

Appendix K

Land Use Tables

Appendix K

Land Use Tables

Table 1
Objectives and Policies of the General Plan Framework Element

| Objective/Policy | Would the Project Conflict? |
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| <i>Land Use Chapter</i> | |
| Section 2. Issue One: Distribution of Land Use | |
| <p>Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable [sic] city.</p> | <p>No Conflict. While this is a citywide goal, the Project would redevelop an under-utilized site by replacing surface parking and industrial/warehouse buildings with a new mixed-use development including residential, retail, restaurant, office and enhanced transit uses. The Project would be well served by public transit, including the on-site Metro North Hollywood Station which is served by the B (Red) Line subway and G (Orange) Line busway, as well as Metro local bus lines, LADOT Commuter Express, Santa Clarita Transit, and the Burbank Bus. The Project would be developed with sustainability features and landscaped open space and recreational areas for both the public and Project residents. The Project would create a new development that would contribute to a transit-oriented, mixed-use neighborhood of the City.</p> |
| <p>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</p> | <p>No Conflict. While this policy refers to the citywide provision of public infrastructure, as discussed in Section IV.J, Public Services (i.e., Section IV.J.1, Public Services—Fire Protection; Section IV.J.2, Public Services—Police Protection; Section IV.J.3, Public Services—Schools; Section IV.J.4, Public Services—Parks and Recreation; and Section IV.J.5, Public Services—Libraries) and in Section IV.M, Utilities and Service Systems (i.e., Section IV.M.1, Water Supply and Infrastructure; Section IV.M.2, Utilities and Service Systems—Wastewater; and Section IV.M.3, Utilities and Service Systems—Energy Infrastructure), of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR, the Project would not require the construction of public services facilities, the construction of which would cause significant environmental impacts. In addition, utilities to the Project Site would have capacity to serve the Project. Therefore, the Project would not conflict with this policy.</p> |
| <p>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may</p> | <p>No Conflict. While this policy relates to citywide provision of open space, 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</p> |

Table 1 (Continued)
Objectives and Policies of the General Plan Framework Element

| Objective/Policy | Would the Project Conflict? |
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| <p>include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</p> | <p>feet of which would be publicly accessible, privately operated and maintained. The ground-floor open space in Blocks 0 East and 5/6 would offer a publicly-accessible destination that is safe, comfortable, and convenient. Like traditional squares and plazas, seating would be aggregated along the development for dining, shopping, and gathering.</p> <p>The center of the Project Site would feature the publicly accessible Promenade, Transit Square, and NoHo Square. The Promenade would provide approximately 27,160 square feet (approximately 0.62 acre) of open space, located in Block 5/6. An urban tree canopy would provide shade and framing of such space along the edges of the Lankershim Boulevard and Chandler Boulevard intersection. The 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. 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.</p> <p>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. Residential amenities would be located throughout multiple floors within the proposed residential buildings, including pools, outdoor dining areas, landscaped park spaces, and shaded seating areas. The Project would also establish a network of smaller open spaces activated by transit riders, workers, visitors and residents alike.</p> |
| <p>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles</p> | <p>No Conflict. While this is a citywide objective, the Project supports this vision of development. Specifically, the Project is located in a designated High Quality Transit Area (HQTA) and Transit Priority Area (TPA). Metro's</p> |

Table 1 (Continued)
Objectives and Policies of the General Plan Framework Element

