



District NoHo Project

Case Number: ENV-2019-7241-EIR

Project Location: 11100, 11440, and 11163–11347 Chandler Boulevard; 11204–11270 Cumpston Street; 5300–5320 Bakman Avenue; and 5311–5430 Lankershim Boulevard, Los Angeles, California 91601

Community Plan Area: North Hollywood–Valley Village

Council District: 2—Krekorian

Project Description: The Project proposes the development of 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. The Project Site includes four parcels located generally north/east and west/south of Lankershim Boulevard. The Project would revitalize and expand transit facilities and include 1,523,528 square feet of residential uses comprised of 1,216 market rate units and 311 affordable residential units, 105,125 new square feet of retail/restaurant uses, and up to approximately 580,374 new square feet of office space (inclusive of 87,300 square feet of parking, which may be converted to office use in the future). In addition, the Project would provide 297,925 square feet of open space, 87,225 square feet of which would be publicly accessible, privately operated and maintained, that would be distributed throughout the Project Site. The proposed uses would be located within several buildings on multiple blocks ranging in height from one to 28 stories. The proposed uses would be supported by up to 3,313 vehicle parking spaces and up to 1,167 bicycle parking spaces. Up to 750 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. Overall, at buildout, the Project would remove 49,111 square feet of existing floor area, retain the 1,725-square-foot 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.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

Eyestone Environmental, LLC

APPLICANT:

NoHo Development Associates, LLC

June 2020

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1. INTRODUCTION

An application for the proposed District NoHo Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study (IS) evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment and the preparation of an Environmental Impact Report (EIR) is required. This Initial Study (and the forthcoming EIR) are intended as informational documents, which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration nor Mitigated Negative Declaration is appropriate, an EIR is normally required.¹

¹ State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

1. INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2. EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

3. PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4. EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA status and guidelines, which can be found on the State of California's website (<https://resources.ca.gov/About-Us/Legal/CEQA-Supplemental-Documents>).

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed Project may have a significant effect on the environment. This Initial Study has determined that the proposed Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the Lead Agency is starting the preparation of an EIR for the proposed project. The NOP and Initial Study will be circulated for a 30-day review and comment period. During this review period, the Lead Agency will request comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the Lead Agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

1.3.2 Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability will be prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability will be circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to all comments on environmental issues received during the comment period are prepared.

1.3.3 Final EIR

The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the Project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program.

2. EXECUTIVE SUMMARY

| | |
|------------------------|---|
| PROJECT TITLE | DISTRICT NOHO PROJECT |
| ENVIRONMENTAL CASE NO. | ENV-2019-7241-EIR |
| RELATED CASES | CPC-2019-7239-GPAJ-VZCJ-SP-SN-BL, CPC-2019-7240-DA, and VTT-82868 |

| | |
|--------------------------|--|
| PROJECT LOCATION | 11100, 11440, and 11163–11347 Chandler Boulevard; 11204–11270 Cumpston Street; 5300–5320 Bakman Avenue; and 5311–5430 Lankershim Boulevard, Los Angeles, California 91601 |
| COMMUNITY PLAN AREA | North Hollywood–Valley Village |
| GENERAL PLAN DESIGNATION | Community Commercial, Commercial Manufacturing, and Public Facilities |
| ZONING | C4-2D (Commercial, Height District 2), C2-2D-CA (Commercial, Height District 2, Commercial and Artcraft District), C4-2D-CA (Commercial, Height District 2, Commercial and Artcraft District), CM-1VL (Commercial, Height District 1VL), and PF-1VL (Public Facilities, Height District 1VL) |
| COUNCIL DISTRICT | 2—Krekorian |

| | |
|------------------------|---|
| LEAD AGENCY | City of Los Angeles |
| CITY DEPARTMENT | Department of City Planning |
| STAFF CONTACT | Elva Nuño-O'Donnell |
| ADDRESS | 6262 Van Nuys Boulevard, Room 351, Van Nuys, CA 91401 |
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| | |
|------------------|--|
| APPLICANT | NoHo Development Associates, LLC |
| ADDRESS | 2221 Rosecrans Avenue, Suite 200, El Segundo, CA 90245 |
| PHONE NUMBER | (310) 363-4706 |

PROJECT DESCRIPTION

NoHo Development Associates, LLC proposes the development of approximately 15.9 acres of land owned by 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.² The overall vision is a high-intensity, transit-oriented development with a mix of uses that 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 is designed in conformance with Metro's North Hollywood Guide for Development and intended to be promote the goals of the City's future G (Orange) Line Transit Neighborhood Plan, which includes the North Hollywood Station. The Project is anticipated to be constructed in multiple phases over a period of approximately 15 years, with full buildout anticipated in 2037.

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, 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: 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 density; 105,125³ square feet of retail/restaurant uses; and up to approximately 580,374⁴ square feet for office uses. New buildings would range from one story to 28 stories in height. The Project would also include approximately 297,925 square feet of open space with extensive amenities located throughout the Project Site, 87,225 square feet of which would be publicly accessible, privately operated and maintained. The proposed uses would be supported by up to 3,313 vehicle parking spaces and up to 1,167 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 as part of the Project.⁵ Project parking would be provided in both subterranean and above-grade structures as well as within surface lots. Additionally, as part of the Project, certain surplus City rights-of-way are proposed to be merged into the Project Site which, if approved, would bring the total lot area to 16.07 acres. Overall, at buildout, the Project would remove 49,111 square feet of existing floor area, retain the 1,725-square-foot 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.

(For additional detail, see Section 3, Project Description).

² The analysis includes off-site Metro parking areas located at the southwest corner of N. Chandler Boulevard and Tujunga Avenue and on the north side of Chandler Boulevard between Fair Avenue and Vineland Avenue. These parking areas are not part of the District NoHo Project and related entitlements, but would be developed in support of the Project and separately permitted by Metro pursuant to State of California Government Code Sections 53091(a) and 53090(a). As such, the off-site parking areas are considered part of the Project Site for purposes of this environmental analysis.

³ Includes the 1725-square-foot Lankershim Depot to remain.

⁴ This total includes 87,300 square feet of floor area, which could be created through the conversion of portions of four levels of parking structure on Block 8 to office uses. While this floor area is not reflected in the present design of Block 8, because the parking structure on that block is designed to be convertible to habitable uses and 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.

⁵ 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.

ENVIRONMENTAL SETTING

The Project Site is located at 11100, 11440, and 11163–11347 Chandler Boulevard; 11204–11270 Cumpston Street; 5300–5320 Bakman Avenue; and 5311–5430 Lankershim Boulevard, Los Angeles, California 91601 in the North Hollywood–Valley Village Community Plan Area of Los Angeles. The Project Site is generally bounded by Tujunga Avenue to the west, Cumpston Street to the north, Fair Avenue to the east, and Weddington Street to the south. The Project Site includes four parcels located generally north/east and west/south of Lankershim Boulevard.

Regional access to the Project Site 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 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 is well served by public transportation, with the Metro B (Red) Line North Hollywood station and G (Orange) Line station located within the Project Site. 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.

(For additional detail, see Section 3, Project Description).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Elva Nuño-O'Donnell
PRINTED NAME

City Planner
TITLE

Elva Nuño-O'Donnell
SIGNATURE

June 16, 2020
DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

3. PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

NoHo Development Associates, LLC proposes the development of 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.⁶ The overall vision is a high-intensity, transit-oriented development with a mix of uses that 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).⁷ 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 is anticipated to be constructed in multiple, potentially overlapping phases over a period of approximately 15 years, with full buildout anticipated in 2037.

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 retail uses within the historic Lankershim Depot. Surrounding these transit improvements would be the development of: 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 density; 105,125 square feet of retail/restaurant uses; and up to approximately 580,374⁸ square feet for office uses. New buildings would range from one story to 28 stories in height. The Project would also include approximately 297,925 square feet of open space, 87,225 square feet of which would be publicly accessible, privately operated and maintained, with extensive amenities located throughout the Project Site. The proposed uses would be supported by up to 3,313 vehicle parking spaces and up to 1,167 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.⁹

⁶ 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/.

⁷ The analysis includes off-site Metro parking areas located at the southwest corner of N. Chandler Boulevard and Tujunga Avenue and on the north side of Chandler Boulevard between Fair Avenue and Vineland Avenue. These parking areas are not part of the District NoHo Project and related entitlements, but would be developed in support of the Project and separately permitted by Metro pursuant to State of California Government Code Sections 53091(a) and 53090(a). As such, the off-site parking areas are considered part of the Project Site for purposes of this environmental analysis.

⁸ This total includes 87,300 square feet of floor area, which could be created through the conversion of portions of four levels of parking structure on Block 8 to office uses. While this floor area is not reflected in the present design of Block 8, because the parking structure on that block is designed to be convertible to habitable uses and 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.

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
(Footnote continued on next page)

Project parking would be provided in both subterranean and above-grade structures, as well as within surface lots. The prominent component of the Project would be the creation of a public transit and event plaza with retail and restaurants that create a new public amenity and community gathering place for North Hollywood. Additionally, as part of the Project, certain surplus 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. Overall, at buildout, the Project would remove 49,111 square feet of existing floor area, retain the 1,725-square-foot 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.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project Site is located at 11100, 11440, and 11163–11347 Chandler Boulevard; 11204–11270 Cumpston Street; 5300–5320 Bakman Avenue; and 5311–5430 Lankershim Boulevard, Los Angeles, California 91601 in the North Hollywood–Valley Village Community Plan Area of Los Angeles. As shown in Figure 1 on page 11, the Project Site is generally bounded by Tujunga Avenue to the west, Cumpston Street to the north, Fair Avenue to the east, and Weddington Street to the south. The Project Site includes four parcel groups located generally north/east and west/south of Lankershim Boulevard.

Regional access to the Project Site 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 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 is 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.

3.2.2 Existing Conditions

As noted above, the 15.9-acre Project Site includes four parcel groups located generally north/east and south/west of Lankershim Boulevard. Parcel 1 is comprised of 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. Parcels 2, 3, and 4 are located west of Lankershim Boulevard. Parcel 2 is comprised of approximately 1.8 acres and improved with a surface parking lot adjacent to an existing historic building containing The Federal Bar restaurant. Parcel 3 is comprised of approximately 2.7 acres and improved with industrial/warehouse buildings, the G (Orange) Line Bus plaza, the B (Red)

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.

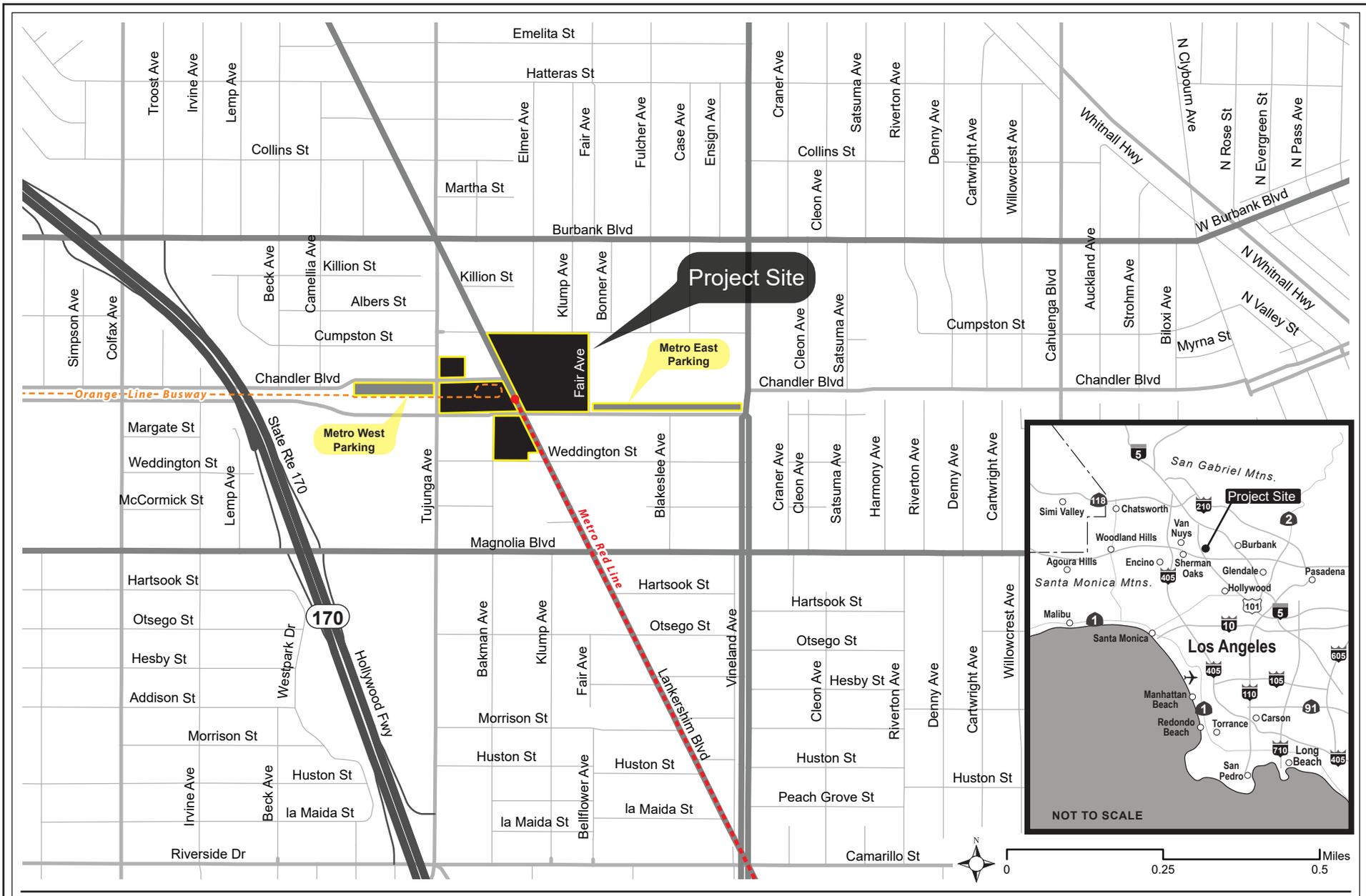


Figure 1
Project Location Map

Source: Eyestone Environmental, 2019.

