I. Executive Summary

I. Executive Summary

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of this Draft Environmental Impact Report (EIR) contains a brief summary of the District NoHo Project (Project) and its potential environmental effects. More detailed information regarding the Project and its potential environmental effects is provided in the following sections of this Draft EIR. Also included in this section is an overview of the purpose and focus of this Draft EIR, a description of the organization of this Draft EIR, a general description of the Project and proposed entitlements, a general description of areas of controversy, a description of the public review process for this Draft EIR, and a summary of the alternatives to the Project evaluated in this Draft EIR including identification of the Environmentally Superior Alternative.

1. Purpose of this Draft EIR

As described in CEQA Guidelines Sections 15123(a) and 15362, an EIR is an informational document that will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize any significant effects, and describe reasonable project alternatives. Therefore, the purpose of this Draft EIR is to focus the discussion on the Project's potential environmental effects that the City of Los Angeles (City), as the Lead Agency, has determined to be, or potentially may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid the Project's significant environmental impacts.

This Draft EIR serves as the environmental document for all actions associated with the Project. This EIR is a "Project EIR" as defined by CEQA Guidelines Section 15161. Furthermore, this Draft EIR complies with CEQA Guidelines Section 15064, which discusses determining the significance of the environmental effects caused by a project.

2. Draft EIR Focus and Effects Found Not to Be Significant

In accordance with CEQA Guidelines Section 15128, an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. An Initial Study was prepared for the Project and a Notice of Preparation (NOP) was distributed for

public comment to the State Clearinghouse, Governor's Office of Planning and Research (OPR), responsible agencies, and other interested parties on July 7, 2020, for a 35-day review period (the NOP and Initial Study were originally issued on June 30, 2020, but were re-issued on July 7 for a 35-day review period due to an error in the links provided in the NOP). The Initial Study, NOP, and NOP comment letters are included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in this Draft EIR. The City determined through the Initial Study the potential for significant impacts in the following environmental issue areas:

- 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
- Utilities and Service Systems (water supply/infrastructure, wastewater, and energy infrastructure)

The City determined through the Initial Study that the Project would not have the potential to cause significant impacts related to: aesthetics; agriculture and forestry resources; air quality (odors); biological resources; cultural resources (human remains); geology and soils (landslides, soil erosion, and alternatives wastewater disposal systems); hazards and hazardous materials (located within an airport land use plan); hydrology and water quality; land use and planning (division of an established community); mineral resources; noise (airport and airstrip noise); population and housing (displacement); utilities and service systems (stormwater, telecommunications, and solid waste); and wildfires.

Therefore, these areas were not analyzed further in this Draft EIR. The Initial Study demonstrated that no significant impacts would occur for these issue areas is included in Appendix A.1 to this Draft EIR.

3. Draft EIR Organization

This Draft EIR is comprised of the following sections:

I. Executive Summary. This section describes the purpose of this Draft EIR, Draft EIR focus, and effects found not to be significant, Draft EIR organization, Project summary, areas of controversy and issues to be resolved, public review process, a summary of environmental impacts and mitigation measures, and a summary of alternatives.

II. Project Description. This section describes the Project location, existing conditions, Project objectives, and characteristics of the Project.

III. Environmental Setting. This section contains a description of the existing physical and built environment and a list of related Projects anticipated to be built in the vicinity of the Project Site.

IV. Environmental Impact Analysis. This section contains the environmental setting, Project and cumulative impact analyses, project design features, mitigation measures (where necessary), and conclusions regarding the level of significance after mitigation (where necessary) for each of the following environmental issues: 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/infrastructure, wastewater, and energy infrastructure).

V. Alternatives. This section provides an analysis of a reasonable range of alternatives to the Project including: No Project/No Build Alternative; No Project/Development Alternative; Development in Accordance with Existing Zoning Alternative; Reduced Density Alternative; Historic Preservation Alternative; and Alternative Land Use Mix Alternative.

VI. Other CEQA Considerations. This section provides a discussion of significant unavoidable impacts that would result from the Project and the reasons why the Project is being proposed notwithstanding the significant unavoidable impacts. An analysis of the significant irreversible changes in the environment and potential secondary effects that would result from the Project

is also presented here. This section also analyzes potential growth-inducing impacts of the Project and potential secondary effects caused by the implementation of the mitigation measures for the Project. Lastly, a summary of the possible effects of the Project that were determined not to be significant within the Initial Study is provided.

VII. References. This section lists the references and sources used in the preparation of this Draft EIR.

VIII. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used in this Draft EIR.

IX. List of Preparers. This section lists the persons, public agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.

This Draft EIR includes the environmental analysis prepared for the Project and appendices as follows:

- Appendix A Initial Study, NOP, and NOP Comment Letters
  - Appendix A.1 Initial Study
  - Appendix A.2 Notice of Preparation
  - Appendix A.3 NOP Comment Letters and Scoping Meeting Comments
- Appendix B Project Site Addresses
- Appendix C Air Quality and Greenhouse Gas Emissions
  - Appendix C.1 Air Quality and Greenhouse Gas Emissions Methodology
  - Appendix C.2 Air Quality Worksheet and Modeling Output Files
  - Appendix C.3 Greenhouse Gas Worksheets and Modeling Output Files
- Appendix D Historic Report
- Appendix E Archaeological Report
- Appendix F Energy Calculations
- Appendix G Utility Report
- Appendix H Geotechnical Evaluation

- Appendix I Paleontological Records Search
- Appendix J Hazards and Hazardous Materials
  - Appendix J.1 NoHo Phase I
  - Appendix J.2 Metro Phase I
  - Appendix J.3 NoHo Phase II
  - Appendix J.4 Mitigation Memo
- Appendix K Land Use Tables
- Appendix L Noise and Vibration Calculation Worksheets
- Appendix M Los Angeles Fire Department Letter
- Appendix N Los Angeles Police Department Letter
- Appendix O Los Angeles Unified School District Letter
- Appendix P Department of Recreation and Parks Letter
- Appendix Q Los Angeles Public Libraries Letter
- Appendix R Transportation
  - Appendix R.1 Transportation Study
  - Appendix R.2 LADOT Approval Letter
- Appendix S Tribal Cultural Resources Report
- Appendix T Water Supply Assessment
- Appendix U WWSI
- Appendix V Alternatives
  - Appendix V.1 Alternatives Noise Calculations
  - Appendix V.2 Alternatives VMT Calculations
  - Appendix V.3 Alternative 6 Energy Modeling

4. Thresholds of Significance

In 2006, the City published the L.A. CEQA Thresholds Guide (Thresholds Guide) as a guidance document for preparing CEQA analyses for projects within the City. The Thresholds Guide includes two sets of criteria to evaluate project impacts: screening criteria, which provide direction in determining the appropriate environmental document required for a project; and significance thresholds, which assist in determining whether a project's impacts generally would be significant under normal circumstances and would therefore require mitigation. Although intended as a voluntary tool, the Thresholds Guide offers a consistent set of evaluation criteria applicable to most discretionary projects in the City, and the Los Angeles Department of City Planning (DCP) has typically used both the screening criteria and significance thresholds as the basis for project analyses in its CEQA documents. However, the Thresholds Guide clearly indicates the Lead Agency—in this case, the DCP—retains the authority to determine significance thresholds on a case-by-case basis, dependent upon unique environments, evolving regulatory requirements, and the nature of each project. In addition, the Thresholds Guide states it is not intended as a substitute for the use of independent judgment to determine significance or the evaluation of the evidence in the record. Moreover, it states "[b]ecause evaluation practices continue to evolve due to changing regulations, scientific methods, and court decisions, the project evaluator and lead City agency should always use the best information and evaluation methods available, including those from sources other than the Thresholds Guide."[1]

In light of an evolving regulatory environment, recent case law, new topics such as greenhouse gas emissions and tribal cultural resources that are now addressed in Appendix G of the State CEQA Guidelines (Appendix G), and the age of the Thresholds Guide, the DCP has begun to update its CEQA guidance. At this point in time, the DCP has chosen to rely on the Appendix G questions as thresholds of significance. As noted above, the City has discretion in choosing appropriate significance thresholds. Therefore, throughout this Draft EIR, the thresholds contained in Appendix G are used. The factors and considerations set forth in the Thresholds Guide are utilized where appropriate to assist in answering the Appendix G threshold questions.

5. Project Site

a. Project Site Location

The Project Site is generally located at 11264–11280, 11320, 11163–11277, and 11331–11347 Chandler Boulevard; 11204–11270 Cumpston Street; 5300–5320 Bakman

[1] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. 3.*

Avenue; and 5311–5373 and 5340–5356 Lankershim Boulevard, Los Angeles, California 91601 in the North Hollywood–Valley Village Community Plan Area of the City of Los Angeles (City). 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. Under existing conditions, the Project Site includes four sub sites located generally north/east and west/south of Lankershim Boulevard.