| Objective/Policy | Would the Project Conflict? |
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| <p>traveled, and air pollution.</p> <p>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/ bicycle access and use in appropriate locations.</p> | <p>North Hollywood Station, which is served by the B (Red) Line subway and G (Orange) Line busway, is located within the Project Site. Numerous Metro local bus lines, LADOT's Commuter Express, Santa Clarita Transit, and the Burbank Bus also serve the Project Site. Furthermore, the Project would provide up to 1,158 bicycle parking spaces for Project uses as well as up to 166 Metro Bike Hub parking spaces. The Project's street frontages would provide street lighting, street trees, street furniture, new parkways, new sidewalks, and pedestrian connections to improve the pedestrian realm. The Project would also include a Transportation Demand Management (TDM) Program pursuant to Project Design Feature TR-PDF-2 which would include features such as reduced parking supply, promotions and marketing, pedestrian network improvements, traffic calming improvements (including crosswalk improvements), and on-street bicycle facility improvements. The Project would also provide bicycle parking in accordance with the LAMC and the Project's proposed Specific Plan which would serve to reduce vehicle trips. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, vehicle miles traveled (VMT), and air pollution.</p> |
| <p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p> | <p>No Conflict. As detailed in Section IV.I, Population and Housing, of this Draft EIR, the Project's population and employment growth would be well within SCAG's projections for the Subregion, which serve as the basis for the Framework Element's demographics projections and planned provisions of transportation and utility infrastructure and public services. Therefore, the Project would not require the construction of off-site utilities or transportation infrastructure and the Project would not conflict with this objective.</p> |
| <p>Section 3. Issue Two: Uses, Density, Characteristics—Neighborhood Districts</p> | |
| <p>Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures.</p> | <p>No Conflict. The center of the Project Site would feature the publicly accessible Promenade, Transit Square, and NoHo Square. The Promenade would provide approximately 27,160 square feet (approximately 0.62 acre) of open space, located in Block 5/6. An urban tree canopy would provide shade and framing of such space along the edges of the Lankershim Boulevard and Chandler Boulevard intersection. The Transit Square in Block 0 East would consist of approximately 39,590 square feet (approximately 0.91 acre) of open space. Transit Square would also feature a retail area along with</p> |

Table 1 (Continued)
Objectives and Policies of the General Plan Framework Element

| Objective/Policy | Would the Project Conflict? |
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| | <p>several planted areas and seating designed to facilitate safe and convenient access to the Metro east portal, socialization, and pedestrian activity. 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. New trees and landscaping would also be provided throughout the Project Site. In addition, the Project's street frontages would also provide street lighting, street trees, street furniture, new parkways, new sidewalks and pedestrian connections in furtherance of streetscape regulations to be developed as part of the Project's proposed Specific Plan.</p> |
| <p>Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.</p> | <p>No Conflict. The Project is conceived as a pedestrian- and transit-oriented development that emphasizes accessibility by all travel modes. It is organized around a network of small blocks connecting publicly accessible open spaces with activated ground-floor street frontages to create a high-quality pedestrian experience. Pursuant to Project Design Feature TR-PDF-2, the Project would include a TDM Program that would include the provision of new or maintained (i.e., restriped) pedestrian crosswalks at a variety of locations, and all sidewalks would meet or exceed Mobility Plan standard widths.</p> |
| <p>Section 3. Issue Two: Uses, Density, Characteristics—Regional Centers</p> | |
| <p>Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.</p> | <p>No Conflict. The Project includes a consolidated transit center. Project enhancements to the G (Orange) Line Terminus property include the consolidation of Metro G (Orange) Line, LADOT Commuter Express, as well as other local and regional bus lines in a single transit center; a Metro Bike Hub; new bus shelters; an employee break room; a security office; architectural and art inspired updates to and reconfiguration of the existing Metro west portal, and the addition of a second west portal, which would provide pedestrian connections to the Metro B (Red) Line Station below. 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.</p> |
| <p>Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.</p> | <p>No Conflict. Refer to Policy 3.9.7 above.</p> |