Line subway west portal, and the historic Lankershim Depot Building. Parcel 4 is comprised of 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 comprise approximately 50,836 square feet. 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.

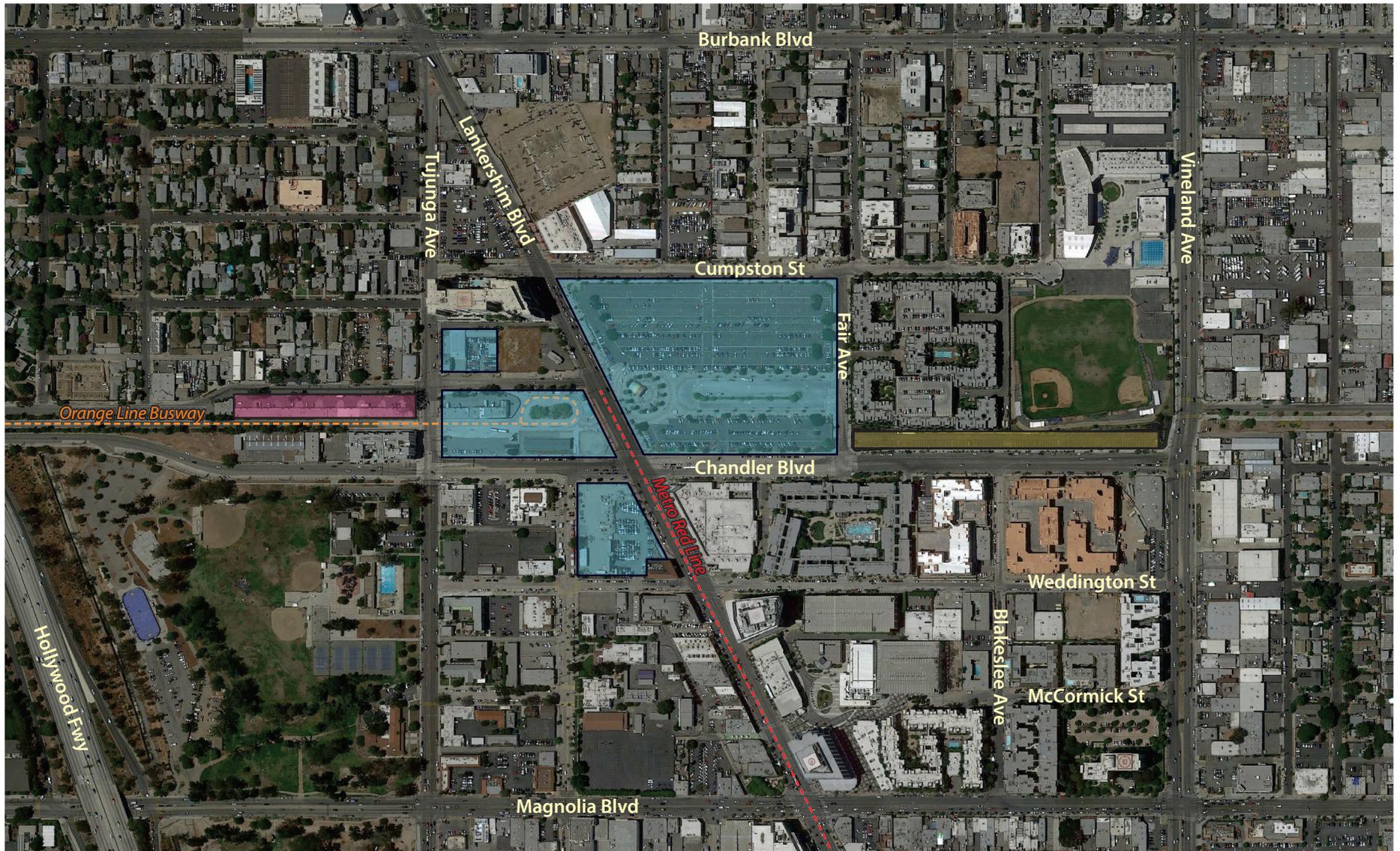
The Project Site is located in the North Hollywood–Valley Village Community Plan Area. The existing Community Plan land use designations for the Project Site are Community Commercial, Commercial Manufacturing, and Public Facilities. In accordance with the Los Angeles Municipal Code (LAMC), the Project Site is zoned C4-2D (Commercial, Height District 2), C4-2D-CA (Commercial, Height 2, Commercial and Artcraft District), C2-2D-CA (Commercial, Height District 2, Commercial and Artcraft District), CM-1VL (Commercial, Height District 1VL), and PF-1VL (Public Facilities, Height District 1VL). The C4 designation permits C2 uses with limitations that include but are not limited to various 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 designation 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. 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 Project Site is also within the Los Angeles State Enterprise zone, the North Hollywood Redevelopment Project Area¹⁰, and, as noted above, a TPA pursuant to SB 743.

3.2.3 Surrounding Land Uses

As previously mentioned, the Project Site is located within the North Hollywood–Valley Village Community Plan area. As shown in the aerial photograph in Figure 2 on page 13, the area surrounding the Project Site 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 of the Project Site. 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

¹⁰ The North Hollywood Redevelopment Plan is expected to expire on February 21, 2021, prior to consideration of the Project by the City. Ordinance No. 186325 (effective 11/11/19, available at http://clkrep.lacity.org/online/docs/2013/13-1482-S3_ORD_186325_11-11-2019.pdf), effectuating transfer of land use related plans and functions of the former Community Redevelopment Agency to the City of Los Angeles, does not define “expire,” but states that “‘unexpired’ shall mean that the applicable Redevelopment Regulations are still in effect on the date of approval of a Redevelopment Plan Project or Redevelopment Plan Amendment.”



Project Site
 Metro West Parking
 Metro East Parking



Figure 2
Aerial Photograph of the Project Vicinity

0.2 mile south of the Project Site on Magnolia Boulevard. The North Hollywood Recreation Center, 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.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

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 consisting of 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. 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 density; approximately 105,125 square feet of retail/restaurant uses comprised of up to 75,000¹¹ square feet of restaurant uses; and up to approximately 580,374¹² square feet of office space. 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. The Project would also include approximately 297,925 square feet of open space located throughout the Project Site, 87,225 square feet of which would be publicly accessible, privately operated and maintained. Open space would include private residential balconies and rooftop amenity decks for residents, as well as publicly accessible landscaped plaza space. The proposed uses would be supported by up to 3,313 vehicle parking spaces and up to 1,167 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.¹³ Parking would be distributed in both subterranean and above-grade parking structures. 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.

The Project would remove 49,111 square feet of existing floor area, retain the 1,725-square-foot 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. A summary of the proposed development is provided in Table 1 on page 15. Conceptual site plans for the

¹¹ Includes the 1,725-square-foot Lankershim Depot to remain.

¹² This total includes 87,300 square feet of floor area, which could be created through the conversion of portions of four levels of parking structure on Block 8 to office uses. While this floor area is not reflected in the present design of Block 8, because the parking structure on that block is designed to be convertible to habitable uses and 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.

¹³ 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.

**Table 1
Summary of Existing and Proposed Floor Area^a**

| Use | Existing | Proposed Demolition | Proposed Construction | Net New Floor Area | Total Floor Area |
|----------------------|------------------|----------------------------|------------------------------|-----------------------------|-----------------------------|
| Retail/Restaurant | 1,725 sf | 0 sf | 103,400 sf ^b | 103,400 sf ^b | 105,125 sf ^{b,c} |
| Residential | 0 sf | 0 sf | 1,523,528 sf 1,527 units | 1,523,528 sf 1,527 units | 1,523,528 sf 1,527 units |
| Office | 0 sf | 0 sf | 580,374 sf ^d | 580,374 sf ^d | 580,374 sf ^d |
| 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 |

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

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

^d This total includes 87,300 square feet of floor area, which could be created through the conversion of portions of four levels of parking structure on Block 8 to office uses.

Source: NoHo Development Associates, LLC, 2020.

ground and podium levels are shown in Figure 3 and Figure 4 on pages 16 and 17, respectively. Details on the proposed Project program are included in Section 3.3.2, below.

3.3.2 Project Program

The Project Site is comprised of four general parcel groups that are 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 3 on page 16. Two off-site parking structures for Metro uses are also proposed in support of the Project. A description of proposed development by block is provided below.



Figure 3
Conceptual Site Plan—Ground Level and Block Heights



NOTE: BLOCKS 2 AND 4 MAY PROVIDE ADDITIONAL WEST ABOVE GRADE PARKING IN LIEU OF MARKET RATE RESIDENTIAL UNITS.



Figure 4
Conceptual Site Plan—Podium Level

Block 0 West: Metro G (Orange) Line Terminus¹⁴

Block 0 West is comprised of approximately 117,180 square feet. As shown in Figure 3, on page 16 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 the historic Lankershim Depot building and a one-story building located on the northwest section of the site. 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; 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 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 will be relocated within Block 0 West to accommodate the Project. Within Block 0 West, the Project proposes 4,482 square feet of restaurant and retail uses, 709 square feet of office uses, two parking spaces for Metro employees, up to 60 bicycle spaces within a Metro Bike Hub, 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.

Main Parcel: Block 0 East and Blocks 1 through 5/6

As shown in Figure 3 on page 16, the Main Parcel is located north of Chandler Boulevard, south of Cumpston Street, east of Lankershim Boulevard, and west of Fair Avenue, and is currently developed with the Metro B (Red) Line portal and surface parking. The Main Parcel includes approximately 10.67 acres 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. These blocks would include new publicly accessible private streets, including two north-south streets that would align with existing Klump Avenue and Elmer Avenue and extend through the Main Parcel, intersecting with proposed District Way, which would run east-west through the Site connecting with Fair Avenue to the east. These internal publicly accessible private streets would be activated by ground floor residential lobbies and ground floor apartment units, as well as office outdoor working areas, similar to the residential nature of the streets to the east and north of the Project Site. In addition, the existing eastbound bike path along Chandler Boulevard, to the east of the Project, would be routed through Fair Avenue and District Way and is intended to separate bicyclists from surrounding high volume vehicular streets and provide direct access to the Metro Station portal and beyond.

Seven buildings would be developed on the Main Parcel including three high rise mixed-use towers that surround a public transit, retail, restaurant and event plaza that would create a new public amenity and community gathering place for North Hollywood. At the focal point of this plaza is a revitalized Metro

¹⁴ On April 23, 2020, using its self-permitting authority, Metro 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. This Initial Study conservatively includes, and the Draft EIR will include, these improvements as part of the Project.

Station east portal entry. To the east of the towers, 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.

Proposed development within each of the six development blocks that comprise the Main Parcel is detailed below.

Block 0 East: Metro East Portal and Retail

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 the construction of a single story, 19-foot-tall, 3,658-square-foot retail building, with the potential to house a Metro Bike Hub with capacity up to 60 spaces. Architectural and art inspired updates to the Metro East Portal would serve to enclose both the retail building and the existing portal escalator and stairs. The Metro East Portal elevator is also located on Block 0 East and is included in a 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 and the opportunity for a Metro Bike Share station that may 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.

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

As shown in Figure 3 on page 16, 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, 322-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 open space. Specifically, the ground floor would include a planting area, trees, and seating area which would be publicly accessible. 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 screen for video art and advertising.

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

As shown in Figure 3 on page 16, 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, 228-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 Metro parking spaces 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 open space 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.

The Specific Plan proposed in support of the Project would allow one above-grade standalone parking facility on either Block 2 or Block 4.¹⁵ Should a parking structure be developed on Block 2, it would be in lieu of residential uses, 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.