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

Regional access to the Project Site and Off-Site Metro Parking Areas is provided by State Route (SR) 170, the Hollywood Freeway, which is located approximately 0.3 mile west of the Project Site, and SR-134, the Ventura Freeway, which is located approximately 0.9 mile south of the Project Site. Local access 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 also located in a Transit Priority Area (TPA), as defined by Senate Bill (SB) 743 and City Zoning Information File (ZI) 2452 and is well served by public transit.

b. Existing Project Site Conditions

The 15.9-acre Project Site includes four sub sites, located generally north/east and south/west of Lankershim Boulevard under existing conditions. The East Site is comprised of 46 lots totaling approximately 10.7 acres located east of Lankershim Boulevard and is currently improved with the Metro B (Red) Line subway east portal, a surface parking lot, and a local bus plaza. The Northwest, Central, and South Sites are located west of Lankershim Boulevard. The South Site is comprised of 12 lots, totaling approximately 1.8 acres and improved with a surface parking lot adjacent to an existing historic building containing a restaurant. The Central Site is comprised of two lots, totaling approximately 2.7 acres and improved with industrial/warehouse buildings, the G (Orange) Line bus plaza, the B (Red) Line subway west portal, and the historic Lankershim Depot Building. The Northwest Site is comprised of seven lots, totaling approximately 0.7 acre and improved with one- and two story industrial/warehouse buildings. The existing uses are located within one and two story buildings that total approximately 25,145 square feet of floor area, which includes the 1,725 square foot Lankershim Depot. In total, 1,098 surface parking spaces are located on the Project Site. Landscaping within and surrounding the

Project Site is limited to trees and shrubs throughout the surface parking areas, along the adjacent roadways, and around some building perimeters.

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

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

c. Land Use and Zoning

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

(multiple dwelling). The CM commercial manufacturing zone permits limited C2 uses that include but are not limited to wholesale, storage, clinics, and limited manufacturing, as well as R3 uses (multiple dwelling). The purpose of the PF (Public Facilities) zone is to provide regulations for the use and development of publicly owned land.

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

The Project Site is also within the Los Angles State Enterprise zone, and as indicated above, a TPA.

6. Description of the Proposed Project

a. Project Overview

The Project proposes a Specific Plan to implement a high-intensity, mixed-use, transit-oriented, and multi-phased development on approximately 15.9 acres of land owned by 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 development would include market rate and affordable multi-family residential units, community-serving retail/ restaurant uses, office space integrated with bicycle, bus, rail, and parking facilities, and two off-site Metro parking structures.

The Project would revitalize and expand transit facilities at Metro's North Hollywood Station, including the Metro B (Red) Line portal entry, bus terminal for the Metro G (Orange) Line, the Los Angeles Department of Transportation (LADOT) Commuter Express, and local/regional buses with integration of public plazas and incorporation of retail uses within the historic Lankershim Depot. Surrounding these transit improvements would be the development of approximately 1,523,528 square feet of residential uses comprised of 1,216 market rate and 311 affordable units (representing 20 percent of the total proposed residential units), along with up to 685,499 square feet of retail, restaurant,

and office uses. New buildings would range from one to 28 stories in height. Separately, two off-site Metro parking structures would be developed within the West Lot and East Lot.

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

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

Refer to Section II, Project Description, of this Draft EIR for a detailed description of each block as well as the Off-Site Metro Parking Areas.

b. Specific Plan

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

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

c. Open Space and Recreational Amenities

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

The Project Site would feature the publicly accessible Promenade, Transit Square, and NoHo Square. The Promenade would provide approximately 27,160 square feet (approximately 0.62 acre) of open space, located in Block 5/6. An urban tree canopy would provide shade and framing of such space along the edges of the Lankershim Boulevard and Chandler Boulevard intersection. The Promenade would also include digital signage on Lankershim for video art, on-site and off-site advertising, and messaging. The Transit Square in Block 0 East would consist of approximately 39,590 square feet (approximately 0.91 acre) of open space. The Transit Square would also feature a retail area along with several planted areas and seating designed to facilitate safe and convenient access to the Metro east portal, socialization, and pedestrian activity. The NoHo Square in Block 5/6 would consist of approximately 20,475 square feet (approximately 0.47 acre) of open space that would continue the Promenade urban tree canopy, provide an open lawn, and include both fixed and movable seating areas. NoHo Square would be surrounded by buildings and is intended to foster interaction amongst residents, office workers, transit riders, and pedestrians. A prominent component of NoHo Square would be a digital display located on the east elevation of the Block 6 retail building. The proposed digital display would present content such as live performances, replay previous performances, screen movies in the park, display on-site advertising, and provide public service/community service announcements.

The Project's residential, retail, and office buildings would be located adjacent to the Promenade, Transit Square, and NoHo Square, allowing residents and pedestrians to walk outside directly into a large plaza space. Trees and landscaping are proposed at various buildings throughout the Project Site, creating a series of publicly accessible open spaces that would serve as neighborhood assets and gathering places for the residents and the

North Hollywood community. Planting would be present at upper floors and along terrace edges, expanding the landscape that would be seen and experienced from the ground level. Also, as discussed above, amenities would be located throughout multiple floors within the proposed residential buildings, including pools, outdoor dining areas, landscaped park spaces, and shaded seating areas.

Lastly, the Project's street frontages would include street lighting, street trees, street furniture, new parkways, new sidewalks, and pedestrian connections.

d. Lighting and Signage

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

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

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

e. Access, Circulation, and Parking

Vehicular access to the Project Site would be available via Lankershim Boulevard, Cumpston Street, Elmer Avenue, Klump Avenue, Fair Avenue, South Chandler Boulevard, North Chandler Boulevard, Tujunga Avenue, Weddington Street, and Bakman Avenue. As noted above, regional access to the Project Site is provided by the Hollywood Freeway

(SR-170), which is located approximately 0.3 mile west of the Project Site with an exit at Magnolia Boulevard, and the Ventura Freeway (SR-134), which is located approximately 0.9 mile south of the Project Site with an exit at Lankershim Boulevard. A number of transit agencies would also continue to provide public transit to the Project Site and surrounding community, including Metro (heavy rail, bus rapid transit, and local bus service), LADOT, Santa Clarita Transit, and the Burbank Bus.

Through public access would be maintained from both sides of Lankershim Boulevard by crosswalks. Access to the subterranean parking would occur from multiple driveways located throughout the Project along Weddington Street, Bakman Avenue, District Way, Klump Avenue, Fair Avenue, and Cumpston Street, as shown in Figure II-3 in Section II, Project Description, of this Draft EIR. Two existing north-south neighborhood streets, Elmer and Klump, would be extended as publicly accessible private drives through the eastern portion of the Project Site which is now used as parking for Metro patrons. Connecting with District Way, a new internal East-West road would be installed, resulting in a street grid which creates five smaller pedestrian and bicycle-friendly blocks. With the exception of one vehicular access point for Block 1 off of Cumpston Street, all service and parking areas are accessed from the North-South streets (Elmer Avenue, Klump Avenue, and Fair Avenue). Because of this, Lankershim Boulevard, Chandler Boulevard, and District Way are entirely free from parking garage and service access, allowing for uninterrupted pedestrian and bicycle circulation. Where on-street parking and rideshare drop-off areas are available, tree-lined sidewalks are provided. For the remaining Blocks, vehicular access to parking garages is restricted to an existing alley behind Block 7 and to Bakman Avenue and Weddington Street for Block 8. Additionally, between Lankershim and Tujunga, Chandler Boulevard would be modified to allow general traffic to travel westbound only with a bus-only lane in the eastbound direction and South Chandler Boulevard would be modified to allow general traffic to travel eastbound only with a bus-only lane in the westbound direction.

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

The Project would be designed to accommodate a two-way bicycle facility that would close part of an existing gap in the Chandler Bikeway. Specifically, the new bikeway would travel north on Fair Avenue (as a Class IV bicycle lane separated from vehicle lanes by bollards) and west on District Way (as a shared street), thereby reducing bicycle traffic on the arterial street (north side of Chandler Boulevard between Lankershim Boulevard and Fair Avenue), eliminate conflict with buses on the north side of Chandler Boulevard between Lankershim Boulevard and Tujunga Avenue, and shifting it to neighborhood streets. The bicycle facility would travel through a short, approximately 200-foot mixed-use

plaza at the west terminus of District Way, cross Lankershim Boulevard to Chandler Boulevard (North), and continue to the west of the Project. The existing eastbound bicycle facility on the south side of Chandler Boulevard (South) between Tujunga Avenue and Vineland Avenue would not be affected by the Project.

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

The Project is also required to provide up to 750 replacement parking spaces for Metro users. These replacement parking spaces could be provided entirely off site or in some combination of up to 274 spaces within the Project Site and the balance within off site locations. The plan set submitted with the Project's application assumes up to 274 spaces for Metro users would be included within the Project Site, but this is subject to change pending the final design of the off-site Metro parking facilities. To the extent provided within the Project Site, Metro parking would be provided through a combination of Metro dedicated areas distributed around the station and areas to be shared with other uses to ensure parking is available for all throughout the day and night. Vehicular access to the West Lot is currently proposed from N. Chandler Boulevard for the lot west of the Project Site and from Fair Avenue and Vineland Avenue for the East Lot. In addition, up to 166 Metro Bike Hub bicycle parking spaces would be located within the Project Site.

f. 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 would be incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards. These include energy conservation, water conservation, and waste reduction features to support and promote environmental sustainability, including but not limited to: Energy Star appliances; plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) that comply with the performance requirements specified in the City of Los Angeles Green Building Code; weather-based irrigation system; and water-efficient landscaping. In addition, the Project would also set aside an area as required by Title 24 for potential installation of solar panels on high-rise multi-family buildings and non-residential buildings at a later date. Furthermore, the Project would provide parking facilities capable of

supporting future electric vehicle supply equipment (EVSE), as well as parking spaces equipped with electric vehicle (EV) charging stations and/or outlets for plugin. The consolidated transit center would incorporate electric bus charging infrastructure and charging masts for the Metro G (Orange) Line and allow for future electric bus infrastructure improvements in furtherance of Metro's commitment to convert to an all-electric fleet by 2040, with 100 percent of annual new bus purchases at zero emissions by 2029.