Table 1 (Continued)
Objectives and Policies of the General Plan Framework Element

| Objective/Policy | Would the Project Conflict? |
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| <p>Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.</p> | <p>No Conflict. Refer to Policy 3.8.4 above.</p> |
| <p>Section 3. Issue Two: Uses, Density, Characteristics—Transit Stations</p> | |
| <p>Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.</p> | <p>No Conflict. While this is a citywide objective, the Project would support it by providing a new mixed-use development with housing and employment opportunities in a designated HQTAs and TPAs. Specifically, the Metro North Hollywood Station, which is served by the B (Red) Line subway and G (Orange) Line busway is located within the Project Site. Numerous Metro local bus lines, LADOT's Commuter Express, Santa Clarita Transit, and the Burbank Bus also serve the Project Site. By locating the Project's mix of residential, retail, restaurant, and office uses along Lankershim Boulevard on a commercially zoned parcel within North Hollywood's dense community, the Project would provide additional housing and jobs while reducing VMT and avoiding encroachment into surrounding low-density neighborhoods.</p> |
| <p>Housing Chapter</p> | |
| <p>Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.</p> | <p>No Conflict. While this is a citywide objective, the Project would support its implementation. Specifically, the Project would develop 1,527 residential units on a Project Site which includes the Metro North Hollywood Station, which is served by the B (Red) Line subway and G (Orange) Line busway. Numerous Metro local bus lines, LADOT's Commuter Express, Santa Clarita Transit, and the Burbank Bus also serve the Project Site. While the Project Site is not immediately adjacent to low-density residential neighborhoods, the Project would be designed to avoid conflict with the density and scale of the surrounding development by locating the proposed lower rise buildings on its eastern and northeastern perimeter, thereby providing a step up from adjacent neighborhoods.</p> |
| <p>Open Space and Conservation Chapter</p> | |
| <p>Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.</p> | <p>No Conflict. While this is a citywide/regional goal, the Project would contribute to the public and private open space system by providing 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. Furthermore, the Project would not conflict with the public and private open space system because it would not encroach upon existing open space.</p> |

Table 1 (Continued)
Objectives and Policies of the General Plan Framework Element

| Objective/Policy | Would the Project Conflict? |
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| <p>Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.</p> | <p>No Conflict. While this is a citywide policy, the Project would support its implementation by providing 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. As discussed in Section IV.J.4, Public Services—Parks and Recreation, due to the amount, variety, and availability of the proposed open space and recreational amenities, it is anticipated that Project residents would generally utilize on-site open space to meet much of their recreational needs. Thus, while the Project's 3,717 net new residents would be expected to utilize off-site public parks and recreational facilities to some degree, the amenities included in the Project would reduce demand for these facilities and as a result, the Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities.</p> |
| <p>Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</p> <p>a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</p> <p>b. Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.</p> | <p>No Conflict. Refer to the response to Policy 6.4.7 above.</p> |
| <p><i>Economic Development Chapter</i></p> | |
| <p>Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</p> | <p>No Conflict. The Project would support this objective by providing 105,125 square feet of retail/restaurant uses and up to 580,374 square feet of office uses to complement the employment base of the Community Plan area, help meet needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, VMT, and air pollution to ensure maximum</p> |

Table 1 (Continued)
Objectives and Policies of the General Plan Framework Element