Block 3: Residential Affordable Apartment Building

As shown in Figure 3 on page 16, 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, 75-foot-tall residential building with 183,800 square feet of total floor area comprised of 160 affordable units, 130 vehicular parking spaces, including 40 Metro parking spaces 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.

In addition, approximately 20,000 square feet of open space is proposed for Block 3. 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.

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

As shown in Figure 3 on page 16, 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, 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 open space. 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.

The Specific Plan proposed in support of the Project would allow one above-grade standalone parking facility on either Block 2 or Block 4. Should a parking structure be developed on Block 4, it would be in lieu of 309 residential units, but still would include ground floor retail uses. Moreover, the parking

¹⁵ The Specific Plan proposed in support of the Project will be available for public review at the time the Draft EIR is circulated.

structure would be skinned to ensure that parking areas were not visible and compatible with the architectural design of the Project.

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

As shown in Figure 3 on page 16, Block 5 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). Block 5 would include the development of a 25-story, 283-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, 798 parking spaces located within four subterranean parking levels, and 260 bicycle parking spaces.

Block 5 would also include 23,300 square feet of open space 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 is located within Block 5 at the northeast corner of Lankershim Boulevard and Chandler Boulevard. Block 6 is located atop Block 5's subterranean parking levels and would share Block 5's retail parking. Block 6 would include a two-story, 45-foot-tall retail building with 13,024 square feet of restaurant uses.

Blocks 5/6 also feature the Promenade and NoHo Square, two areas which collectively represent the focal community gathering and event spaces of the Project and are discussed further below under Landscaping and Open Space.

Block 7: Residential Affordable Apartment Building

As shown in Figure 3 on page 16, Block 7 is located at the northeast corner of Tujunga Boulevard and North Chandler Boulevard and is comprised of approximately 0.68 acre (29,669 square feet). Block 7 is currently developed with one and two-story industrial/commercial buildings which would be removed as part of the Project. Proposed development within Block 7 would include a five-story, 63-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 Metro parking spaces 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 open space across multiple levels would be provided. The ground floor would include street trees, seating areas, and planting area portions of which would be publicly accessible. Level 2 would include a communal kitchen and barbeque, planting area, and seating area. The upper podium would also feature an outdoor kitchen and barbeque, platform planter, planting area, and seating areas.

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

As shown in Figure 3 on page 16, 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 is occasionally used for construction staging and film rentals. Proposed development within Block 8 includes a 22-story, 281-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 (all 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.

In addition, Block 8 would provide 86,645 square feet of open space. 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.

Dedicated Off-Site Metro Parking

As noted above, two dedicated Metro parking areas may be developed in support of the Project. While not yet finalized, current proposals call for a four-story, 46-foot 9-inch 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; however, the final plans are currently being determined in coordination with Metro. Pedestrian access in the four-story structure would be provided via an elevator and three open stairways and via four open stairways in the two-story structure. These parking areas are not part of the District NoHo Project and related entitlements, but would be developed in support of the Project and separately permitted by Metro pursuant to State of California Government Code Sections 53091(a) and 53090(a). The off-site parking areas are however considered part of the Project Site for purposes of this analysis.

3.3.3 Open Space and Landscaping

The Project's street frontages would provide street lighting, street trees, street furniture, new parkways, new sidewalks and pedestrian connections in furtherance of streetscape regulations to be developed as part of the Project's proposed Specific Plan.

The Project would provide 297,925 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 1 and 5/6 would offer a publicly-accessible destination that is safe, comfortable, and convenient. Like traditional squares and plazas, seating would be aggregated along the development for dining, shopping, and gathering.

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. An urban tree canopy would provide shade and framing of such space along the edges of the Lankershim Boulevard and Chandler Boulevard intersection. Meanwhile, the Transit Square would consist of approximately 39,590 square feet (approximately 0.91 acre) of open space. It would feature a retail area along with a terrace and planting area, that would facilitate safe and convenient access to the Metro east portal, socialization and pedestrian activity. The NoHo Square would consist of approximately 20,475 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, and pedestrians in the development on Block 5/6.

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 park-like 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. The Project would also establish a network of smaller open spaces activated by transit riders, workers, visitors and residents alike.

3.3.4 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 (light rail and bus service), LADOT, the California Shuttle Bus, 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, Chandler Boulevard, District Way, Klump Avenue, Fair Avenue, Cumpston Street, and Tujunga Avenue, as shown in Figure 3 on page 16. Access for trash pickup and other freight vehicles would be provided via a service driveway located 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. Two existing neighborhood streets, Klump and Elmer, would be extended into the Project Site and unified with a new bisecting road, District Way, subdividing the existing block east of Lankershim Boulevard where Metro parking is currently located into five smaller pedestrian-friendly blocks.

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 1,167 bicycle parking spaces (970 long term and 188 short term) throughout the Project Site in accordance with the Project's proposed Specific Plan.

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 two off-site Metro parking structures is currently proposed from N. Chandler Boulevard for the lot west of the Project Site and from Fair Avenue and Vineland Avenue for the lot east of the Project Site. In addition, up to 166 Metro Bike Hub bicycle parking spaces would be located within the Project Site.

3.3.5 Lighting and Signage

Lighting on the Project Site would include low-level interior lighting adjacent to buildings, parking structures, surface parking 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 a Signage 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, 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.

3.3.6 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 provide photovoltaic panels on the Project Site as required by Title 24. 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.

3.3.7 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 the dedicated Metro parking areas 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.

Construction 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 is estimated that approximately 587,300 net cubic yards of export would be hauled from the Project Site.

3.4 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. The Environmental Impact Report will analyze impacts associated with the Project and will provide 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:

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

- Pursuant to LAMC Section 12.32.A, a Project Specific Plan to regulate development within the Project Site;
- 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), approval of a Vesting Zone Change and Height District 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 17.15, approval of Vesting Tentative Tract Map No. 82868 for Blocks 0 East, 1-6, and 8;
- Pursuant to LAMC Section 13.11 and 12.32.S, establishment of a Supplemental Sign Use District;
- Pursuant to LAMC Section 12.32.R, approval of a Building Line Removal;
- Pursuant to California Government Code Sections 65864-65869.5, approval of a Development Agreement;
- Certification of an Environmental Impact Report;
- Approvals, as may be required, under the North Hollywood Redevelopment Plan; and
- 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.

3.5 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated as the Lead Agency (State CEQA Guidelines Section 15381). The list below identifies whether any responsible agencies have been identified for the Project:

- Metro

4. ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 (Public Resources Code [PRC] Section 21099(d)) sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that “visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City’s CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA.”¹⁷

PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts. The analysis in this initial study (or in the EIR, if any aesthetic impact discussion is included), is for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. Any aesthetic impact analysis in this Initial Study (or the EIR) is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this Initial Study (or EIR) shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

¹⁷ City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA, <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>, accessed November 25, 2019.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

Except as provided in Public Resources Code Section 21099, would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Would the Project have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista is a panoramic view of a valued visual resource. Based on the City’s 2006 L.A. CEQA Thresholds Guide, panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. According to the L.A. CEQA Thresholds Guide, panoramic views are typically associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views include an urban skyline, valley mountain range, the ocean, or other water bodies. As discussed in Section 3, Project Description, of this Initial Study, the Project Site includes parcels located generally north/west and east/south Lankershim Boulevard, which bifurcates the Project Site.¹⁸ The area surrounding the Project Site 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 of the Project Site. Due to the highly urbanized and built out surroundings, as well as relatively flat topography, publicly available scenic vistas of any valued visual resources that may exist in the vicinity of the Project Site are minimal, consisting of limited views of the surrounding mountain ranges where existing development allows. These limited views would continue to be available from various vantage points upon completion of the Project.

¹⁸ The analysis includes off-site Metro parking areas located at the southwest corner of N. Chandler Boulevard and Tujunga Avenue and on the north side of Chandler Boulevard between Fair Avenue and Vineland Avenue. These parking areas are not part of the District NoHo Project and related entitlements, but would be developed in support of the Project and separately permitted by Metro pursuant to State of California Government Code Sections 53091(a) and 53090(a). As such, the off-site parking areas are considered part of the Project Site for purposes of this environmental analysis.

With respect to scenic vistas that may be available looking across the Project Site, as discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently developed with low-rise industrial/warehouse buildings, surface parking, the historic Lankershim Depot, and Metro bus and rail uses. Furthermore, as described above, the surrounding area is developed with a mix of residential, commercial, and industrial uses and does not include scenic resources. As such, there are no resulting views of scenic vistas when looking across the Project Site. Additionally, panoramic views that include the Project Site are available from a variety of vantage points in the Hollywood Hills to the south. As is the case under existing conditions, future views with implementation of the Project would continue to depict the highly urbanized area of the Project vicinity. Despite the increase in building height and density that would result from the Project, the Project Site would look similar to the existing urban development. Therefore, the Project would not have the potential to substantially or adversely affect a scenic vista since there are no views of scenic vistas when looking across the Project Site.

Regardless, pursuant to PRC Section 21099 and ZI File No. 2452, aesthetic impacts of the Project shall not be considered a significant impact on the environment. Therefore, no evaluation of this topic is required.

b. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project Site is not located along a state scenic highway. The nearest designated state scenic highway is State Route 2 (SR-2), which is located approximately 8.8 miles east of the Project Site.¹⁹ Thus, the Project would not substantially damage scenic resources within a designated scenic highway as there are no scenic highways along the Project Site. Furthermore, as discussed above, pursuant to PRC Section 21099 and ZI File No. 2452, aesthetic impacts of the Project shall not be considered a significant impact on the environment. Therefore, no evaluation of this topic is required.

Although not within a state scenic highway, the Project Site includes the historic Lankershim Depot. Impacts with respect to this resource will be evaluated in the Cultural Resources section of the EIR.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is located within the North Hollywood–Valley Village Community Plan area of the City of Los Angeles, in an urbanized area. As such, this analysis focuses on whether the Project would conflict with applicable zoning and other regulations governing scenic quality.

The existing Community Plan land use designations for the Project Site are Community Commercial, Commercial Manufacturing, and Public Facilities. 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 Artcraft District), C2-2D-CA (Commercial, Height District 2, Commercial and Artcraft

¹⁹ Caltrans, List of Designated and Eligible State Scenic Highways, August 2019.

District), CM-1VL (Commercial Manufacturing, Height District 1VL), and PF-1VL (Public Facilities, Height District 1VL). The C4 designation permits C2 uses with limitation that include but are not limited to, various 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 designation 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. The PF designation includes uses that include but are not limited agricultural uses, fire and police stations, government buildings, public libraries, post offices, public schools, and joint public and private developments. The “CA” designation indicates the Project Site is located within a Commercial and Artcraft District where artistic activities, combined with commercial and residential uses are permitted.

As described in Section 3, Project Description, of this Initial Study, 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 retail uses within the historic Lankershim Depot. Surrounding these transit improvements would be the development of: up to 1,527 residential units comprised of 1,216 market rate units and 311 affordable units; approximately 105,125 square feet of retail/restaurant uses; and up to approximately 580,374²⁰ square feet of office space. These proposed uses would be consistent with the types of uses anticipated for the Project Site’s existing C4-2D, C4-2D-CA, C2-2D-CA, CM-1VL, and PF-1VL. The Project also proposes a Project Site-wide zone change to the District NoHo Specific Plan to create a uniform and tailored set of zoning and development standards to facilitate and expedite implementation of the Project. Among other things, the Specific Plan would regulate permitted floor area, density, height, yards and setbacks, and open space. The Project would be consistent with the regulations governing scenic quality in the proposed Specific Plan.

With regard to the City’s regulations governing scenic quality, local land use plans applicable to the Project Site also include policies governing scenic quality, including the Citywide General Plan Framework Element and the Citywide Design Guidelines.²¹ The Project’s consistency with the general intent of these plans is briefly discussed below.

Citywide General Plan Framework

The City of Los Angeles General Plan Framework Element provides direction regarding the City’s vision for future development in the City and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. One of the key objectives of the Urban Form and Neighborhood Design Chapter is to enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm (Objective 5.5). The Project would enhance the built environment in the surrounding neighborhood and upgrade the quality of development by replacing a

²⁰ This total includes 87,300 square feet of floor area, which could be created through the conversion of portions of four levels of parking structure on Block 8 to office uses. While this floor area is not reflected in the present design of Block 8, because the parking structure on that block is designed to be convertible to habitable uses and 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.