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.

g. Project Construction and Scheduling

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

Construction of each phase of the Project would commence with demolition of the existing structures to be removed, which would be followed by grading and excavation for the subterranean levels and footings for each phase. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. It is estimated that approximately 587,300 net cubic yards of export would be hauled from the Project Site once all phases are complete.

h. Requested Permits and Approvals

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

- Pursuant to LAMC Section 11.5.6.A, a General Plan Amendment to (a) change the land use designation for the Project Site to Regional Center, and (b) amend the North Hollywood–Valley Village Community Plan to create a Regional Center land use designation and to include a footnote establishing the proposed Specific Plan as the land use regulatory document for the Project Site and provide for correspondence of the Regional Center land use designation with the Specific Plan zoning designation;

- Pursuant to LAMC Section 12.32.Q.3(a), a Vesting Zone Change and Height District Change for the entire Project Site to a Specific Plan zone and corresponding modification to the Los Angeles Municipal Code to add the Specific Plan zone;

- Pursuant to LAMC Section 12.32.A, the establishment of a Specific Plan to regulate development within the Project Site;

- Pursuant to LAMC Section 13.11 and 12.32.S, establishment of a Supplemental Sign Use District;

- Pursuant to LAMC Section 12.32.R, a Building Line Removal;

- Pursuant to California Government Code Sections 65864-65869.5, a Development Agreement between the Applicant and the City of Los Angeles;

- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map No. 82868 for Blocks 0 East, 1-6, and 8 and a Haul Route;

- Joint Development and Option Agreement and related agreements by and between the Applicant and Metro; 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.

7. Areas of Controversy

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for a significant and unavoidable impact has been identified. In addition, issues raised during the public scoping meeting and NOP comment period include: air quality (pollution consistency with South Coast Air Quality Management District [SCAQMD] analysis, mitigation and permitting requirements); cultural resources (historic resources); hazards/hazardous materials; noise (construction noise); population and housing (affordable housing, consistency with RTP/SCS); public services (schools, libraries), transportation (traffic congestion, pedestrian safety, pedestrian/bicycle access to the Metro station, traffic impacts on school bus routes,

consistency with RTP/SCS); tribal cultural resources; and utilities (wastewater). All of these issues were evaluated in this Draft EIR or the Initial Study prepared for the Project and included as Appendix A.1 of this Draft EIR. Based on the analysis in Section IV, Environmental Impact Analysis, of this Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with regard to historic resources, NO_X emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance). Implementation of the Project would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to NO_X emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance). The Project would also result in a significant and unavoidable impact related to concurrent construction and operational NO_X emissions.

8. Public Review Process

The City prepared an Initial Study and circulated an NOP for public comments to the State Clearinghouse, OPR, responsible agencies, and other interested parts on July 7, 2020, for a 35-day review period (the NOP and Initial Study were originally issued on June 30, 2020, but were re-issued on July 7 for a 35-day review period due to an error in the links provided in the NOP). The City also carried out a public scoping meeting for the Project in English on July 15, 2020, and in Spanish on July 16, 2020. The Initial Study, NOP, and NOP comment letters/scoping meeting comments are included as Appendices A.1 through A.3, respectively, of this Draft EIR.

This Draft EIR is being circulated for a 45-day public comment period. Following the public comment period, a Final EIR will be prepared that will include responses to the comments raised regarding this Draft EIR.

9. Summary of Environmental Impacts

Table I-1 on pages I-18 summarizes the environmental impacts of the Project evaluated in this Draft EIR. Based on the analysis in Section IV, Environmental Impact Analysis, of this Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with regard to historic resources, NO_X emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance). Implementation of the Project would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to NO_X emissions during operation, on-site construction noise, off-site construction

Table I-1
Summary of Impacts Under the Project

Impact Area	Project
A. AIR QUALITY	
Construction	
Regional Emissions	Less Than Significant with Mitigation
Localized Emissions	Less Than Significant
Toxic Air Contaminants	Less Than Significant
Operation	
Regional Emissions	**Significant and Unavoidable**[3]
Localized Emissions	Less Than Significant
Toxic Air Contaminants	Less Than Significant
Concurrent Construction and Operational Regional Emissions	**Significant and Unavoidable**[4]
Concurrent Construction and Operational Local Emissions	Less Than Significant
B. CULTURAL RESOURCES	
Historic Resources	**Significant and Unavoidable**
Archaeological Resources	Less Than Significant with Mitigation
C. ENERGY	
Wasteful Consumption of Energy	Less Than Significant
Conflict with Energy Plans	Less Than Significant
D. GEOLOGY AND SOILS	
Geologic Hazards	Less Than Significant
Paleontological Resources	Less Than Significant
E. GREENHOUSE GAS EMISSIONS	
Construction	Less Than Significant
Operation	Less Than Significant
F. HAZARDS AND HAZARDOUS MATERIALS	
Construction	Less Than Significant with Mitigation
Operation	Less Than Significant
G. LAND USE	
Conflict with Land Use Plans	Less Than Significant
H. NOISE	
Construction	
On-Site Noise	**Significant and Unavoidable**[5]
Off-Site Noise	**Significant and Unavoidable**[6]

[3] *Both significant unavoidable Project-level and cumulative regional NOx impacts.*

[4] *Both significant unavoidable Project-level and cumulative impacts.*

[5] *Both significant unavoidable Project-level and cumulative impacts.*

[6] *Both significant unavoidable Project-level and cumulative impacts.*

Table I-1 (Continued)
Summary of Impacts Under the Project

Impact Area	Project
On-Site Vibration	**Significant and Unavoidable**[7]
Off-Site Vibration	**Significant and Unavoidable**[8]
Operation	
On-Site Noise	Less Than Significant
Off-Site Noise	Less Than Significant
Vibration	Less Than Significant
I. POPULATION AND HOUSING	
Construction	Less Than Significant
Operation	Less Than Significant
J. PUBLIC SERVICES	
Fire Protection	
Construction	Less Than Significant
Operation	Less Than Significant
Police Protection	
Construction	Less Than Significant
Operation	Less Than Significant
Schools	
Construction	Less Than Significant
Operation	Less Than Significant
Parks and Recreation	
Construction	Less Than Significant
Operation	Less Than Significant
Libraries	
Construction	Less Than Significant
Operation	Less Than Significant
K. TRANSPORTATION	
Conflict with Plans	Less Than Significant
Vehicle Miles Traveled	Less Than Significant
Geometric Design Features	Less Than Significant
Emergency Access	Less Than Significant
L. TRIBAL CULTURAL RESOURCES	
Tribal Cultural Resources	Less Than Significant with Mitigation

[7] *Both significant unavoidable Project-level and cumulative impacts.*

[8] *Both significant unavoidable Project-level and cumulative impacts.*

Table I-1 (Continued)
Summary of Impacts Under the Project

Impact Area	Project
M. UTILITIES AND SERVICE SYSTEMS	
Water Supply and Infrastructure	
Construction	Less Than Significant
Operation	Less Than Significant
Wastewater	
Construction	Less Than Significant
Operation	Less Than Significant
Energy Infrastructure	
Construction	Less Than Significant
Operation	Less Than Significant

Source: Eyestone Environmental, 2022.

noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance). The Project would also result in a significant and unavoidable impact related to concurrent construction and operational NO_X emissions.

10. Project Design Features

a. Air Quality

Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators rather than temporary diesel or gasoline generators will be used during construction.

b. Greenhouse Gas Emissions

Project Design Feature GHG-PDF-1: The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting 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.

Project Design Feature GHG-PDF-2: The Project shall limit the installation of natural gas fireplaces/firepits to approximately five percent of the total dwelling units (70 natural gas fireplaces/firepits), which could include firepits for outdoor amenity areas and fireplaces within residential units and fireplaces/firepits for indoor amenity areas and three for office outdoor amenity areas.

c. Noise

Project Design Feature NOI-PDF-1: During plan check for each phase of the Project, the contractor will provide a statement to the City indicating their power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). The statement will further indicate that the equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Project Design Feature NOI-PDF-2: Project construction will not include the use of driven (impact) pile systems.

Project Design Feature NOI-PDF-3: All outdoor mounted mechanical equipment will be screened from off-site noise-sensitive receptors. The equipment screen will be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line-of-sight from the equipment to the off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-4: All loading docks will be acoustically screened from off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-5: Outdoor amplified sound systems, if any, will be designed so as not to exceed the maximum noise level of 75 dBA ($L_{eq\text{-}1hr}$) at a distance of 25 feet from the amplified speaker sound systems at Block 1 (Level 4 Amenity), Block 2 (Level 4 Amenity), Block 3 (Level 5 and Level 6 Amenity), Block 4 (Level 3 Pool Deck and Courtyard and Level 6 Amenity), Block 5/6 (Level 6 Courtyard); and 80 dBA ($L_{eq\text{-}1hr}$) at a distance of 25 feet at Block 1 (Roof Level Amenity), Block 3 (Level 2 Courtyard), Block 5/6 (Level 1 NoHo Square, Level 2 Common Deck), Block 7 (Level 2 Courtyard and Level 5 Amenity), and Block 8 (Level 7 Courtyard). A qualified noise consultant will provide written documentation, prior to issuance of a certificate of occupancy, that the design of the system complies with this maximum noise level.

