bike Hub bicycle parking spaces would be located within the Project Site.

6. Lighting and Signage

Lighting on the Project Site would include pedestrian-scale lighting adjacent to buildings, parking structures, surface parking areas, public open space areas, and along pathways for security and wayfinding purposes. In addition, lighting to accent signage, architectural features, and landscaping elements would be installed throughout the Project Site. On-site exterior lighting would be shielded or directed toward the areas to be lit to limit light spillover onto off-site uses and would meet all applicable lighting standards under the LAMC or established under the Project's proposed Specific Plan.

Signage on the Project Site would feature building and tenant identification signage, wayfinding signage, static and digital off-site signage, Metro landmark and mounted signage, murals, and digital public art displays, pursuant to regulations established in a Sign Supplemental Use District, which is requested as part of the Project. The Project's sign program is intended to create a sense of place, as a northern extension of and gateway to the NoHo Arts District, along with establishing a distinct identity for District NoHo as part of the Metro North Hollywood Station.

New signage would be architecturally integrated into the design of the buildings and would establish appropriate identification for the proposed uses. Digital signage is proposed on Blocks 1, 5/6, and 8, while other signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. Exterior lights would be directed onto signs to minimize off site glare. Illumination used for Project signage would be limited in light intensity to avoid negative lighting impacts to the nearest residentially zoned property.

7. Sustainability Features

The Project would be designed and constructed to incorporate features to support and promote environmental sustainability. This Transit Oriented Development would be located adjacent to a major public transit hub, including a stop for the Metro's B (Red) Line and G (Orange) Line stations, and would develop uses, including housing, office, retail, and open space, in one location.

“Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the sustainability intent of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards. These include energy conservation, water conservation, and waste reduction features to support and promote environmental sustainability, including but not limited to: Energy Star appliances; plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) that comply with the performance requirements specified in the City of Los Angeles Green Building Code; weather-based irrigation system; and water-efficient landscaping. In addition, the Project would also set aside an area as required by Title 24 for potential installation of solar panels on high-rise multi-family buildings and non-residential buildings at a later date. Furthermore, the Project would provide parking facilities capable of supporting future electric vehicle supply equipment (EVSE), as well as parking spaces equipped with electric vehicle (EV) charging stations and/or outlets for plugin. The consolidated transit center would incorporate electric bus charging infrastructure and charging masts for the Metro G (Orange) Line and allow for future electric bus infrastructure improvements in furtherance of Metro’s commitment to convert to an all-electric fleet by 2040, with 100 percent of annual new bus purchases at zero emissions by 2029.¹⁶

The Project would also include a variety of other measures to reduce energy usage including passive solar building design, daylight harvesting, natural ventilation, and building orientation; and covering building roofs with either vegetation or cool roof systems to help reduce energy use. Stormwater treatment would occur through a variety of means based on the adjacent building requirements.

8. Project Construction and Phasing

Project construction is anticipated to take place in multiple, potentially overlapping phases between 2022 and 2037. The first phase of the Project is anticipated to commence 2022 with the development of Block 0 and the Project is expected to be finalized in 2037 with the construction of Block 1, the mixed-use residential apartment tower with ground floor retail. However, the precise phasing is subject to change and a worst case scenario with multiple overlapping phases is analyzed throughout this Draft EIR.

Construction of each phase of the Project would commence with demolition of the existing structures to be removed, which would be followed by grading and excavation for the subterranean levels and footings for each phase. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. It

¹⁶ California Air Resources Board, “California transitioning to all-electric public bus fleet by 2040,” December 14, 2018.

is estimated that approximately 587,300 net cubic yards of export would be hauled from the Project Site once all phases are complete.

E. Requested Permits and Approvals

The City of Los Angeles has the principal responsibility for approving the Project as the lead agency, and Metro will serve as the responsible agency. The list below includes the anticipated requests for approval of the Project. This EIR analyzes impacts associated with the Project and provides environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 11.5.6.A, a General Plan Amendment to (a) change the land use designation for the Project Site to Regional Center, and (b) amend the North Hollywood–Valley Village Community Plan to create a Regional Center land use designation and to include a footnote establishing the proposed Specific Plan as the land use regulatory document for the Project Site and provide for correspondence of the Regional Center land use designation with the Specific Plan zoning designation;
- Pursuant to LAMC Section 12.32.Q.3(a), a Vesting Zone Change and Height District Change for the entire Project Site to a Specific Plan zone and corresponding modification to the Los Angeles Municipal Code to add the Specific Plan zone;
- Pursuant to LAMC Section 12.32.A, the establishment of a Specific Plan to regulate development within the Project Site;
- Pursuant to LAMC Section 13.11 and 12.32.S, establishment of a Supplemental Sign Use District;
- Pursuant to LAMC Section 12.32.R, a Building Line Removal;
- Pursuant to California Government Code Sections 65864-65869.5, a Development Agreement between the Applicant and the City of Los Angeles;
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map No. 82868 for Blocks 0 East, 1-6, and 8 and a Haul Route;
- Joint Development and Option Agreement and related agreements by and between the Applicant and Metro;

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.