²¹ The North Hollywood–Valley Village Community Plan does not include policies governing scenic quality.

large, underutilized surface parking lot with multiple pedestrian-oriented buildings, integrating landscaping, including new and existing street trees along all street frontages. In addition, 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 LADOT Commuter Express, and local/regional buses with integration of retail uses within the historic Lankershim Depot. The Project also would provide 297,925 square feet of open space within the Project Site, 87,225 square feet of which would be publicly accessible, privately operated and maintained. The ground-floor open space in Blocks 1 and 5/6 would offer a publicly-accessible destination that is safe, comfortable, and convenient. Like traditional squares and plazas, seating would be aggregated along the development for the dining, shopping, and socializing. The center of the Project Site would feature the Promenade, Transit Square, and NoHo Square. The Promenade would provide approximately 31,600 square feet (approximately 0.73 acre) of open space. An expansive urban canopy would provide shade and framing of such space along the edges of the Lankershim Boulevard and Chandler Boulevard intersection. The Transit Square would consist of approximately 40,600 square feet (approximately 0.93 acre) of open space. It would feature a terrace and planting area that would be surrounded by retail and facilitate safe and convenient access to the Metro east portal, and pedestrian activity. The NoHo Square would consist of approximately 19,100 square feet (approximately 0.44 acre) of open space that would continue the Promenade urban tree canopy, provide an open lawn, and include both fixed and movable seating areas. The NoHo Square would be enclosed architecturally and may be seen as a central lawn to the developments on Block 5 and Block 6 that would also foster interaction amongst residents, office workers, pedestrians, and the community.

Citywide Design Guidelines

The Citywide Design Guidelines establish guidelines to carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions. With respect to scenic quality, as discussed above, the Project would enhance the pedestrian experience with new pedestrian-oriented buildings, extensive landscaping and open space, and new street trees along the street frontages. The Project would also redevelop a large surface parking lot with new modern buildings and extensive open space areas.

d. Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project Site currently generates moderate levels of light from interior light spillage from buildings, security lighting, pole lights within surface parking areas, and vehicle headlights in the surface parking areas. Existing glare sources within the Project Site include glass, architectural elements, and vehicle headlights. The Project Site is in an urbanized area and is surrounded by urban infrastructure, street lighting, and low- and mid-rise buildings with sources of daytime and nighttime light and glare. The Project would introduce new sources of light and glare that are typically associated with residential, office, and commercial buildings, including architectural, interior, security and wayfinding light sources.

Construction

The majority of Project construction would occur during daylight hours. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon

completion of Project construction. Furthermore, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. In addition, as part of the Project, construction lighting would be shielded to minimize light spillover. Construction lighting, while potentially bright, would be focused on the particular area undergoing work. Accordingly, uses that are not adjacent to the Project construction site would not be anticipated to be substantially affected by construction lighting.

Daytime glare would be transitory and short-term, given the movement of construction equipment and materials within the construction area, and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, temporary construction fencing would be placed along the periphery of the Project Site to screen construction activity from view at the street level from off-site locations. Therefore, there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

Based on the above, light and glare associated with temporary Project-related construction activities would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. Furthermore, pursuant to PRC Section 21099 and ZI File No. 2452, the Project's aesthetics impacts would not be considered significant. Therefore, no evaluation of this topic is required under CEQA.

Operation

Lighting on the Project Site would include low-level interior lighting adjacent to buildings, parking structures, surface parking 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. Digital signage is proposed on Blocks 1, 6, and 8, while other signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. These lighting sources would be similar to other lighting sources already within the Project Site and in the vicinity of the Project Site and would not generate artificial light levels that are out of character with the surrounding area. Illumination used for Project signage would be limited in light intensity to avoid negative lighting impacts to the nearest residentially zoned property. In addition, 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 Specific Plan. Project lighting would also comply with regulatory requirements, including the requirements set forth by CALGreen and Title 24 that stipulate the use of high-performance light with appropriate light and glare control according to backlight, uplight, and glare standards.

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Sun reflection from the Project buildings would occur during periods in which the sun is low on the horizon and when the point of reflection within the Project Site is in front of the driver, in the direction of travel. The Project would feature a variety of surface materials, including glass, concrete, and aluminum. As part of the Project, glass used in building façades would have high-performance coatings that would not be highly reflective, thereby minimizing glare from reflected sunlight. Limited nighttime glare could result from illuminated signage and from vehicle headlights. Headlights from vehicles entering and exiting the parking garage

would be visible during the evening and nighttime hours, and such lighting sources would be typical for the area.

Based on the above, with adherence to regulatory requirements, Project operation would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. Regardless, pursuant to PRC Section 21099 and ZI File No. 2452, the Project’s light and glare impact cannot be considered significant. Therefore, no evaluation of this topic in an EIR is required under CEQA.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles. As discussed in Section 3, Project Description, of this Initial Study, the Project Site is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. The Project Site and surrounding area are also not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation.²² As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is zoned as C4-2D (Commercial, Height District 2), C4-2D-CA (Commercial, Height 2, Commercial and Artcraft District), C2-2D-CA (Commercial, Height District 2, Commercial and Artcraft District), CM-1VL (Commercial Manufacturing, Height District 1VL), and PF-1VL (Public Facilities, Height District 1VL) which permit a variety of commercial and public facilities uses. The Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.²³ Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As previously discussed, the Project Site is located in an urbanized area and is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. The Project Site does not include any forest land or timberland. In addition, the Project Site is currently zoned for commercial and public facilities uses and is not zoned for forest land and is not used as forest land.²⁴ Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land

²² City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

²³ California Department of Conservation, Los Angeles County Williamson Act FY 2015/2016, 2016.

²⁴ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

or timberland as defined by the PRC. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

d. Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As previously discussed, the Project Site is located in an urbanized area and does not include any forest land. Therefore, the Project would not result in the loss or conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed above, the Project Site is located in an urbanized area of the City of Los Angeles and does not include farmland or forest land. The Project Site and surrounding area are also not mapped as farmland or forest land, are not zoned for farmland/agricultural use or forest land, and do not contain any agricultural or forest uses.²⁵ As such, the Project would not result in the conversion of farmland to non-agricultural use or in the conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

²⁵ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (the Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [PM_{2.5}], and lead²⁶). SCAQMD’s 2016 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.²⁷ With regard to future growth, SCAG has prepared the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2016–2040 RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG’s planning area. Construction and operation of the Project would result in an increase in stationary and mobile source air emissions. As a result, development of the Project could have a potential adverse effect on SCAQMD’s implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project’s consistency with SCAQMD’s AQMP.

b. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed above, construction and operation of the Project would result in the emission of air pollutants in the South Coast Air Basin, which is currently in non-attainment of federal air quality standards for ozone, PM_{2.5} and lead, and State air quality standards for ozone, particulate matter less than 10 microns in size (PM₁₀), and PM_{2.5}. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. The EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

c. Would the Project expose sensitive receptors to substantial pollutant concentrations?

²⁶ Partial Nonattainment designation for lead for the Los Angeles County portion of the Basin only.

²⁷ SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

Potentially Significant Impact. As discussed above, the Project could result in increased short- and long-term air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential and school uses. Therefore, the Project could expose sensitive receptors to additional pollutant concentrations and the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

d. Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. Specifically, construction of the Project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people. With respect to Project operation, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not propose these uses and consists of residential, office, and commercial uses. On-site trash receptacles would also be contained, located, and maintained in a manner that promotes odor control, and would not result in substantially adverse odor impacts.

In addition, the construction and operation of the Project would also comply with SCAQMD Rules 401, 402, and 403, regarding visible emissions violations.²⁸ In particular, Rule 402 provides that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.²⁹

Based on the above, the Project would not result in other emissions such as those leading to odors. Impacts during construction and operation of the Project would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

²⁸ SCAQMD, Visible Emissions, Public Nuisance, and Fugitive Dust, www.aqmd.gov/home/regulations/compliance/inspection-process/visible-emissions-public-nuisance-fugitive-dust, accessed November 25, 2019.

²⁹ SCAQMD, Rule 402, Nuisance, adopted May 7, 1976.

IV. BIOLOGICAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently developed with the Metro North Hollywood Station, industrial/warehouse uses and surface parking areas. Landscaping within the Project Site is limited. Due to the urbanized and disturbed nature of the Project Site and the surrounding areas, and lack of large expanses of open space areas, species likely to occur on-site are limited to small terrestrial and avian species typically found in urbanized developed settings. Based on the lack of habitat on the Project Site, it is unlikely any special status species listed by the

California Department of Fish and Wildlife (CDFW)³⁰ or by the U.S. Fish and Wildlife Service (USFWS)³¹ would be present on-site. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City of Los Angeles.³² Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFW or USFWS. Impacts would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

b. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site is located in an urbanized area and is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area.^{33,34} Furthermore, the Project Site and surroundings are not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City of Los Angeles or County of Los Angeles.^{35,36} In addition, there are no other sensitive natural communities identified by the CDFW or the USFWS.^{37,38,39} Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

³⁰ California Department of Fish and Wildlife, California Natural Diversity Database, Special Animals List, August 2019.

³¹ United States Fish and Wildlife Service, ECOS Environmental Conservation Online System, Listed species believed to or known to occur in California, <https://ecos.fws.gov/ecp0/reports/species-listed-by-state-report?state=CA&status=listed>, accessed September 9, 2019.

³² City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

³³ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

³⁴ United States Environmental Protection Agency, NEPAassist, <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>, accessed September 9, 2019.

³⁵ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

³⁶ Los Angeles County, Los Angeles County General Plan, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, October 6, 2015.

³⁷ California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), <https://map.dfg.ca.gov/bios/>, accessed September 9, 2019.

³⁸ California Department of Fish and Wildlife, CDFW Lands, <https://map.dfg.ca.gov/lands/>, accessed September 9, 2019.

³⁹ United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/data/Mapper.html, accessed September 9, 2019.

No Impact. As discussed above, the Project Site is located in an urbanized area and is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. In addition, the surrounding area has been fully developed. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on or near the Project Site.⁴⁰ As such, the Project would not have an adverse effect on federally protected wetlands. No impact would occur, and no mitigation measures are required. Therefore, no further evaluation of this topic in an EIR is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. As described above, the Project Site is located in an urbanized area and is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within and surrounding the Project Site that provide linkages to natural open spaces areas and which may serve as wildlife corridors. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area or Significant Ecological Area as defined by the City of Los Angeles or County of Los Angeles.^{41, 42}

According to the Tree Inventory Report prepared for the Project by Carlberg Associates in June 2020, and included in Appendix IS-1 of this Initial Study, a total of 280 living trees and 15 dead trees were inventoried for the Project. Within the Project Site, there are 61 trees that have a trunk diameter of 8 inches or greater (one of which is dead), 115 non-protected trees (11 of which are dead), and 113 City of Los Angeles rights-of-way trees (three of which are dead). There are also six off-site trees (five with a trunk diameter of 8 inches or greater and one non-protected) that could be potentially affected by the Project. Most, if not all, of the existing ornamental trees and shrubs within the Project Site would be removed during construction of the Project. Trees to be removed could potentially provide nesting sites for migratory birds. The Project would comply with the Migratory Bird Treaty Act, which prohibits the take, possession, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, of any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. Additionally, California Fish & Game Code Section 3503 (Section 3503) states that “[i]t is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” No exceptions are provided in the code and CDFW has not promulgated regulations interpreting these provisions. To ensure regulatory compliance with the Migratory Bird Treaty Act and California Fish and Game Code, the Project would require that tree removal activities would take place outside of the nesting season (February 1–August 31), to the extent feasible. In addition, should vegetation removal activities occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a buffer would be established until the

⁴⁰ United States Environmental Protection Agency, NEPAAssist, <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>, accessed September 9, 2019.

⁴¹ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, P. 2-18-4.

⁴² Los Angeles County, Los Angeles County General Plan, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map, October 6, 2015.

fledglings have left the nest. Therefore, with compliance with the Migratory Bird Treaty Act, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Impacts would be less than significant. No further evaluation of this topic in an EIR is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less Than Significant Impact. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These tree species are defined as “protected” by the City of Los Angeles. Trees that have been planted as part of a tree planting program are exempt from the City’s Protected Tree Ordinance and are not considered protected. The City’s Protected Tree Ordinance prohibits, without a permit, the removal of any regulated protected tree, including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated protected trees that are removed be replaced on at least a 2:1 basis with trees that are of a protected variety.