Project Design Feature NOI-PDF-6: The temporary/touring amplified sound system for special events (such as movies or music performances) at the NoHo Square will be designed, using a line-array speaker system, so as not to exceed a maximum noise level of 90 dBA ($L_{eq\text{-}1hr}$) at a distance of 50 feet from the amplified sound systems.

d. Public Services—Police Protection

Project Design Feature POL-PDF-1: During construction, the Applicant will implement temporary security measures including security fencing, lighting, and locked entry.

Project Design Feature POL-PDF-2: The Project will include a standard range of security measures recommended in LAPD's Design Out Crime Guidelines including, but not limited to, providing adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment; provide lighting of building entries, pedestrian walkways, and other public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings; design public spaces to be easily patrolled and accessed by safety personnel; design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and limit visually obstructed and infrequently accessed "dead zones."

Project Design Feature POL-PDF-3: Upon completion of construction of the Project and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to the LAPD's North Hollywood Division Commanding Officer that includes access routes and any additional information that might facilitate police response.

Project Design Feature POL-PDF-4: In accordance with Metro's Guide for Development at the North Hollywood Station, the Applicant will prepare a Safety and Security Plan for the Project prior to execution of the agreement between the Applicant and Metro governing the joint development of the Project Site and execution of the associated ground lease.

e. Transportation

Project Design Feature TR-PDF-1: Prior to the start of demolition, a Construction Traffic Management Plan shall be prepared and submitted to LADOT for review and approval. The Construction Traffic Management Plan will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan will include, but not be limited to, the following measures:

- As parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, will be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures;

- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during construction;
- Parking for construction workers will be provided either on-site or at off-site, off-street locations. Parking will be prohibited on streets in the vicinity of the Project Site;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences; and
- Ensure all soil loads are properly covered and secured.

Project Design Feature TR-PDF-2: The Project will prepare and implement a Transportation Demand Management (TDM) Program consistent with City policies on sustainability and smart growth and with LADOT's trip reduction and multi-modal transportation program. The TDM Program shall include the following measures:

- Reduced Parking Supply—The Project would provide up to 3,313 parking spaces for Project uses along with up to 1,189 parking spaces for Metro users at full buildout. The basic parking requirements set forth by the LAMC would require a total of 4,291 parking spaces at full buildout (not including spaces for Metro users). A reduced parking supply makes parking less available and more expensive and, therefore, encourages the use of non-automobile modes to and from the Project Site and reduces VMT.
- Promotions and Marketing—A transportation management coordinator (TMC) would be designated to reach out to Project residents and companies leasing Project office space to promote the benefits of TDM. The TMC will provide information on public transit and any available incentives, the benefits of flexible work schedules and telecommuting programs, pedestrian and bicycle amenities provided at the Project Site, and parking incentives.
- Pedestrian Network Improvements—The Project would prioritize the pedestrian experience. The Project would create a network of sidewalks with a minimum width of 12 feet around the various Blocks along with creating various publicly accessible open spaces throughout the Project Site. It also provides activated ground-floor street frontages, street trees, pedestrian-scaled streetlights, and understory plantings to create a consistent, high-quality pedestrian experience. The enhanced pedestrian connectivity would encourage pedestrian trips to and from the Project Site as well as improving accessibility to the transit options at the Project Site and, therefore, reduces automobile trips and reduces VMT. The Project also proposes upgrades to crosswalks as discussed below under Traffic Calming Improvements.

- Traffic Calming Improvements—The Project would enhance crossings of Lankershim Boulevard with refreshed and/or new continental crosswalks at both intersections with Chandler Boulevard (North and South) and would install a new continental crosswalk across Tujunga Avenue at Chandler Boulevard (North) and across District Way at Fair Avenue. These improvements would help to slow vehicular traffic and improve safety and connectivity for pedestrians.
- On-Street Bicycle Facilities—The Project is designed to accommodate the Chandler Bikeway Project through the East Site. Specifically, the Project will implement the shared street where all travel modes (i.e., pedestrians, bicycles, and vehicle) share the same roadway on District Way, the connection through the East Site to Lankershim Boulevard, the bicycle crossing signal across Lankershim Boulevard at Chandler Boulevard (North), and the Class IV bicycle lanes separated from vehicular traffic by bollards on Fair Avenue between District Way and Chandler Boulevard and on Chandler Boulevard (North) between Lankershim Boulevard and Tujunga Avenue.

f. Utilities and Service Systems—Water Supply and Infrastructure

Project Design Feature WAT-PDF-1: In addition to regulatory requirements, the Project will incorporate the following block-by-block water conservation features as set for in the Water Conservation Commitment Letter for the Project included as Appendix B of the WSA:

Block 0

- Tankless and on-demand Water Heaters for pantry sink location.
- Individual metering and billing for water use for every retail space.
- Drip/Subsurface Irrigation (Micro-Irrigation) for 100 percent of the irrigation system.
- Point of use Domestic Water Heating System.
- Drip/Subsurface Irrigation (Micro-Irrigation) for 100 percent of the irrigation system.
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- California Friendly® plants or native plants .

Block 1

- ENERGY STAR–Certified Residential Clothes Washers—Front-loading or Top-loading with Integrated Water Factor of 3.0 or less and capacity of 4.8 cubic feet.
- Domestic Water Heating System located in proximity to point(s) of use for retail tenant spaces.
- Individual metering and billing for water use for every residential dwelling unit and retail tenant space.
- Pool/Spa recirculating filtration equipment.
- Install a meter on the pool make-up line so water use can be monitored, and leaks can be identified and repaired.
- Leak Detection System for swimming pools and Jacuzzi.
- Drip/ Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- California Friendly® plants or native plants.

Block 2

- ENERGY STAR–Certified Residential Clothes Washers—Front-loading or Top-loading with Integrated Water Factor of 3.0 or less and capacity of 4.8 cubic feet.
- Domestic Water Heating System located in proximity to point(s) of use for retail tenant spaces.
- Individual metering and billing for water use for every residential dwelling unit and retail tenant space.
- Pool/Spa recirculating filtration equipment.
- Install a meter on the pool make-up line so water use can be monitored, and leaks can be identified and repaired.
- Leak Detection System for swimming pools and Jacuzzi.
- Drip/ Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- California Friendly® plants or native plants.

Block 3

- Individual metering and billing for water use for every residential dwelling unit.
- Drip/Subsurface Irrigation (Micro-Irrigation).

- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- California Friendly® plants or native plants.

Block 4

- ENERGY STAR–Certified Residential Clothes Washers—Front-loading or Top-loading with Integrated Water Factor of 3.0 or less and capacity of 4.8 cubic feet.
- Domestic Water Heating System located in proximity to point(s) of use for retail tenant spaces.
- Individual metering and billing for water use for every residential dwelling unit and retail tenant space.
- Pool/Spa recirculating filtration equipment.
- Install a meter on the pool make-up line so water use can be monitored, and leaks can be identified and repaired.
- Leak Detection System for swimming pools and Jacuzzi.
- Drip/ Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- California Friendly® plants or native plants.

Block 5/6

- ENERGY STAR–Certified Residential Clothes Washers—Front-loading or Top-loading with Integrated Water Factor of 3.0 or less and capacity of 4.8 cubic feet.
- Domestic Water Heating System located in proximity to point(s) of use at retail tenant spaces.
- Individual metering and billing for water use for every residential dwelling unit and retail tenant space, and separate metering provided for Office level use.
- Tankless and on-demand Water Heaters at pantry sink locations for office tenant spaces.
- Pool/Spa recirculating filtration equipment.
- Install a meter on the pool make-up line so water use can be monitored, and leaks can be identified and repaired.
- Leak Detection System for swimming pools and Jacuzzi.
- Drip/Subsurface Irrigation (Micro-Irrigation).

- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- California Friendly® plants or native plants.

Block 7

- Individual metering and billing for water use for every residential dwelling unit.
- Drip/ Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- California Friendly® plants or native plants.

Block 8

- High Efficiency Toilets with a flush volume of less than 1.28 gallons per flush.
- Domestic Water Heating System located in proximity to point(s) of use.
- Individual metering and billing for water use for every retail space and separate metering provided for the Office level use.
- Tankless and on-demand Water Heaters for pantry sink locations.
- Drip/Subsurface Irrigation (Micro-Irrigation) for 100 percent of the irrigation system.
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- California Friendly® plants or native plants.

11. Mitigation Measures

a. Air Quality

Mitigation Measure AIR-MM-1: Prior to demolition, the Project representative shall make available to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that with the exception of demolition activities will be used during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be available onsite

at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet the USEPA Tier 4 Final standards.

Mitigation Measure AIR-MM-2: The Project representative shall require operator(s)/ construction contractor(s) to commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/brake horsepower (bhp)-hr for particulate matter (PM) and 0.20 g/bhp-hr of NO_X emissions or newer, cleaner trucks for haul trucks associated with grading/excavation activities and concrete delivery trucks during concrete mat foundation pours. To monitor and ensure 2010 model year or newer trucks are used at the Project, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities associated with the Project and make these records available during the construction process and to the Lead Agency upon request.

b. Cultural Resources

Mitigation Measure CUL-MM 1: Conformance with the Secretary's Standards— Prior to commencement of construction on Block 0, as approved by Metro, the developer shall engage an architectural historian or historic architect meeting the Secretary of the Interior's Professional Qualifications Standards (Architectural Historian) to ensure the Lankershim Depot is relocated in conformance with the Secretary's Standards and guidance provided in Moving Historic Buildings by John Obed Curtis (National Park Service, 1979). The Architectural Historian shall review all aspects associated with the relocation, including building preparation and stabilization, the proposed method of moving the building, receiver site preparation, and rehabilitation at the receiver site. The Architectural Historian shall also consider plans for the historic landscaped plaza to ensure they conform with the Secretary's Standards, specifically Standard 9 that states that "new work will be differentiated from the old and will be compatible with the historic materials and features." Once details of the relocation, rehabilitation, and landscaped plaza have been finalized, the architectural historian shall prepare a report reviewing the relocation and rehabilitation of the Depot and landscaped plaza for conformance with the Secretary's Standards, submitted to the City of Los Angeles Office of Historic Resources for concurrence. After work is complete, the architectural historian shall document, through photographs, that work was completed in conformance with the with the approved report. Photographic documentation shall be submitted to the City of Los Angeles Office of Historic Resources.