According to the Tree Inventory Report prepared for the Project by Carlberg Associates in June 2020 and included in Appendix IS-1 of this Initial Study, a total of 280 living trees and 15 dead trees were inventoried for the Project. Within the Project Site, there are 61 trees that have a trunk diameter of 8 inches or greater (one of which is dead), 115 non-protected trees (11 of which are dead), and 113 City of Los Angeles rights-of-way trees (three of which are dead). There are also six off-site trees (five with a trunk diameter of 8 inches or greater and one non-protected) that could be potentially affected by the Project. Two coast live oak trees were identified at the northeast corner of Lankershim and Chandler Boulevards. However, both oak trees were planted as part of the Metro B (Red) Line construction in or around 1997 and are therefore not considered protected trees by the City’s ordinance. Additionally, no off-site trees that could be affected by the Project were identified. In accordance with the Department of City Planning’s policy, the on-site trees to be removed would be replaced on a 1:1 basis. In addition, the street trees to be removed would be replaced on a 2:1 basis, as required by the Department of Public Works. Replacement trees would be distributed in accordance with landscape and urban design guidelines to be adopted in connection with the Project’s proposed specific plan. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

f. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As described above, the Project Site is located in an urbanized area and is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. As also previously discussed, landscaping within the Project Site is limited, consisting of ornamental trees

and shrubs and the Project Site does not support any habitat or natural community^{43,44} No Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site.⁴⁵ Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

V. CULTURAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Potentially Significant Impact. CEQA Guidelines Section 15064.5 generally defines a historical resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to PRC Section 5020.1(k)); or (3) identified as significant in a historical resources survey (meeting the criteria in PRC Section 5024.1(g)). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register. The local register of historical resources is managed by the Los Angeles Office of Historic Resources, which established SurveyLA, a comprehensive program to identify

⁴³ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

⁴⁴ United States Environmental Protection Agency, NEPAAssist, <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>, accessed September 9, 2019.

⁴⁵ California Department of Fish and Wildlife, California Regional Conservation Plans, July 2019.

potentially significant historic resources throughout the City. The Project Site includes the Lankershim Depot, which has been determined eligible for listing on the National Register and is listed in the California Register.⁴⁶ Additionally, at least one of the existing on-site structures and the some of the adjacent off-site structures, including the Federal Bar, appear to be more than 50 years in age. As such, the EIR will include an analysis of potential direct and indirect impacts to historical resources.

b. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. CEQA Guidelines Section 15064.5(a)(3)(D) generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. Therefore, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nevertheless, the Project would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered archaeological resources. Thus, the Project could have the potential to disturb previously undiscovered archaeological resources. Therefore, the EIR will provide further analysis of the Project’s potential impacts to archaeological resources.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. As discussed above, the Project Site is located within an urbanized area and has been subject to previous grading and development and the potential for uncovering human remains on the Project Site is low. Nevertheless, the Project would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered human remains. If human remains were discovered during construction of the Project, work in the immediate vicinity of the construction area would be halted, the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5. In addition, disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e), which requires that work stop near the find until a coroner can determine that no investigation into the cause of death is required and if the remains are Native American. Specifically, in accordance with CEQA Guidelines Section 15064.5(e), if the coroner determined the remains to be Native American, the coroner shall contact the Native American Heritage Commission who shall identify the person or persons it believes to be most likely descended from the deceased Native American. The most likely descendent may make recommendations regarding the treatment of the remains and any associated grave goods in accordance with PRC Section 5097.98.

Therefore, due to the low potential that any human remains are located on the Project Site, and because compliance with the regulatory standards described above would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities, the Project’s

⁴⁶ State of California, Department of Parks and Recreation, “Historic Resources Inventory form: Hendrick’s Builders Supply Co.,” June 1982.

impact related to human remains would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

VI. ENERGY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. As discussed above, the Project Site is developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking. In addition to the revitalization and expansion of transit facilities, the Project would include 1,527 residential units (1,523,528 square feet of residential uses), up to 580,374 square feet of office uses, and 105,125 square feet of restaurant/retail uses along with 297,925 square feet of open space, 87,225 square feet of which would be publicly accessible, privately operated and maintained. Therefore, the Project would generate an increased demand for electricity and natural gas services provided by the Los Angeles Department of Water and Power (LADWP) and the Southern California Gas Company, respectively. While development of the Project would not be anticipated to cause wasteful, inefficient, and unnecessary consumption of energy resources, further analysis of the Project’s demand on existing energy resources will be provided in the EIR.

b. Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. First established in 2002 under SB 1078, California’s Renewable Portfolio Standard (RPS) required retail sellers of electric services to increase procurement from eligible renewable energy resources to 20 percent of total retail sales by 2017.⁴⁷ The program was accelerated in 2015 with SB 350 which mandated a 50 percent RPS by 2030. In 2018, SB 100 was signed into law, which again increases the RPS to 60 percent by 2030 and requires all the state’s electricity to come from carbon free resources by 2045. LADWP provides electrical service throughout the City and many areas of the Owens Valley. LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. In

⁴⁷ CPUC, California Renewables Portfolio Standard (RPS), www.cpuc.ca.gov/rps/, accessed November 11, 2019.

accordance with SB 100, LADWP is required to procure at least 60 percent of its energy portfolio from renewable sources by 2030.

Regarding energy efficiency, the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020.⁴⁸ The 2019 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1 2013 national standards.⁴⁹

As previously described, the Project Site is developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking. In addition to the revitalization and expansion of transit facilities, the Project would include 1,527 residential units (1,523,528 square feet of residential uses), up to 580,374 square feet of office uses, and 105,125 square feet of restaurant/retail uses along with 297,925 square feet of open space, 87,225 square feet of which would be publicly accessible, privately operated and maintained. The Project Site does not include any renewable energy sources used by LADWP. The Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. While the Project would not be anticipated to conflict with or obstruct a state or local plan for renewable energy or energy efficiency, the Project’s compliance with LADWP’s plans for renewable energy as well as the Project’s compliance with California Building Energy Efficiency Standards will be further evaluated in the EIR.

VII. GEOLOGY AND SOILS

| Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------|--|------------------------------------|-----------|
|--------------------------------------|--|------------------------------------|-----------|

Would the project:

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

| | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

⁴⁸ CEC, 2019 Building Energy Efficiency Standards, www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency/, accessed November 25, 2019.

⁴⁹ CEC, 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, December 2018.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|-------------------------------------|
| ii. Strong seismic ground shaking? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement within the last 1.6 million years. In addition, buried thrust faults, which are faults with no surface exposure, may exist in the vicinity of the Project Site; however, due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 feet to 500 feet on each side of a known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential

surface ruptures. In addition, the City of Los Angeles designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

The Project Site is not located within an Earthquake Fault Zone as mapped by CGS.^{50,51} The closest active fault is the Hollywood Fault located approximately 2.5 miles from the Project Site.⁵² However, previously unmapped faults could potentially exist beneath the Project Site. Therefore, further analysis of this issue will be provided in the EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. As previously stated, the closest active fault is the Hollywood Fault, which is located approximately 2.5 miles from the Project Site. The Project would increase the amount of development on-site, thereby increasing the number of residents, employees, and visitors on-site exposed to potential adverse effects from ground shaking. Although Project development must comply with the most current Los Angeles Building Code regulations, which specify structural requirements for different types of buildings in a seismically active area, further analysis of the potential for strong seismic ground shaking will be provided in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is a phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low density, fine, clean sandy soils; and strong ground motion. According to the published State Seismic Hazard Zones maps for the Burbank and Van Nuys Quadrangles, the Project Site is designated by the State Geologist as a “zone of required investigation” due to the potential for seismically-induced liquefaction.^{53,54} Therefore, the EIR will include a more detailed analysis of this issue.

iv. Landslides?

No Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and the Project Site is generally characterized by relatively level topography. Large areas of exposed soil and/or rocks that could fall onto the Project Site would not typically exist, since the majority of the Project Site is covered in pavement and

⁵⁰ State of California, California Geological Survey, Seismic Hazard Zones, Burbank Quadrangle, March 25, 1999.

⁵¹ State of California, California Geological Survey, Seismic Hazard Zones, Van Nuys Quadrangle, February 1, 1998.

⁵² City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

⁵³ State of California, California Geological Survey, Seismic Hazard Zones, Burbank Quadrangle, March 25, 1999.

⁵⁴ State of California, California Geological Survey, Seismic Hazard Zones, Van Nuys Quadrangle, February 1, 1998.

landscaping is confined to ornamental trees. In addition, the Project Site is not located in a landslide area as mapped by the State,^{55,56} nor is the Project Site mapped as a landslide area by the City of Los Angeles.^{57,58} Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving landslides. As such, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project Site is currently fully developed with buildings and surface parking areas. As such, there are no open spaces with exposed topsoil. However, development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils underneath the Project Site and expose these soils to rainfall and wind during construction, thereby potentially resulting in soil erosion. This potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from LADBS, which would include requirements and standards designed to limit potential effects associated with erosion to acceptable levels. In addition, on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Article 1 of the LAMC, which addresses grading, excavations, and fills. Furthermore, the Project would be required to comply with the City's Low Impact Development (LID) ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion. Regarding soil erosion during Project operations, the potential would be negligible since the Project Site would mostly remain fully developed. Therefore, with compliance with applicable regulatory requirements, impacts regarding soil erosion or the loss of topsoil would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

c. Would the Project be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. As discussed above, the Project Site is susceptible to ground shaking. In addition, the Project Site is located in an identified liquefiable area, and thus the potential for lateral spreading is present. As such, geologic stability will be addressed in the EIR.

d. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The Project Site

⁵⁵ State of California, California Geological Survey, Seismic Hazard Zones, Burbank Quadrangle, March 25, 1999.

⁵⁶ State of California, California Geological Survey, Seismic Hazard Zones, Van Nuys Quadrangle, February 1, 1998.

⁵⁷ Los Angeles General Plan Safety Element, November 1996, Exhibit C, Landslide Inventory & Hillside Areas, p. 51.

⁵⁸ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

may contain soils that are considered to have a moderate expansive potential. Therefore, further analysis of this issue will be provided in the EIR.

e. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located within a community served by existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

f. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Although the Project Site has been previously graded and developed, the Project would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered paleontological resources. Therefore, the EIR will provide further analysis of the Project’s potential impacts to paleontological resources.

VIII. GREENHOUSE GAS EMISSIONS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere affects the earth’s temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and

emission reduction strategies for greenhouse gas emissions in California. These strategies include intensifying development near transit, as is proposed with the Project. Nevertheless, activities associated with the Project, including construction and operational activities, could result in greenhouse gas emissions that may have a significant impact on the environment. Therefore, the EIR will provide further analysis of the Project’s greenhouse gas emissions.

b. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. As the Project would have the potential to emit greenhouse gases, the EIR will include further evaluation of project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill [AB] 32 and the City of Los Angeles Green Building Code).

IX. HAZARDS AND HAZARDOUS MATERIALS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

a. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. The types and amount of hazardous materials potentially used in connection with the construction and operation Project are anticipated to be typical of those used for residential, office, and commercial uses. Nonetheless, further analysis of this issue will be provided in the EIR.

b. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. The Project Site is not designated as a methane hazard site or hazardous waste/border zone property by the City.⁵⁹ While operation of the Project is not expected to involve hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, construction would require demolition of the existing uses and excavation activities. Based on the types and ages of the existing on-site structures, demolition of the existing on-site structures and excavation activities could expose certain hazardous materials including storage drums, spills, asbestos containing materials, and/or lead-based paints, or result in other hazards to the public. Therefore, further evaluation of this topic will be included in the EIR.

c. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, Lankershim Elementary School is located approximately 200 feet south of the Project Site on Bakman Avenue, and East Valley High School is located approximately 0.2 mile northeast of the Project Site on Vineland Avenue. While the Project is not expected to involve hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, further evaluation of this topic will be included in the EIR due to the proximity of schools.

⁵⁹ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

d. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Potentially Significant Impact. The Project Site is currently developed with surface parking, the historic Lankershim Depot, Metro B (Red) Line portal, and various industrial/warehouse buildings and has the potential to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, properties in the surrounding area also have the potential to be listed on various environmental databases. Therefore, further evaluation of this issue will be included in the EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The Project Site is located approximately 1.9 miles southwest of the Hollywood–Burbank Airport. Based on a report published by the City of Burbank, the Project Site is not located within the 2017 65 dB CNEL noise contours for the airport, indicating airport noise is not an issue at the Project Site.⁶⁰ Therefore, the Project would not expose people residing or working in the project area to excessive airport noise. Additionally, the Project would be required to comply with applicable Federal Aviation Administration (FAA) requirements regarding rooftop lighting for high-rise structures as well as the notice requirements imposed by the FAA for all new buildings taller than 200 feet, which include completion of Form 7460-1 (Notice of Proposed Construction or Alteration). Impacts would be less than significant, and no further evaluation of this topic is required.

f. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. According to the Safety Element of the City of Los Angeles General Plan, the nearest disaster route is Lankershim Boulevard, which bisects the Project Site.⁶¹ While it is expected that Project construction would be confined on-site, the Project's construction activities may have the potential to cause temporary and intermittent lane closures on adjacent off-site streets including Lankershim Boulevard. Therefore, emergency response will be further evaluated in the EIR.

g. Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site and surrounding area are fully developed and not adjacent to wildlands. Additionally, the Project Site is not located within a Very High Fire Hazard Severity Zone or Fire District No. 1 as mapped by the City.⁶² Furthermore, the Project's design and construction would comply with all

⁶⁰ Bob Hope Airport 14 CFR Part 150 Noise Compatibility Study, Final Noise Compatibility Program Revision #2, March 2016.

⁶¹ Los Angeles General Plan Safety Element, November 1996, Exhibit H, Critical Facilities & Lifeline Systems, p. 61.

⁶² City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019.

applicable Los Angeles Fire Department (LAFD) and Code requirements pertaining to fire safety. Specifically, LAMC Section 57.106.5.2 provides that the Fire Chief shall have the authority to require drawings, plans, and sketches as necessary to identify access points, fire suppression devices and systems, utility controls, and stairwells; LAMC Section 57.118 establishes LAFD’s fire/life safety plan review and LAFD’s fire/life safety inspection for new construction projects; and LAMC Section 57.507.3.1 establishes fire water flow standards. Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No impacts related to wildland fires would occur, and no mitigation measures would be required. No further analysis of this topic in the EIR is required.

X. HYDROLOGY AND WATER QUALITY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| i. Result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The following analysis is based, in part, on the *District NoHo Water Resources Technical Report* (Hydrology Report) prepared for the Project by KPFF Consulting Engineers, dated June 16, 2020, and included as Appendix IS-2 of this Initial Study.

a. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. As discussed below, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Surface Water Quality

Construction

During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Therefore, Project-related construction activities could potentially result in adverse effects on water quality. However, as Project construction would disturb more than one acre of soil, the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (Order No. 2009-0009-DWQ, as well as its subsequent amendments 2010-0014-DWQ and 2012-0006-DWQ) pursuant to NPDES requirements. In accordance with the requirements of the NPDES Construction General Permit, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) adhering to the California Stormwater Quality Association BMP Handbook. The SWPPP would set forth Best Management Practices (BMPs) to be used during construction for stormwater and non-stormwater discharges, including, but not limited to, sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management, to minimize the discharge of pollutants in stormwater runoff during construction. The SWPPP would be carried out in compliance with State Water Resources Control Board requirements and would also be subject to review by the City for compliance with the City of Los Angeles' *Best Management Practices Handbook, Part A Construction Activities*. During construction, the SWPPP would be referred to regularly and amended as changes occur throughout the construction process. In addition, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. Prior to the issuance of a grading permit, the Applicant would be required to provide the City with evidence that a Notice of Intent has been filed with the State Water Resources Control Board to comply with the Construction General Permit. With compliance with these existing regulatory requirements that include specific BMPs to address surface water quality, impacts during construction would be less than significant.

Operation

As expected for most urban developments, operation of the Project has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project include sediment, nutrients, pesticides, metals, and oil and grease. However, the Project would

implement BMPs for managing stormwater runoff in accordance with the current City of Los Angeles LID Ordinance requirements. The City's LID Ordinance sets the order of priority for selected BMPs, which is infiltration systems, stormwater capture and use, high efficiency biofiltration/bioretenion systems, and any combination of any of these measures. Consistent with regulatory requirements, the Project's Geotechnical Engineer has performed a site infiltration evaluation and has recommended the following BMPs to manage post-construction stormwater runoff and reduce the amount of pollutants entering the stormwater system:

- Promote evapotranspiration and infiltration, and the use of native and/or drought tolerant plants;
- Provide storm drain system stenciling and signage to discourage illegal dumping;
- Design material storage areas and loading docks within structures or enclosures to prevent leaks or spills of pollutants from entering the storm drain system;
- Provide evidence of ongoing BMP maintenance as part of a legal agreement with the City of Los Angeles. (Recorded covenant and agreements for BMP maintenance are part of standard building permit approval processing); and
- Design post-construction structural or treatment control BMPs to infiltrate stormwater runoff. Such stormwater treatment facilities and systems would be designed to meet the requirements of the LID Manual.

Additionally, as stated in the LID Manual, sites with greater than 50 percent site disturbing activities must treat the entire site and infiltration facilities shall be sized to capture and infiltrate the design capture volume based on the runoff produced from the greater between the 85th percentile storm event and the 0.75-inch storm event. Based on these regulatory requirements, the Project would implement pretreatment systems and drywells at each site or drainage area to treat and infiltrate the stormwater runoff. Due to the variation in infiltration rates across the Project Site, some drainage areas will require a larger number of drywells regardless of acreage. This is due to the soil's variation in ability to allow stormwater to percolate. The number and location of the proposed drywells are included in Table 4 of the Hydrology Report.

As the Project Site currently does not have structural BMPs for the treatment of stormwater runoff from the existing impervious surfaces, implementation of the proposed BMPs would result in an improvement in surface water quality runoff from the entire Project Site. In addition, the implementation of BMPs, which would utilize the natural adsorption and filtration characteristics of vegetated swales and pervious surfaces, would allow for more opportunities to direct stormwater to flow through the planting media where pollutants are filtered, absorbed, and biodegraded by the soil and plants, prior to infiltrating to the ground below.

Therefore, with implementation of the BMPs described above that would be implemented in accordance with regulatory requirements, operational impacts on surface water quality would be less than significant.

Groundwater Quality

Construction

Dewatering operations are practices that discharge non-stormwater, such as ground water, which must be removed from a given work location to proceed with construction. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. Development of the Project would include excavations to a maximum depth of 60 feet below ground surface. As discussed further below, although the historic high groundwater level is 10 feet below ground surface, groundwater was not encountered in borings drilled to a depth of 62 feet. Therefore, Project construction activities are not expected to encounter groundwater and temporary dewatering is not expected to be required. Nevertheless, in the unlikely event groundwater is encountered during construction, temporary dewatering systems such as dewatering tanks, sand media particulate, pressurized bag filters, and cartridge filters would be utilized in compliance with the NPDES permit. These temporary systems would comply with all relevant NPDES requirements related to construction. As such, groundwater quality would not be impacted from dewatering activities.

As previously discussed, the Project would be required to obtain coverage under the NPDES Construction General Permit. As part of the permit process, the Project would be required to prepare a SWPPP which sets forth BMPs to be used during construction for stormwater and non-stormwater discharges, including, but not limited to, sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management, to minimize the discharge of pollutants in stormwater runoff during construction prior to its infiltration into groundwater. In addition, as there are no existing groundwater production wells or public water supply wells within one mile of the Project Site, construction activities would not be anticipated to affect existing wells.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant.

Operation

Operational activities that could affect groundwater quality include spills of hazardous materials and leaking underground storage tanks. Surface spills from the handling of hazardous materials most often involve small quantities and are cleaned up in a timely manner, thereby resulting in little threat to groundwater. Other types of risks such as leaking underground storage tanks have a greater potential to affect groundwater. No underground tanks or other potential hazardous structures are proposed as part the Project. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. Additionally, as discussed above, the Project would include the installation of structural BMPs as a means of pretreatment prior to infiltration of stormwater, which would allow for treatment of the on-site stormwater prior to potential contact with the groundwater below. Based on the above, operation of the Project would result in a less than significant impact on groundwater quality.

Conclusion

As discussed above, neither construction or operation of the Project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant and no mitigation measures are required. No further analysis of this topic in an EIR is required.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. As provided by the following analysis, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

Construction

As described above, no water supply wells are located at the Project Site or within one mile of the Project Site that could be impacted by construction, nor would the Project include the construction of water supply wells. Development of the Project would include excavations to a maximum depth of approximately 60 feet below ground surface. Historic high groundwater level in the vicinity of the Project Site was on the order of 10 feet below grade. However, due to a permanent change in the hydrology of the region through urbanization and the lining of rivers and flood channels including the Los Angeles River, it is extremely unlikely that groundwater levels will approach the historic high levels measured prior to the lining of the rivers and creeks. In addition, groundwater was not encountered in the three borings drilled to a depth of 62 feet. Accordingly, it is not expected that groundwater would be encountered during construction. Furthermore, the Project Site is 98 percent impervious under existing conditions and no substantial groundwater recharge occurs. Lastly, with respect to groundwater quality, as discussed above, compliance with the requirements of the NPDES Construction General Permit would reduce the potential for the construction of the Project to release contaminants into groundwater. Therefore, construction of the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

Operation

The Project would decrease the amount of impervious surface area on the Project Site from 98 to approximately 91 percent, resulting in a slight increase in the amount of groundwater recharge occurring on-site. However, as discussed above, the Project would include the installation of structural BMPs as a means of pretreatment prior to infiltration of stormwater, which would allow for treatment of the on-site stormwater prior to potential contact with the groundwater below. Furthermore, the Project would not include the installation of water supply wells and there are no existing wells or spreading ground within one mile of the Project Site. Therefore, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. Although no streams or rivers cross the Project Site, construction activities for the Project would include excavation to a maximum of 60 feet for subterranean parking levels, as well as grading for building structures, foundations, and hardscape and landscape around the structures. It is anticipated that grading activities of approximately 672,300 net cubic yards of soil would be involved in construction of the Project, including 587,300 cubic yards of export. These activities have potential to temporarily alter existing drainage patterns and flows on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. Also, exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. However, as discussed above, the Project would be required to obtain coverage under the NPDES Construction General Permit. In accordance with the requirements of this permit, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. BMPs would be designed to reduce runoff and pollutant levels in runoff during construction. The NPDES and SWPPP measures would contain and treat, as necessary, stormwater or construction watering on the Project Site so runoff does not impact off-site drainage facilities or receiving waters.

In addition, the Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, through compliance with all NPDES Construction General Permit requirements, including preparation of a SWPPP, implementation of BMPs, and compliance with applicable City grading regulations, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, flooding on- or off-site. Similarly, adherence to standard compliance measures in construction activities would not cause flooding, substantially increase or decrease the amount of surface water flow from the Project Site into a water body, or result in a permanent, adverse change to the movement of surface water. Impacts would be less than significant. No further evaluation of this topic in an EIR is required.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. Existing impervious surfaces include buildings and impervious pavements for pedestrian and vehicular circulation and existing pervious surfaces include landscaped areas. Under existing conditions, stormwater sheet flows off-site. Development of the Project would include development of new buildings, paved areas, and landscaped areas, resulting in a decrease in impervious surface area from 98 to approximately 91 percent as a result of the development. Runoff would follow new discharge paths and drain to on-site storm drain infrastructure, including catch basins, planter drains, building roof drain downspouts, pretreatment systems, and drywells throughout the Project Site. As a result of the decrease in impervious surface area and new infrastructure, stormwater flows would be reduced by approximately 1.57 cfs, a 3 percent reduction. Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding

on- or off-site. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. Refer to Response to Checklist Questions X.a and X.c.ii, above. As discussed in Response to Checklist Question X.a, implementation of BMP systems proposed as part of the Project would result in a substantial improvement in surface water quality runoff from the entire Project Site. In addition, as discussed in Response to Checklist Question X.c.ii, the Project would result in a 3-percent decrease in stormwater flows on the Project Site. Therefore, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

iv. impede or redirect flood flows?

No Impact. The Project Site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.^{63,64} Thus, the Project would not impede or redirect flood flows. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less Than Significant Impact. As discussed above, the Project Site is not located within a 100-year flood hazard area as mapped by FEMA or by the City of Los Angeles. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a tsunami hazard area. Therefore, no tsunami or tsunami events would be expected to impact the Project Site. Additionally, there are no standing bodies of water near the Project Site that may experience a seiche.

Earthquake-induced flooding can also result from the failure of dams or other water-retaining structures resulting from earthquakes. According to the General Plan's Safety Element, the Project Site is located within a flood impact zone associated with the Encino Reservoir/Hansen Dam.⁶⁵ Although the site is mapped within an inundation zone for the dam, catastrophic failure of this dam is expected to be a very unlikely event in that dam safety regulations exist and are enforced by the Division of Safety of Dams, Army Corp of Engineers, and the Department of Water Resources. Inspectors would require dam owners to perform work, maintenance or implement controls if issues are found with the safety of the dam. The dams are under continuous monitoring for safety against failure and the potential for seismically-induced

⁶³ Federal Emergency Management Agency, Flood Insurance Rate Maps, Panel Numbers 06037C1320F and 06037C1340F, effective September 26, 2008.

⁶⁴ Los Angeles General Plan Safety Element, November 1996, Exhibit F, 100-Year & 500-Year Flood Plains, p. 57.

⁶⁵ Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.

flooding to affect the Project Site due to dam failure is low. Therefore, the risk of flooding from inundation by dam failure is considered low.

Additionally, as discussed above, the Project would include new structural BMPs throughout the Project Site which would reduce the amount of pollutants entering the stormwater system and groundwater in the unlikely event of inundation of the Project Site. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed above, Project construction could result in erosion of exposed and stockpiled soils, increased pollutant loading due to on-site watering activities, and pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel. However, the Project would be required to obtain coverage under the NPDES Construction General Permit which requires implementation of a SWPPP. The BMPs included in the SWPPP could include sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management, to minimize the discharge of pollutants in stormwater runoff during construction. The SWPPP would be carried out in compliance with State Water Resources Control Board requirements and would also be subject to review by the City. During construction, the SWPPP would be referred to regularly and amended as changes occur throughout the construction process. In addition, Project construction activities would occur in accordance with City grading permit regulations, such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. With compliance with these existing regulatory requirements that include specific BMPs to address surface water quality, impacts during construction would be less than significant.