Mitigation Measure CUL-MM-2: Documentation—Prior to commencement of construction on Block 0, as approved by Metro, the Applicant shall engage a professional architectural photographer and an architectural historian meeting the Secretary of the Interior's Professional Qualifications Standards (Architectural Historian) to implement Historic American Building Survey (HABS) Level II documentation of the current status of the Lankershim Depot and its setting consisting of both photographs and a written narrative. The Architectural Historian shall direct the photographer to take images and no fewer than 15 photographs shall be used to document the current status of the Depot and its setting. The photographs shall be large format, 4-inch by 5-inch, black-and-white negatives (two sets), contact prints (one set), and 8-inch by 10-inch prints (two sets). All shall be archivally processed and prints shall be made on fiber-based paper. Two original negatives shall be made at the time the photographs are taken. One set of negatives shall travel with a set of contact prints to the National Park Service for entry into the HABS collection in the Library of Congress; the second set of negatives shall be transmitted to the Los Angeles Public Library along with one set of 8-inch by 10-inch prints. The written narrative shall reformat the information contained in this report and be transmitted to the repositories named. The draft documentation shall be assembled by the Architectural Historian and submitted to the City of Los Angeles Department of City Planning or designee for review and approval prior to submittal to the repositories. The City of Los Angeles Department of City Planning or designee shall accept the final documentation prior to relocation of the Lankershim Depot.

Mitigation Measure CUL-MM-3: Interpretive Design—The Applicant shall prepare and implement a site-specific, art-in-public-places program on Block 0 that illustrates and interprets the important history of the Lankershim Depot to the development of North Hollywood. The public art program shall include feature(s) that are lasting and permanent and shall be integrated into the new architecture and/or new landscape features of the Project, to the maximum extent feasible, thus ensuring its longevity, and shall be accessible by all members of the public. While the public art program may incorporate a plaque or interpretative panel or display the program overall shall include features that are of a size, scale, and design in relation to the architecture and/or landscape features that it can be immediately viewed, recognized, and appreciated at a distance where the text or images on a plaque or interpretive panel or display may not be legible while maintaining a scale compatible with the Lankershim Depot. Content and design of the public art shall be created by an artist, in collaboration with the selected art consultant, a representative from Metro, and the architectural historian meeting the Secretary of the Interior's Professional Qualification Standards to ensure that the art-in-public-

places program on Block 0 accurately interprets the history of the site. Installation of art elements shall be completed no more than one year after relocation and rehabilitation of the Lankershim Depot. Prior to commencement of construction on Block 0, as approved by Metro, a budget will be established for the public art that will be sufficient to cover design fees and fabrication.

Mitigation Measure CUL-MM-4: All construction personnel and monitors who are not trained archaeologists or Tribal Cultural experts shall be briefed regarding unanticipated archeological or Tribal Cultural discoveries prior to the start of any excavation and grading activities. A basic PowerPoint presentation or handout shall be prepared to inform all personnel working on the Project about the archaeological and Tribal Cultural sensitivity of the area. The purpose of this Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological and Tribal Cultural materials that may be identified during excavation and grading activities for the Project and explain the importance of and legal basis for the protection of significant archaeological resources, and all Tribal Cultural Resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources, Tribal Cultural Resources, or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

Mitigation Measure CUL-MM-5: Prior to any excavation activities, an individual qualified in archeology and Tribal Cultural Resources (Qualified Archeologist) shall be retained to monitor initial excavation and grading activities within the Project Site. Initial excavation and grading are defined as initial construction-related earth moving of sediments from their place of deposition. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. Due to the complex history of development and disturbance in the area, the terminal depth of potential deposits cannot be determined prior to the start of excavation activities. Monitoring will be continued based the continued potential for cultural deposits based on the characteristics of subsurface sediments encountered. The Qualified Archeologist, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The Qualified Archeologist shall be responsible for maintaining daily monitoring logs. Within 60 days following completion of ground disturbance, an archaeological monitoring report shall be prepared and submitted to the City for review. This report shall document compliance with approved mitigation, document the

monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the SCCIC. In the event that a potential archaeological resource is encountered, the Applicant shall follow the procedures set forth in Mitigation Measure CUL-MM-6. In the event that a potential Tribal Cultural Resource is encountered, the applicant shall instead follow the procedures set forth in Mitigation Measure TCR-MM-1.

Mitigation Measure CUL-MM-6: In the event that historic or prehistoric archaeological resources are unearthed, ground disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the archaeological monitor in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resource. The treatment plan established for the resource shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

c. Hazards and Hazardous Materials

Mitigation Measure HAZ-MM-1: Soil Management Plan—The Applicant shall retain a qualified environmental consultant to prepare a Soil Management

Plan for Contaminated Soils (SMP) which shall be prepared with input from Los Angeles County Certified Unified Program Agency (CUPA), County of Los Angeles Fire Department Health and Hazardous Materials Division (HHMD) Site Mitigation Unit (SMU). The SMP shall be submitted to the City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of soil disturbance activities. Potential subsurface contamination likely to be encountered during excavation activities includes metals, PCE (a volatile organic compound [VOC]) or other VOCs. The SMP shall be written such that it can be implemented sitewide or by block. The SMP shall be implemented during soil disturbance activities on each block to ensure that contaminated soils are properly identified, excavated, managed and transported and disposed of off-site.

Elements of the SMP shall include:

- A qualified environmental consultant shall be present on the Project Site at the start of soil disturbance activities (e.g., clearing, grubbing, pavement/asphalt removal, building foundation and other below ground structure removal, excavation, grading, etc.) in the known or suspected locations of contaminated soils and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination (primarily VOCs, which includes PCE, and metals).
- Soil monitoring during soil disturbance including visual observation (soil staining), representative sampling via a photo ionization detector, and/or VOC monitoring.
- The SMP shall require the timely testing and sampling of soils so that VOC-contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Routine testing includes VOCs and metals. The qualified environmental consultant shall have authority to request additional testing including, but not limited to, total petroleum hydrocarbons (TPH), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs) based on visual observation, the presence of odors, or other factors.
- During excavation, if soil is stockpiled prior to disposal, it shall be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP), prior to transportation for treatment and/or disposal.
- To ensure appropriate containment of excavated soil or demolition debris/materials that exceed state or federal hazardous waste criteria, such materials shall be placed in containers and closures are properly secured and lined, as appropriate, or wrapped and enclosed by tarps and transported by licensed hazardous waste

haulers and disposed of at a licensed hazardous waste management facility approved for the specific disposed hazardous materials.

- During excavation, soils identified as VOC-contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting and securely anchored during periods of inactivity of greater than an hour to prevent contaminated soils from becoming airborne.
- Dust suppression shall be used for any active or inactive stockpile known or suspected to contain contaminants including metals, above State or Federal hazardous waste limits. Active and inactive excavations and stockpiles of soil shall be kept visibly moist by water spray, treated with a vapor suppressant, or covered with a continuous heavy-duty plastic sheeting (4 mm or greater) or other covering. The covering shall be overlapped at the seams and securely anchored.
- The qualified environmental consultant shall perform weekly inspections of all waste (drums and bulk) to document that waste is being managed in accordance with the SMP. Inspection records shall be maintained on-site and shall be made available upon request.

Mitigation Measure HAZ-MM-2: Prior to construction, access to the parcel and building interior on the West Lot shall be obtained and interviews with the lessees/operators shall be conducted to determine the types and quantities of materials on-site that warranted the Proposition 65 signage. A limited soil investigation of the soil bordering the West Lot to the south shall also be performed. Any identified contamination shall be remediated in accordance with all applicable federal, state, and local regulations and, if necessary, in accordance with Mitigation Measure HAZ-MM-1.

Mitigation Measure HAZ-MM-3: The West Lot shall be developed in accordance with the City of Los Angeles' Methane Ordinance (LAMC Chapter IX, Article 1, Division 71, Section 91.7103), which Metro shall implement and enforce through its standard permitting procedures.

d. Noise

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below and shown on Figure IV.H-5 on page IV.H-95. Prior to any demolition work conducted for each phase being permitted, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

During Block 0 Construction (Metro is the monitoring and enforcement agency for these mitigation measures.):

- Along the western property line of the Project Site (Block 0 West) between the construction areas and residential use at the corner of Tujunga Avenue and Chandler Boulevard (receptor location R7) and the northern portion of the park on the south side of Chandler Boulevard and approximately 300 west of Tujunga Avenue (receptor location R8). The temporary sound barrier (minimum 15 feet high) shall be designed to provide a minimum 13-dBA noise reduction at the ground level of receptor location R7 and 8 dBA at receptor location R8.
- Along the southern property line of the Project Site (Block 0 West) between the construction areas and noise sensitive uses along Chandler Boulevard (receptor locations R9, R10, and R11). The temporary sound barrier shall be designed to provide a minimum 9-dBA noise reduction (minimum 12 feet high) at the ground level of receptor locations R9, R10, and R11.
- Along the northern property line of the Project Site (Block 0 West) between the construction areas and residential use at the corner of Lankershim Boulevard and Cumpston Street (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor location R5.
- Along the northern, southern, western, and eastern property lines of the Project Site (Block 0 East) between the construction areas and residential use along Cumpston Street (receptor location R1), Fair Avenue (receptor location R2), Chandler Boulevard (receptor R3), and Lankershim Boulevard (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R1, R2, R3, and R5.