Potential pollutants generated by the Project during operation would include sediment, nutrients, pesticides, trash and debris, oil and grease, and metals typical of urban developments. However, the implementation of BMPs required by the City's LID Ordinance would reduce the amount of these pollutants entering the stormwater. Additionally, since the existing Project Site does not have any structural or LID BMPs to treat or infiltrate stormwater, implementation of the LID features proposed as part of the Project would result in an improvement in surface water quality runoff as compared to existing conditions. As such, the Project would not introduce new pollutants or an increase in pollutants that could conflict with or obstruct any water quality control plans.

With respect to groundwater, as discussed above in Checklist Question X.b, the Project would not result in impacts related to groundwater recharge or interfere with sustainable groundwater management of the basin.

Therefore, with compliance with existing regulatory requirements and implementation of LID BMPs, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XI. LAND USE AND PLANNING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Would the project physically divide an established community?

Less than Significant Impact. As discussed in Section 3, Project Description, of this Initial Study, the Project Site includes parcels located generally north/west and east/south of Lankershim Boulevard. The Project Site is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking. The Project would replace the existing surface parking and industrial/warehouse uses within the Project Site with a mixed-use development and enhanced transit facilities. These uses would be consistent with the adjacent uses in the community. In addition, through access would be maintained throughout construction and operation of the Project, and access to both sides of Lankershim Boulevard from adjacent properties would continue to be available. Furthermore, the Project does not propose a freeway or other large infrastructure that would divide the existing surrounding community. The Project would, in fact, remove existing barriers between communities on either side of the Project Site through the development of new streets connecting to the existing street grid, as well as providing a pedestrian-friendly development on the Project Site. Therefore, the Project would not physically divide an established community. Impacts related to the physical division of an established community would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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

Potentially Significant Impact. The Project Site is located within the C4-2D, C4-2D-CA, C2-2D-CA, CM-1VL, and PF-1VL Zones with a Community Commercial, Commercial Manufacturing, and Public Facilities land use designation under the North Hollywood–Valley Village Community Plan and the City’s General Plan. The Project’s proposed mixed-use residential, office, and commercial uses are permitted within the existing zones. The Project Site is also within the Los Angeles State Enterprise zone, the North Hollywood Redevelopment Project Area⁶⁶, and, as noted above, a TPA pursuant to SB 743. While the Project would not be anticipated to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, the EIR will provide further analysis of the

⁶⁶ The North Hollywood Redevelopment Plan is expected to expire on February 21, 2021, prior to consideration of the Project by the City.

Project’s consistency with applicable land use plans, policies, and regulations that were adopted for the purpose of avoiding or mitigating an environmental effect.

XII. MINERAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. No mineral extraction operations currently occur on the Project Site. The Project Site is located within an urbanized area and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. In addition, the Project Site is not located within a mineral producing area as classified by the CGS.⁶⁷ The Project Site is also not located within a City-designated oil field or oil drilling area.⁶⁸ Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site, and, as such, no impact would occur. No further analysis of this topic in an EIR is required.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. No mineral extraction operations currently occur on the Project Site. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the CGS. The Project Site is also not located within a City designated oil field or oil drilling area. Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

⁶⁷ California Geological Survey, Aggregate Sustainability in California, Fifty-Year Aggregate Demand Compared to Permitted Aggregate Reserves, 2012.

⁶⁸ City of Los Angeles Department of Public Works, Bureau of Engineering, NavigateLA, <http://navigate-la.lacity.org/navigate-la/>, accessed November 12, 2019.

XIII. NOISE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. During construction activities associated with the Project, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, noise levels from on-site sources may increase during operation of the Project. Furthermore, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further evaluation of this topic will be provided in the EIR.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration associated with demolition, site grading and excavation, other clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic will be provided in the EIR.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The Project Site is not located within the vicinity of a private airstrip or airport land use plan. The Project Site is, however, located approximately 1.9 miles southwest of Hollywood–Burbank Airport. As discussed above, based on a report published by the City of Burbank, the Project Site is not located within the 2017 65 dB CNEL noise contours for the airport, indicating airport

noise is not an issue at the Project Site.⁶⁹ Therefore, the Project would not expose people residing or working in the project area to excessive airport noise. Impacts would be less than significant, and no further evaluation of this topic is required.

XIV. POPULATION AND HOUSING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. The Project Site is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. The Project would develop 1,527 residential units, 105,125 new square feet of retail/restaurant uses, and up to approximately 580,374 new square feet of office space, as well as 297,925 square feet of open space that would be distributed throughout the Project Site, 87,225 square feet of which would be publicly accessible, privately operated and maintained. The proposed residential density is only slightly greater than what is currently allowed and nearly all of the proposed commercial is permitted under existing land use and zoning. However, no residential uses currently exist on-site and the 1,527 residential units would introduce a new residential population to the area. Therefore, further analysis of this topic will be included in the EIR.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the Project would not cause the displacement of any existing people or housing and therefore likewise would not require the construction of replacement housing elsewhere. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

⁶⁹ Bob Hope Airport 14 CFR Part 150 Noise Compatibility Study, Final Noise Compatibility Program Revision #2, March 2016.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-----------------------------|-------------------------------------|--|------------------------------|--------------------------|
| a. Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Police protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Schools? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Parks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Other public facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Potentially Significant Impact. LAFD provides fire protection and emergency medical services for the Project Site. The Project would increase the building square footage on-site and would introduce new residential, commercial, and office uses, which could result in the need for additional fire protection services. Therefore, further analysis of this issue will be included in the EIR.

b. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Potentially Significant Impact. Police protection for the Project Site is provided by the City of Los Angeles Police Department. The Project would introduce new residential uses to the Project Site, which could result in the need for additional police services. Therefore, the EIR will provide further analysis of this issue.

c. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

Potentially Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The Project would include of the development of residential, commercial, and office uses, which would generate a demand for educational services and school facilities. Therefore, the EIR will provide further analysis of this issue.

d. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Potentially Significant Impact. The development of residential uses as part of the Project would generate a new population at the Project Site that could utilize nearby parks and/or recreational facilities. Thus, the EIR will provide further analysis of this issue.

e. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Potentially Significant Impact. Other public facilities available include libraries. The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles through its Central Library, eight regional branch libraries, and 64 neighborhood branch libraries, as well as through web-based resources. The new residential population generated by the Project may result in additional demand for library services provided by the LAPL, possibly necessitating the construction of new libraries which could cause significant environmental impacts. Therefore, further analysis of this topic in the EIR is required to determine the Project’s potential impacts on library services provided by the LAPL.

XVI. RECREATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|------------------------------|--------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

Potentially Significant Impact. As discussed above in Response Checklist Question XV.d, the new residential population associated with the Project could result in an increased demand for public parks and recreational facilities that serve the Project Site. Therefore, further analysis of this topic in the EIR is required to determine the Project’s potential impacts on parks and recreational facilities provided by the City of Los Angeles.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact. The Project includes 297,925 square feet of open space throughout the Project Site, 87,225 square feet of which would be publicly accessible, privately operated and maintained. Open space amenities include, but are not limited to, private landscaped areas, seating areas, decks, patios, pools, barbeque areas, playgrounds, and lounges, as well as the publicly accessible Promenade, Transit Square, and NoHo Square. The potential environmental impacts associated with construction of these facilities are analyzed throughout this Initial Study and will be further analyzed in the EIR for those topics where impacts could be potentially significant as part of the overall Project.

XVII. TRANSPORTATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. Operation of the proposed uses would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area’s transportation facilities could conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, further analysis of this issue will be provided in the EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. SB 743, which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis has shifted from driver delay, which is typically measured by traffic level of service (LOS), to a new measurement that better addresses the state's goals on reduction of greenhouse gas emissions, creation of a multi-modal transportation, and promotion of mixed-use developments. CEQA Guidelines Section 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts, replacing LOS.

On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, LADOT adopted its *Transportation Assessment Guidelines* (July 2019), which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743.

Although the Project proposes transit improvements that would reduce VMT, the Project would develop new residential, commercial, and office uses on the Project Site. As a result, VMT would increase over existing conditions. Therefore, further analysis of this issue will be provided in the EIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. The Project does not include any dangerous design features, but does include the addition of a traffic signal at the Transit Center/S. Chandler Boulevard to allow buses to turn onto South Chandler; modifications to the existing traffic signal at Lankershim Boulevard and N. Chandler Boulevard; and extending the existing couplets along Chandler Boulevard from Tujunga Avenue to Lankershim Boulevard. However, these improvements to the local roadway network would be developed in compliance with all applicable City standards. In addition, all new roadways on-site, including District Way, Elmer Avenue, and Klump Avenue, would be privately maintained and public accessible and also be developed in compliance with City standards, including LAFD turning radii requirements. In addition, the Project would not result in incompatible uses, as the proposed uses are consistent with the types of residential, commercial, and office uses already present in the surrounding area. Thus, no impacts related to increased hazards due to a design feature or incompatible use would occur, and no further analysis of this topic in the EIR is required.

d. Would the project result in inadequate emergency access?

Potentially Significant Impact. According to the Safety Element of the City of Los Angeles General Plan, the nearest disaster route to the Project Site is Lankershim Boulevard, which is adjacent to the Project Site and provides arterial access to the Project Site and surrounding uses. While it is expected that construction activities for the Project would primarily be confined on-site, the Project's construction activities may potentially cause the temporary and intermittent closure of travel lanes in adjacent off-site streets for the installation or upgrading of local infrastructure. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The Project would also generate construction traffic, particularly haul trucks, which may affect the capacity of adjacent streets and highways. In addition, as part of the Project, existing site access would be

modified, and directional, striping, and signal changes are anticipated. Therefore, further analysis of this issue will be provided in the EIR.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|------------------------------|--------------------------|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact. Approved by Governor Edmund G. “Jerry” Brown on September 25, 2014, AB 52 establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in PRC Section 21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written

request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As noted above, the Project would require grading, excavation up to 60 feet below grade, and other construction activities that could have the potential to disturb existing but undiscovered tribal cultural resources. Therefore, the potential exists for the Project to significantly impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the City will notify all applicable tribes, and the City will participate in any requested consultations for the Project. Consultation with Native American tribes will soon commence and further analysis of this topic will be provided in the EIR

XIX. UTILITIES AND SERVICE SYSTEMS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|-------------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. Water, wastewater, electric power, and natural gas systems consist of two components, the source of the supply or place of treatment (for wastewater) and the conveyance

systems (i.e., distribution lines and mains), which link the location of these facilities to an individual development site. Given the Project's increase in floor area within the Project Site and the potential corresponding increase in water, electricity, and natural gas demand and wastewater generation, further analysis of this issue in the EIR will be provided.

With regard to stormwater drainage, as discussed above in Response to Checklist Question X.c.ii, the Project would result a decrease in impervious surface area and stormwater flows. As such, the Project would not require or result in the relocation or construction of new or expanded stormwater drainage.

With respect to telecommunications facilities, the Project would require construction of new on-site telecommunications infrastructure to serve new buildings and potential upgrades and/or relocation of existing telecommunications infrastructure. Construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface. However, the Project would ensure vehicle and pedestrian access is maintained throughout construction. In addition, when considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration (i.e., months) and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. No upgrades to off-site telecommunications systems are anticipated. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers and the City as applicable. As such, the Project would not require or result in the relocation or construction of new or expanded telecommunications facilities. Impacts would be less than significant and no further evaluation of this topic in an EIR is required.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. LADWP supplies water to the Project Site. Given the Project's increase in the amount of developed floor area on the Project Site, the Project would result in an increased demand for water provided by LADWP. In addition, because the Project proposes more than 500 residential dwelling units, a water supply assessment will be required in accordance with SB 610. Therefore, further analysis of this issue will be provided in the EIR.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. Refer to Response to Checklist Question XVIII.a, above. As discussed therein, the Project would result in an increase in wastewater generation from the Project Site. Therefore, further analysis of this issue will be provided in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. While the Bureau of Sanitation generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City

provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill. Landfills within the County are categorized as either Class III or inert waste landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in inert waste landfills.⁷⁰ Nine Class III landfills and one inert waste landfill with solid waste facility permits are currently serving the County.⁷¹ In addition, there is one solid waste transformation facility within Los Angeles County that converts, combusts, or otherwise processes solid waste for the purpose of energy recovery.

Based on 2018 Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the most recent report available, the total remaining permitted Class III landfill capacity in the County is estimated at 163.39 million tons. The permitted inert waste landfill serving the County is Azusa Land Reclamation. This facility currently has 57.72 million tons of remaining capacity and an average daily in-County disposal rate of 1,148 tons per day.⁷² Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the CoIWMP Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.⁷³

Based on the 2018 CoIWMP Annual Report, the countywide cumulative need for Class III landfill disposal capacity through the year 2033 will not exceed the 2018 remaining permitted Class III landfill capacity of 167.58 million tons. The 2018 CoIWMP Annual Report evaluated six scenarios to increase capacity and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with existing capacity under six scenarios using in-county and out-of-county landfills. Only the scenario using in-county disposal capacity only would result in a shortfall. The 2018 CoIWMP Annual Report also concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling; expand existing landfills; study, promote, and develop alternative technologies; expand transfer and processing infrastructure; and use out of county disposal, including waste by rail. The City's Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan sets a goal of becoming a "zero waste" city by 2030. To this end, the City of Los Angeles implements a number of source reduction and recycling programs such as curbside recycling, home composting demonstration programs, and construction and demolition debris recycling.⁷⁴ The City of Los Angeles is currently

⁷⁰ Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

⁷¹ County of Los Angeles, Department of Public Works, Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019. The 9 Class III landfills serving the County include the Antelope Valley Landfill, the Burbank Landfill, the Calabasas Landfill, Chiquita Canyon Landfill, Lancaster Landfill, Pebbly Beach Landfill, Savage Canyon Landfill, the Scholl Canyon Landfill, and the Sunshine Canyon City and County Landfill. Azusa Land Reclamation is the only permitted Inert Waste Landfill in the County that has a full solid waste facility permit.

⁷² County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019.

⁷³ County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2018 Annual Report, December 2019.

⁷⁴ City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed December 6, 2019.

diverting 76 percent of its waste from landfills.⁷⁵ The City has adopted the goal of achieving 90 percent diversion by 2025, and zero waste by 2030.

The following analysis quantifies the Project's construction and operation solid waste generation.

Construction

As discussed above, the Project Site is currently developed with the Metro North Hollywood Station, surface parking, the historic Lankershim Depot, and industrial/warehouse uses. Construction of the Project would include the removal of 49,111 square-feet of industrial/warehouse uses within the Project Site. The Project would revitalize and expand transit facilities at Metro's North Hollywood Station and would develop 1,527 residential dwelling units (1,523,528 square feet of residential), 105,125 square feet of ground floor commercial space, and up to 580,374 square feet of office space. The historic Lankershim Depot would remain as part of the Project.

Pursuant to the requirements of SB 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City. As shown in Table 2 on page 74, after accounting for mandatory recycling, the Project would result in approximately 1,939 tons of construction and demolition waste. Given the remaining permitted capacity at the Azusa Land Reclamation facility, which is approximately 57.72 million tons, as well as the remaining 163.39 million tons of capacity at the Class III landfills serving the County, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

Operation

As shown in Table 3 on page 75, upon full buildout, the Project would result in a net increase in solid waste generation of 9,016 tons per year. The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures, such as compliance with AB 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices. Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025.⁷⁶

⁷⁵ LA Sanitation, Recycling, www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=alxbkb91s_4&_afLoop=18850686489149411#!, accessed December 6, 2019.

⁷⁶ LA Sanitation, Solid Waste Integrated Resources Plan, www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp?_afLoop=3608041245788654&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=8vrc5bges_179#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D3608041245788654%26_afWindowMode%3D0%26_adf.ctrl-state%3D8vrc5bges_183, accessed December 6, 2019.

**Table 2
Project Demolition and Construction Waste Generation**

| Building | Size | Generation Rate (lbs/sf) ^a | Total (tons) ^b |
|---|--------------|--|------------------------------|
| Construction Waste | | | |
| Residential (1,527 units) | 1,195,111 sf | 4.38 | 2,617 |
| Commercial | 105,125 sf | 3.89 | 204 |
| Office | 580,374 sf | 3.89 | 1,129 |
| <i>Construction Waste Subtotal</i> | | | 3,951 |
| Demolition Waste | | | |
| Industrial/warehouse | 49,111 sf | 155 | 3,806 |
| <i>Demolition Waste Subtotal</i> | | | 3,806 |
| Total for Construction and Demolition Waste | | | 7,757 |
| Total After 75-Percent Recycling | | | 1,939 |
| <hr/> <i>lbs = pound</i> <i>sf = square feet</i> ^a U.S. Environmental Protection Agency, Report No. EPA530-98-010, <i>Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998, Table 3, Table 4, and Table 6. Generation rates used in this analysis are based on an average of individual rates assigned to specific building types.</i> ^b Totals may not sum due to rounding. Source: Eyestone Environmental, 2020. | | | |

The estimated net increase in solid waste that would be generated by the Project represents approximately 0.006 percent of the remaining capacity (163.39 million tons) for the Class III landfills serving the County.⁷⁷

The County will continue to address landfill capacity through the preparation of CoIWMP annual reports. The preparation of each annual report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Solid waste disposal is an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment. Jurisdictions in the County of Los Angeles continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. These efforts, together with countywide and regional programs implemented by the County and the cities, acting in concert or independently, have achieved significant, measurable results, as documented in the 2018 Annual Report. As discussed below, the Project would be consistent with and would further City policies that reduce landfill waste streams. Such policies and programs serve to implement the strategies outlined in the 2018 Annual Report to adequately meet countywide disposal needs through 2032 without capacity shortages. The County will continue to address landfill capacity through the preparation of CoIWMP annual reports to address potential future shortfalls in landfill capacity. Based on the above, the landfills that serve the Project Site would have sufficient permitted capacity to accommodate the solid waste that

⁷⁷ (9,016 tons per year/163.39 million tons) x 100 ≈ ~0.006%

**Table 3
Estimated Project Solid Waste Generation**

| Building | Size | Employee Generation Rate per sf^a | Estimated No. of Employees | Solid Waste Generation Rate^b | Total Generation (tons/year) |
|---|-------------------------|--|-----------------------------------|--|-------------------------------------|
| Existing to be Removed | | | | | |
| Industrial/warehouse | 49,111 sf | 0.00352 | 173 emp | 8.93/lbs/emp/day | 282 |
| Total Existing | | | | | 282 |
| Proposed | | | | | |
| Residential | 1,527 du | N/A | N/A | 12.23/lbs/du/day | 3,408 |
| Commercial | 105,125 sf ^c | 0.00271 | 285 emp | 10.53/lbs/emp/day | 547 |
| Office | 580,374 sf | 0.00479 | 2,362 emp | 10.53/lbs/emp/day | 5,342 |
| Total with Implementation of Project | | | | | 9,298 |
| Total Net Increase | | | | | 9,016 |
| <hr/> <i>du = dwelling unit</i> <i>emp = employees</i> <i>lbs = pounds</i> <i>sf = square feet</i> ^a <i>Employee Generation Rates from Los Angeles Unified School District Developer Fee Justification Study, March 2019, Table 14.</i> ^b <i>Residential, commercial, and industrial solid waste generation rates are from the City's L.A. City CEQA Thresholds Guide. The L.A. CEQA Thresholds Guide does not include a generation factor for office uses, so the commercial rate was used.</i> ^c <i>The Project's commercial floor area includes the 1,725-square-foot Lankershim Depot to remain.</i> <i>Source: Eyestone Environmental, 2020.</i> | | | | | |

would be generated by the construction and operation of the Project. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by AB 939, the California Integrated Waste Management Act of 1989, which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, AB 341, which became effective on July 1, 2012, requires businesses and public entities that generate 4 cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand

opportunities for recycling in California. In addition, in March 2006, the Los Angeles City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in “zero waste” by 2030. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills. In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste⁷⁸ on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate 8 cubic yards of organic waste per week were required to arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate 4 cubic yards of organic waste per week were required to arrange for organic waste recycling services,

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size.⁷⁹ The Project would also comply with AB 939, AB 341, AB 1826, and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Since the Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste, impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XX. WILDFIRE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

⁷⁸ Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

⁷⁹ Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed above, the Project Site is located in an urbanized area, and there are no wildlands located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone,⁸⁰ nor is it located within a City-designated fire buffer zone.⁸¹ Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impacts regarding wildfire risks would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

⁸⁰ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report for APNs 2350012221, 2350012902, 2350012920, 2350012921, 2350012922, 2350012923, 2350012924, 2350012925, 2350012926, 2350012927, 2350012928, 2350012929, 2350012930, 235012931, 2350012932, 2350012933, 2350012934, 2350012935, 2350012936, 2350012937, 2350012938, 2350013906, 2350013907, 2350013908, 2350013920, 2350016006, 2350016908, 2350016906, and 2350016907, <http://zimas.lacity.org/>, accessed September 3, 2019. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older “Mountain Fire District” and “Buffer Zone” shown on Exhibit D of the Los Angeles General Plan Safety Element.

⁸¹ City of Los Angeles, Safety Element of the Los Angeles City General Plan, November 26, 1996, Exhibit D, p. 53.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|-------------------------------------|--|------------------------------|--------------------------|
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As discussed above, the Project Site is located in an urbanized area and does not serve as habitat for fish or wildlife species. No sensitive plant or animal community or special status species occur on the Project Site. However, the Project does have the potential to degrade the quality of the environment or affect important examples of California’s history or prehistory. Therefore, further evaluation of this topic will be provided in the EIR.

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. Located within the vicinity of the Project Site are other past, current and probable future projects, the development of which may have cumulative impacts. Potential cumulative impacts will be addressed in the EIR for the following environmental factors: air quality; cultural resources; energy; geology and soils; greenhouse gas emissions; hazards and hazardous materials; land use and planning; noise; population and housing; public services (fire protection, police protection,

schools, parks, and libraries); transportation; tribal cultural resources; and utilities and service systems (water supply and infrastructure, wastewater, and energy infrastructure).

With regard to cumulative effects on agriculture/forestry resources, biological resources, and mineral resources, no such resources are located on the Project Site or in the surrounding area. Due to the urbanized and developed nature of the Project Site and surrounding area, no agriculture and forestry resources, sensitive biological species or natural communities or mineral resources are present within the Project Site or in the surrounding area. Therefore, cumulative impacts would be less than significant.

With regard to cumulative impacts on surface water hydrology, the Project in conjunction with the cumulative growth in the Los Angeles River Watershed (inclusive of the related projects) would cumulatively increase stormwater runoff flows potentially resulting in cumulative impacts to surface water hydrology. However, similar to the Project, in accordance with City requirements, related projects and other future development projects would be required to implement BMPs such that post-development peak stormwater runoff discharge rates would not exceed the estimated pre-development rates. Furthermore, the Los Angeles County Department of Public Works would review each future development project on a case-by-case basis to ensure sufficient local and regional drainage capacity is available to accommodate stormwater runoff. Therefore, cumulative impacts on surface water hydrology would be less than significant.

Similarly, with respect to surface water quality, cumulative growth would be subject to NPDES requirements regarding water quality for both construction and operation. In addition, it is anticipated that other future development projects would also be subject to SWPPP and LID requirements. Additionally, with implementation of the Project, new BMPs for the treatment of stormwater runoff would be installed, thus improving the surface water quality runoff from the Project Site compared to existing conditions. Therefore, with compliance with all applicable laws, rules and regulations, cumulative impacts to surface water quality would be less than significant.

With respect to groundwater, as described above, no water supply wells, spreading grounds, or injection wells are located within a one-mile radius of the Project Site. In addition, Project development would not involve the temporary or permanent extraction of groundwater from the Project Site or otherwise utilize the groundwater. In addition, compliance with all applicable existing regulations at the Project Site would prevent the Project from affecting or expanding any potential areas affected by contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. As with the Project, other future development projects would be unlikely to cause or increase groundwater contamination because compliance with existing statutes and regulations would similarly prevent the future development projects from affecting or expanding any potential areas affected by contamination, or increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. Therefore, cumulative impacts to groundwater would be less than significant.

In terms of solid waste, the estimated net increase in solid waste generated by the Project would represent 0.005 percent of the remaining disposal capacity for the Class III landfills serving the County. Also, as noted above, the 2018 CoIWMP Annual Report anticipates that future solid waste disposal needs can be adequately met through 2033. Because the Project's residential density and level of commercial development is similar to what current zoning allows, the County's projections would already account for

this growth. Furthermore, since waste disposal is an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment and the County will continue to address landfill capacity through the preparation of CoIWMP annual reports to address potential future shortfalls in landfill capacity. In addition, jurisdictions in the County of Los Angeles continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. Therefore, cumulative impacts on utilities and service systems would be less than significant.

Lastly, as discussed above, the Project Site is located in an urbanized area, and no wildlands are located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City-designated fire buffer zone. Related projects would be located in the same urban environment as the Project Site and it is unlikely the projects would expose people or buildings to wildfire. Therefore, cumulative impacts with respect to wildfire would be less than significant.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following topics: air quality; cultural resources; energy; geology and soils; greenhouse gas emissions; hazards and hazardous materials; land use and planning; noise; population and housing; public services (fire protection, police protection, schools, parks, and libraries); transportation; tribal cultural resources; and utilities and service systems (water supply and infrastructure, wastewater, and energy infrastructure). As a result, these potential effects will be analyzed further in the EIR.