During Block 1 Construction:

- Along the western edge of the Project Site (Block 1) between the construction areas and residential use at the corner of Lankershim Boulevard and Cumpston Street (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 9-dBA noise reduction (minimum 11 feet high) at the ground level of receptor location R5.
- Along the northeastern and eastern edges of the Project Site (Block 1) between the construction areas and residential use along Cumpston Street (receptor location R1) and Fair Avenue (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 8-dBA (minimum 11 feet high) and 5-dBA

(minimum 8 feet high) noise reduction at the ground level of receptor locations R1 and R2, respectively.

- Along the southern edge of the Project Site (Block 1) between the construction areas and the noise sensitive uses along Weddington Street (receptor locations R9 and R10). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R9 and R10. Note, this temporary sound barrier would not be required if Block 8 is substantially completed, prior to Block 1 construction.

During Block 2 Construction:

- Along the northern edge of the Project Site (Block 2) between the construction areas and the residential use along Cumpston Street (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level of the residential use (receptor location R1).
- Along the eastern edge of the Project Site (Block 2) between the construction areas and residential use along Fair Avenue (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction (minimum 10 feet high) at the ground level of receptor location R2. Note, this temporary sound barrier would not be required if Block 3 and Block 4 are substantially completed, prior to Block 2 construction.
- Along the southern edge of the Project Site (Block 2) between the construction areas and residential use along Chandler Boulevard (receptor location R3) and the school use south of Weddington Street (receptor location R10). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R3 and R10. Note, this temporary sound barrier would not be required if Block 4 and Block 5/6 are substantially completed, prior to Block 2 construction.

During Block 3 Construction:

- Along the northern edge of the Project Site (Block 3) between the construction areas and the residential use along the Cumpston Street (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level of the residential use (receptor location R1).
- Along the eastern edge of the Project Site (Block 3) between the construction areas and residential use along Fair Avenue (receptor location R2). The temporary sound barrier shall be designed to

provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level of receptor location R2.

- Along the southern edge of the Project Site (Block 3 between the construction areas and residential use along Chandler Boulevard (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor location R3. Note, this temporary sound barrier would not be required if Block 4 is substantially completed, prior to Block 3 construction.

During Block 4 Construction:

- Along the northern edge of the Project Site (Block 4) between the construction areas and the residential use along the Cumpston Street (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction (minimum 10 feet high) at the ground level of the residential use (receptor location R1).
- Along the southern edge of the Project Site (Block 4) between the construction areas and residential use along Chandler Boulevard (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 13-dBA noise reduction (minimum 15 feet high) at the ground level of receptor location R3.
- Along the eastern edge of the Project Site (Block 4) between the construction areas and residential use along Fair Avenue (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level of receptor location R2.

During Block 5/6 Construction:

- Along the northern edge of the Project Site (Block 5/6) between the construction areas and the residential use along the Cumpston Street (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 8-dBA noise reduction (minimum 11 feet high) at the ground level of the residential use (receptor location R1).
- Along the southern edge of the Project Site (Block 5/6) between the construction areas and residential use along Chandler Boulevard (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 12-dBA noise reduction (minimum 14 feet high) at the ground level of receptor location R3.
- Along the eastern edge of the Project Site (Block 5/6) between the construction areas and residential use along Fair Avenue (receptor location R2). The temporary sound barrier shall be designed to

provide a minimum 9-dBA noise reduction (minimum 12 feet high) at the ground level of receptor location R2.

- Along the western edge of the Project Site (Block 5/6) between the construction areas and sensitive uses along Weddington Street (receptor locations R9, R10, and R11). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R9, R10, and R11.

During Block 7 Construction:

- Along the northern property line of the Project Site (Block 7) between the construction areas and residential use at the corner of Lankershim Boulevard and Cumpston Street (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction (minimum 12 feet high) at the ground level of receptor location R5.
- Along the western property line of the Project Site (Block 7) between the construction areas and residential use on Cumpston Street, west of Tujunga Avenue (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 9-dBA noise reduction (minimum 12 feet high) at the ground level of receptor location R6.
- Along the southern property line of the Project Site (Block 7) between the construction areas and residential use at the corner of Tujunga Avenue and Chandler Boulevard (receptor location R7) and at receptor location R9. The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R7 and R9.
- Along the eastern property line of the Project Site (Block 7) between the construction areas and future residential use at the corner of Lankershim Boulevard and Chandler Boulevard (Related Project No. 1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level. Note, this temporary sound barrier would only be required if the construction for the Related Project No. 1 would be completed and occupied prior the Project construction.

During Block 8 Construction:

- Along the northern property line of the Project Site (Block 8) between the construction areas and the residential uses along Cumpston Street (receptor location R1) and Fair Avenue (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R1 and R2.

- Along the southern property line of the Project Site (Block 8) between the construction areas and theater/ use (receptor location R9) and school use (receptor location R10). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level of receptor locations R9 and R10.
- Along the western property line of the Project Site (Block 8) between the construction areas and the hotel use (receptor location R11). The temporary sound barrier shall be designed to provide a minimum 13-dBA noise reduction (minimum 16 feet high) at the ground level of receptor location R11.

During West Lot Construction (Metro is the monitoring and enforcement agency for these mitigation measures.):

- Along the northern property line of the West Lot between the construction areas and residential use on Cumpston Street (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 13-dBA noise reduction (minimum 16 feet high) at the ground level of receptor location R6.
- Along the southern property line of the West Lot between the construction areas and residential use at the corner of Tujunga Avenue and Chandler Boulevard (receptor location R7) and the park use south of Chandler Boulevard (receptor location R8). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level of receptor location R7 and 11-dBA noise reduction (minimum 14 feet high) at receptor location R8.
- Along the western and portion of the southern property line of the West Lot between the construction areas and the residential use on the north side of Chandler Boulevard (receptor location R14). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at receptor location R14.

During East Lot Construction (Metro is the monitoring and enforcement agency for these mitigation measures.):

- Along the northern property line of the East Lot between the construction areas and residential use along Fair Avenue (receptor location R13). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level of receptor location R13.
- Along the southern property line between the construction areas and the residential use along Chandler Boulevard (receptor location R3). The temporary sound barrier shall be designed to provide a

minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor location R3.

Mitigation Measure NOI-MM-2: Prior to any construction activities involving vibration on Block 0 West or Block 8, the Applicant shall retain the services of a qualified structural engineer or qualified professional building engineer to visit the Lankershim Depot (after it is relocated to the future location) and the Security Trust and Savings Bank building adjacent to the Project Site (Block 8) to inspect and document the apparent physical condition of the building's readily-visible features (i.e., any cracks or damage). In addition, the structural engineer shall survey the existing foundations and other structural aspects of the Security Trust and Savings Bank and provide a shoring design to protect the building from potential damage. Pot holing, ground penetrating radar, or other similar methods of determining the below grade conditions on the Project Site and the Security Trust and Savings Bank may be necessary to establish baseline conditions and prepare the shoring design. The shoring design shall specify threshold limits for vibration causing activities.

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

Prior to construction activities, the Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Lankershim Depot and the Security Trust and Savings Bank building during demolition and grading/excavation phases.

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

In the event the warning level (0.10 PPV) is triggered, the contractor shall identify the source of vibration generation, halt construction in the immediate vicinity, and provide technologically feasible steps to reduce the vibration level, including but not limited to staggering concurrent activities, utilizing lower vibratory techniques, and limiting high

vibration generating equipment (i.e., large bulldozer, drill rig and loaded truck) operating within 20 feet of the building.

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

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

e. Tribal Cultural Resources

Mitigation Measure TCR-MM-1: In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (i.e., excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, or a similar activity), all such activities shall temporarily cease in the immediate vicinity of the potential resource until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities in the immediate vicinity of the potential resource and contact the following:
    1. all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project (including but not limited to the Fernandeño Tataviam Band of Mission Indians and Gabrieleño Band of Mission Indians);
    2. and the Department of City Planning at (213) 473-9723.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and

make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

- If any tribe recommends monitoring of future ground disturbances, and such monitoring is determined to be reasonable and feasible, a culturally affiliated tribal monitor shall be retained by the City at the Applicant's expense, in addition to the archaeological cultural monitoring that is separately required pursuant to Mitigation Measure CUL-MM-5.
- The qualified archaeologist identified in Mitigation Measure CUL-MM-5 and the culturally affiliated tribal monitor shall determine if the tribal recommendations are reasonable and feasible, at which point the Applicant shall implement the recommendations, in addition to the measures below.
- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities in the immediate vicinity of the potential resource and any radius identified in the tribal or City recommendations until this plan is approved by the City.
- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be

excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

12. Summary of Alternatives

This Draft EIR examined six alternatives to the Project in detail, which include: the No Project/No Build Alternative; No Project/Development Alternative; Development in Accordance with Existing Zoning Alternative; Reduced Density Alternative; Historic Preservation Alternative; and Alternative Land Use Mix Alternative. A general description of these alternatives is provided below. Refer to Section V, Alternatives, of this Draft EIR for a more detailed description of these alternatives, a comparative analysis of the impacts of these alternatives with those of the Project, and a description of the alternatives considered but rejected as infeasible.

a. Alternative 1: No Project/No Build Alternative

In accordance with the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. CEQA Guidelines Section 15126.6I(3)(B) states in part that, "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of this analysis, Alternative 1, the No Project/No Build Alternative, assumes that the Project would not be approved and no new development would occur within the Project Site and Off-Site Metro Parking Areas. Thus, the physical conditions of the Project Site and Off-Site Metro Parking Areas would generally remain as they are today. The Project Site and Off-Site Metro Parking Areas would continue to be occupied by industrial/warehouse buildings, the historic Lankershim Depot, and Metro facilities. No new construction would occur.

b. Alternative 2: No Project/Development Alternative

In accordance with the CEQA Guidelines, the No Project/Development Alternative for a development project on an identifiable property consists of the circumstance under which a proposed project does not proceed. CEQA Guidelines Section 15126.6I(3)(B) states that "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained." In addition, CEQA Guidelines Section 15126.6(e)(3)(C) states that "the lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Accordingly, for purposes of this analysis, Alternative 2, the No Project/Development Alternative, assumes that the Project

would not be approved and no new development would occur within the Project Site or Off-Site Metro Parking Areas, with the exception of the development of the Consolidated Transit Center (including the movement of the Lankershim Depot) on Block 0 West which was previously approved by Metro, and 709 square feet of office uses on the Project Site which would be used as a security office and employee breakroom.[9] Thus, the physical conditions of the Project Site would generally remain as they are today. Under Alternative 2, the Project Site would continue to be developed with existing industrial/warehouse buildings and the Lankershim Depot, together totaling 25,145 square feet along with surface parking[10]; the West Lot would continue to be developed with an existing industrial/warehouse building totaling 25,691 square feet and surface parking; and the East Lot would continue to be developed with an existing surface parking. New construction would occur only on Block 0 West associated with construction of the previously approved Consolidated Transit Center, which would consist of 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. Local bus traffic would move from the east to west side of Lankershim Boulevard following completion. Similar to the Project, the Consolidated Transit Center would include one vehicular access point off Tujunga Boulevard. Also similar to the Project, this would include relocation of the Lankershim Depot within Block 0 West to accommodate the expanded station portal. No development beyond the previously approved Consolidated Transit Center would occur.

c. Alternative 3: Development in Accordance with Existing Zoning Alternative

Under this Alternative, the Project Site would be developed in accordance with the existing C4-2D (Commercial, Height District 2), C4-2D-CA (Commercial, Height District 2, Commercial and Artcraft District), C2-2D-CA (Commercial, Height District 2, Commercial and Artcraft District), CM-1VL (Commercial Manufacturing, Height District 1VL), and

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

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

PF-1VL (Public Facilities, Height District 1VL) zoning of the Project Site. Specifically, Alternative 3 would develop the previously approved Consolidated Transit Center on Block 0 West, including 709 square feet of office uses which would be used as a security office and employee breakroom. Block 8, which is currently an empty lot, would be developed with 358 residential units, 90 of which would be Low Income units (25% of total density) and 36 of which would be live/work units in accordance with the Commercial and Artcraft District overlay (10% of total density), compared to 1,216 market rate units and 311 affordable units with the Project.[11] Under this Alternative, the Lankershim Depot would also be retained as a restaurant use but would be relocated within Block 0 West under the previously approved Consolidated Transit Center similar to the Project. Blocks 1 through 5/6 would remain as surface parking lots and Block 7 would continue with industrial/ warehouse uses.[12] Because Metro's existing parking would not be removed, the Off-Site Metro Parking Areas would not be redeveloped under this Alternative. The proposed residential uses would be located within a seven-story, 85-foot tall building within Block 8, compared to multiple buildings ranging from one-story and 36 feet to 28 stories and 325 feet under the Project. Overall, Alternative 3 would provide 288,044 net square feet of new development (including 358 residential units and 5,000 square feet of retail) versus 2,158,191 net square feet (including 1,527 residential units) under the Project.

Alternative 3 would provide: 38,950 square feet of open space, compared to 211,280 square feet of open space under the Project; 395 vehicle parking spaces within one subterranean level, compared to 3,313 vehicle parking spaces within subterranean and above ground parking areas under the Project; and a total of 215 bicycle parking spaces with 20 short-term spaces and 168 long-term spaces compared to 1,158 bicycle parking spaces consisting of 970 long-term and 188 short-term spaces under the Project.

Vehicular access to the subterranean parking on Block 8 would be provided from Weddington Street and Bakman Avenue, similar to the Project. Bus access to the Consolidated Transit Center on Block 0 West would be provided from Tujunga Avenue, similar to the Project. Pedestrian access to the residential uses on Block 8 would be provided from Lankershim Boulevard and Chandler Boulevard, and pedestrian access to the Consolidated Transit Center would be provided from Chandler Boulevard, Tujunga Avenue, and Lankershim Boulevard.

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[11] *Due to the proximity of Block 8 to the North Hollywood Metro Station, residential development on that site would qualify for a Tier 4 project under the City's Transit Oriented Communities Program. As a Tier 4 project, it would qualify for an 80% density bonus by providing 25% of the total units as Low Income. The base density for Block 8 is approximately 199 units, which would amount to 358 units with an 80% density bonus.*

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

As noted above, Alternative 3 would develop only one building compared to multiple buildings under the Project; however, the building design would be similar to the residential buildings proposed under the Project. Alternative 3 would also implement similar lighting, vehicular and pedestrian access, setbacks, and sustainability features in Blocks 0 West and 8 as those proposed for the Project. Proposed signage would conform to the Los Angeles Municipal Code (LAMC). Alternative 3 would require fewer discretionary approvals than the Project because no zone change or general plan amendment would be required. Alternative 3 would, however, apply for Transit Oriented Communities (TOC) approval. The extent and duration of construction activities would be substantially less under Alternative 3 than under the Project owing to lack of new development on multiple Blocks and substantially less overall development under this alternative.

d. Alternative 4: Reduced Density Alternative

Alternative 4 would develop the same mix of uses as the Project on the same blocks, but all development would be reduced by 42 percent, which is the percentage reduction required to avoid the Project's significant unavoidable operational air quality (e.g., regional NO_X) impact. Specifically, under Alternative 4, 61,787 square feet of retail/restaurant uses (44,000 square feet of which would be restaurant uses), 885 residential units (including 708 market rate and 177 affordable units or 20 percent of total density), 336,617 square feet of office uses, and the Consolidated Transit Center, would be developed. All development would occur within the same footprint as the Project, and the heights of the proposed buildings would be reduced by 42 percent compared to those under the Project (e.g., ranging from one-story and 36 feet to 16 stories and 155 feet under Alternative 4, compared to one-story and 36 feet to 28 stories and 325 feet under the Project). In all, 1,282,050 square feet of net new floor area (including 885 residential units) would be developed under Alternative 4, as compared to 2,158,191 square feet (including 1,527 residential units) under the Project. Alternative 4 also would include 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.

Based on a 42 percent reduction of the requirements of the Specific Plan proposed as part of the Project, Alternative 4 would provide: 2,124 vehicle parking spaces, compared to 3,313 vehicle parking spaces under the Project; and a total of 837 bicycle parking spaces with 126 short-term spaces and 712 long-term spaces, compared to 1,158 bicycle parking spaces consisting of 188 short-term and 970 long-term spaces under the Project. Like the Project, up to 274 Metro parking spaces would also be provided on the Project Site. Fewer subterranean and above-grade parking levels would be provided under Alternative 4 than under the proposed Project as a result of the reduced development under this alternative. With the overall reduction in development, the central open space areas would not be provided. A total of 96,191 square feet of open space

would be provided in accordance with the LAMC compared to 211,280 square feet under the Project.

Vehicular, bus, and pedestrian access under Alternative 4 would be similar to that under the Project. The design of the buildings under Alternative 4 would be similar to that of the Project, as would the signage, lighting, vehicular and pedestrian access, setbacks, sustainability features, and discretionary approvals. Construction activities would also generally be similar to those of the Project but would require less excavation due to the reduced number of subterranean parking levels and would be shorter in overall duration due to the reduced amount of development, under this alternative.

e. Alternative 5: Historic Preservation Alternative

Alternative 5 would not include development of the previously approved Consolidated Transit Center (including the relocation of the Lankershim Depot) on Block 0 West, thereby avoiding the significant unavoidable historical resources impact of the Project. Because the Consolidated Transit Center would not be built, local buses would remain on the east side of Lankershim Boulevard, and Blocks 4, 5, and 6 would not be developed to maintain existing Metro parking and the local bus plaza. Specifically, Alternative 5 would: (1) retain the existing transit and transit parking uses on Blocks 0 West, 4, and 5/6 instead of developing the Consolidated Transit Center and residential, office, retail/restaurant and parking uses on these blocks as proposed under the Project; and (2) develop 751 residential units, including 600 market rate and 151 affordable units (20 percent of the total), 488,320 square feet of office uses, 45,792 square feet of retail/restaurant uses (32,600 square feet of which would be restaurant uses), and parking uses in the balance of the Project Site blocks (e.g., Blocks 0 East, 1, 2, 3, 7, and 8) similar to the Project. Within these blocks, building footprints, heights, and design; vehicular, bus, and pedestrian access; signage; lighting; setbacks; and sustainability features would all be similar to the Project. In all, 1,234,296 square feet of net new floor area (including 751 residential units) would be developed under Alternative 5, as compared to 2,158,191 square feet (including 1,527 residential units) under the Project. Because only a portion of Metro's existing parking would be removed, the Off-Site Metro Parking Areas would not be redeveloped under this Alternative.

Alternative 5 would provide: 82,314 square feet of open space, compared to 211,280 square feet of open space under the Project; 2,512 vehicle parking spaces within subterranean levels and above ground parking areas, compared to 3,313 vehicle parking spaces within subterranean and above ground parking areas under the Project; and a total of 693 bicycle parking spaces with 117 short-term spaces and 576 long-term spaces compared to 1,158 bicycle parking spaces consisting of 970 long-term and 188 short-term spaces under the Project. Like the Project, up to 274 parking spaces for Metro uses would be provided within the Project Site.

The discretionary entitlements and approvals required under Alternative 5 would be similar to the Project, except that they would cover fewer blocks. The extent and duration of construction activities would also be less under Alternative 5 owing to the lack of development on Blocks 0 West, 4, and 5/6 under this alternative.

f. Alternative 6: Alternative Land Use Mix Alternative

As permitted by current zoning, indoor studio space would be developed on Blocks 2 and 3 under Alternative 6 instead of the residential uses proposed on these blocks under the Project. Specifically, Alternative 6 would: (1) develop the Consolidated Transit Center in Block 0 West similar to the Project; (2) develop 485,484 square feet of indoor visual media studio space in Blocks 2 and 3 in place of the residential uses proposed on these blocks under the Project; and (3) develop the balance of the blocks (e.g., Blocks 0 East, 1, and 4-8) similar to the Project. The breakdown of new net floor area under this alternative would be: 755 residential units, including 604 market rate units and 151 affordable units (20 percent of the total units); 580,373 square feet of office; 485,484 square feet of studio; and 102,150 square feet of retail/restaurant (72,750 square feet of which would be restaurant). In all 1,872,183 square feet of net new floor area (including 755 residential units) would be developed under Alternative 6, as compared to 2,158,191 square feet (including 1,527 residential units) under the Project. Alternative 6 includes the 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.

Regarding the configuration of the studio development in Blocks 2 and 3 under Alternative 6, it would consist of two standalone buildings, up to 235 feet and 85 feet respectively, on either side of Klump Avenue (which would be extended into the Project Site similar to the Project), housing sound stages, production offices, loading, storage, parking, support, and post-production facilities. To accommodate the studio use, no aboveground parking would be provided on Blocks 2 and 3. Because development in Blocks 0 East and West and Blocks 1 and 4-8 under Alternative 6 would be similar to that under the Project, so too would be the following on these blocks: the new buildings including the building footprints and building heights (e.g., ranging from one-story and 36 feet to 28 stories and 325 feet); vehicular, bus and pedestrian access; building design; signage; lighting; setbacks; and sustainability features. See Section II, Project Description, of this Draft EIR for descriptions of these project elements on these blocks.

Alternative 6 would provide: 167,794 square feet of open space, compared to 211,280 square feet of open space under the Project; 3,737 vehicle parking spaces within subterranean and above ground levels, compared to 3,313 vehicle parking spaces within subterranean and above ground parking areas under the Project; and a total of 925 bicycle parking spaces with 203 short-term spaces and 722 long-term spaces compared to

1,158 bicycle parking spaces consisting of 970 long-term and 188 short-term spaces under the Project. Like the Project, up to 274 parking spaces for Metro uses would also be provided within the Project Site. This alternative would require two additional subterranean parking levels on Blocks 2 and 3 because no above ground parking would be provided with the proposed studio use.

The discretionary entitlements and approvals required under Alternative 6 would be similar to the Project, except that the General Plan Amendment and Zone Change required under the Project would not be required for Blocks 2 and 3 under this alternative as indoor studio space is permitted by the existing Commercial Manufacturing zoning for these blocks. The extent and duration of construction activities would be less under Alternative 6 as a result of approximately 13 percent less total development under this alternative.

g. Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should the No Project Alternative be the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining Alternatives. Pursuant to Section 15126.6(c), the analysis below addresses the ability of the Alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project. As indicated therein, five alternatives would be less impactful than the Project and one, Alternative 6, would be more impactful.

Alternative 1, the No Project/No Build Alternative, would be the Environmentally Superior Alternative. This alternative would avoid all of the Project's significant environmental impacts associated with historic resources, NO_X emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance). Alternative 1 would also avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to NO_X emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance), as well as concurrent construction and operational NO_X emissions. Alternative 1 would not result in greater impacts for any environmental issue.

Alternative 2, the No Project/Development Alternative, would avoid the Project's significant unavoidable concurrent construction/operational and operational air quality (NO_X) impacts. However, similar to the Project, Alternative 2 would result in significant unavoidable impacts with respect to historic resources, on- and off-site construction noise,

and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 2 would also result in significant cumulative impacts that cannot feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Alternative 2 would not result in greater impacts for any environmental issue.

However, neither Alternative 1 nor Alternative 2 would meet the underlying purpose of the Project to redevelop the area around the Metro North Hollywood Station with a high-density, mixed-use development, which is transit and pedestrian oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area. Alternative 1 would also not meet any of the Project's other objectives. Furthermore, except for the three Project objectives associated with the Metro's Consolidated Transit Center, Alternative 2 would not meet the Project objectives (for example, Alternative 2 would not: facilitate mixed-use infill development that would enable the Project Site to function as a regional center and support transit use; provide new housing and employment opportunities in the immediate vicinity of an abundance of public transit opportunities; provide needed housing at a range of unit types and affordability levels near transit; provide community benefits such as new community-serving retail; or promote local and regional mobility objectives and reducing VMT by intensifying urban uses in close proximity to transit).

As stated above, the CEQA Guidelines require the identification of an Environmentally Superior Alternative other than a No Project Alternative. As such, in accordance with the CEQA Guidelines, a comparative evaluation of the remaining alternatives indicates that Alternative 3, Development in Accordance with Existing Zoning Alternative, would be the Environmental Superior Alternative. Under this Alternative, the Project Site would be developed in accordance with the existing zoning of the Project Site. Specifically, Alternative 3 would develop the previously approved Consolidated Transit Center on Block 0 West (including relocating the Lankershim Depot), and would develop 358 residential units in Block 8, with the balance of the Project Site blocks and the Off-Site Metro Parking Areas retained with their existing uses.

Alternative 3 would avoid the Project's significant unavoidable operational impacts and concurrent construction and operational air quality (NOx) impacts. However, similar to the Project, Alternative 3 would result in significant unavoidable impacts with respect to historic resources, on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 3 would also result in significant cumulative impacts that cannot feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). These and the balance of the impacts would be less under Alternative 3 owing to less development both in terms of square footage and development area. Lastly, for no environmental issues would Alternative 3 result in greater impacts than the Project.

However, Alternative 3 would not meet the underlying purpose of the Project which is to redevelop the area around the Metro North Hollywood Station with a high-density, mixed-use development which is transit and pedestrian oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area.

With the development of residential and retail uses in Block 8, Alternative 3 would partially meet the following Project objectives (not fully meet since the majority of the Project Site blocks and Off-Site Metro Parking Areas would not be redeveloped under this alternative, no public open space plazas would be provided, and the number of new residential units would be less than under the Project) or meet them to a lesser extent:

- The orderly development of residential uses, commercial uses, office uses, and transit uses, as a unified site in furtherance of Metro guidelines and goals of a mixed-use transit village at the North Hollywood station.

- Facilitate an urban in-fill development with a mix of residential, commercial, and office land uses at a density and scale to enable the Project Site to function as a regional center and support transit use.

- Provide housing in furtherance of the goals of the City's Housing Element, City's Regional Housing Needs Assessment, and which serves the surrounding area and citywide market, by providing housing in a range of unit types, affordability levels, and sizes adjacent to public transit.

- Provide community benefits such as new community-serving retail uses, enhanced streetscapes, and publicly accessible open space amenities for the community.

- Promote fiscal benefits, economic development, and job creation by generating jobs during the construction and operation of the project and generating tax revenue for the City and ground lease revenues to Metro to supports its mission to improve mobility in Los Angeles County.

- Promote local and regional mobility objectives and reduce VMT by providing a mix of higher density housing and commercial uses that are in close proximity to public transportation, including numerous bus lines as well as rail transit, which are supported by recreational amenities, commercial services, and enhancements to bicycle and pedestrian amenities.

- Promote resource and energy conservation through incorporating sustainable and green building design and construction above code requirements.

With the development of the Consolidated Transit Center, Alternative 3 would meet the following Project objectives:

- Promote and enhance transit ridership by consolidating and revitalizing the Metro transit center to accommodate current local and municipal buses as well as the G (Orange) Line terminus and to provide enhancements to the North Hollywood Metro Station, including an improved terminal and security office, Metro employee break room, other support structures, new Metro portal structures on the West and East sides of Lankershim, and the retention of the historic Lankershim Depot.

- Support Metro's regional planning efforts such as the Metro Vision 2028 Strategic Plan by improving pedestrian, bicycle, and transit facilities in North Hollywood.

- Improve Metro infrastructure in furtherance of Metro's commitment to convert to an all-electric fleet by 2040.