| Objective/Policy | Would the Project Conflict? |
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| | feasible environmental quality. The Project would also include 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. |
| Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations. | No Conflict. The Project would develop 105,125 square feet of retail/restaurant uses and up to 580,374 square feet of office uses in a designated HQTAs and TPAs. Specifically, the Metro North Hollywood Station, which is served by the B (Red) Line subway and G (Orange) Line busway, is located within the Project Site. Numerous Metro local bus lines, LADOT's Commuter Express, Santa Clarita Transit, and the Burbank Bus also serve the Project Site. |
| Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments. | No Conflict. While this is a citywide policy, the Project would support its implementation. As discussed in Objective 7.2 and Policy 7.2.3 above, the Project would include approximately 105,125 square feet of retail/restaurant uses that would serve Project residents, employees, visitors, and the local neighborhood, which would reduce VMT. |
| <p>Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.</p> <p>Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.</p> | No Conflict. The Project would provide 1,527 dwellings, comprised of 1,216 market rate units and 311 affordable units, representing 20 percent of the total proposed residential density. The 1,527 residential units would include 441 studio units, 708 one-bedroom units, 299 two-bedroom units, and 79 three-bedroom units. The proposed units would be in a designated HQTAs and TPAs. Specifically, the Metro North Hollywood Station, which is served by the B (Red) Line subway and G (Orange) Line busway, is located within the Project Site. Numerous Metro local bus lines, LADOT's Commuter Express, Santa Clarita Transit, and the Burbank Bus also serve the Project Site. Accordingly, the Project would concentrate future residential development along a mixed-use/transit corridor (e.g., Lankershim Boulevard) within a Regional Center Commercial area, as identified in the Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements. |
| Infrastructure and Public Services Chapter | |
| Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system. | No Conflict. As discussed in the Initial Study prepared for the Project in Appendix A, of this Draft EIR, the Project would implement a SWPPP as required under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (Order No. 2009-0009-DWQ, as well as subsequent amendments 2010-0014-DWQ and 2012-0006-DWQ). The Project would implement best management practices (BMPs) and other erosion control |

**Table 1 (Continued)
Objectives and Policies of the General Plan Framework Element**

| Objective/Policy | Would the Project Conflict? |
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| | <p>measures to minimize the discharge of pollutants in stormwater runoff. In addition, during operation, the Project would include BMPs for managing stormwater runoff in accordance with the City's LID Ordinance. The Project does not include uses that handle or generate hazardous substances. The Project would also reduce the amount of flow entering the wastewater system through the incorporation of Project Design Feature WAT-PDF-1 included in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure of this Draft EIR, which would minimize water use and the corresponding wastewater generation. Thus, with the implementation of the BMPs, the Project would reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p> |
| <p>Goal 9B: A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p> <p>Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p> | <p>No Conflict. Refer to the response to Policy 9.3.1 above.</p> |
| <p>Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.</p> | <p>No Conflict. While this is a citywide policy, the Project would support its implementation. As evaluated in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on the Water Supply Assessment (WSA) prepared for the Project, LADWP would be able to meet the water demand of the Project as well as the existing and planned future water demands of its service area. The Project would also implement Project Design Feature WAT-PDF-1 to reduce water demand in addition to those measures required by the City's current codes and ordinances. Specifically, Project Design Feature WAT-PDF-1 commits the Project to providing high-efficiency toilets, low-flow shower heads, domestic water heating located in close proximity to the point(s) of use, and water efficient landscaping and irrigation. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.</p> |
| <p>Source: <i>Eyestone Environmental, 2022.</i></p> | |

Table 2
Objectives and Policies of the Mobility Plan

| Objective/Policy | Would the Project Conflict? |
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| <p>Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p> | <p>No Conflict. As identified in Project Design Feature TR-PDF-1 in Section IV.K, Transportation, of this Draft EIR, the Project will prepare and implement a Construction Traffic Management Plan to minimize potential construction impacts to the surrounding area related to construction trucks, worker trips, and any possible sidewalk and lane closures and ensure safe passage for all modes of travel during Project construction. As part of the Construction Traffic Management Plan, a Worksite Traffic Control Plan will be developed to identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Worksite Traffic Control Plan will ensure that the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians are minimized. While temporary relocations for loading and unloading during construction would be required, access to Metro facilities including B (Red) Line portal (either east or west) and G (Orange) Line terminus would be maintained throughout the construction period.</p> |
| <p>Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p> | <p>No Conflict. While this is a citywide policy, the Project would support its implementation. Specifically, the Project specifically prioritizes the pedestrian experience. It creates 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. The Project 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.</p> <p>The Project also includes traffic calming measures as part of Project Design Feature TR-PDF-2. Specifically, 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. It may also install a continental crosswalk at the new intersection of Klump Avenue & Chandler Boulevard, subject to approval by LADOT. These improvements would help to slow vehicular traffic and improve safety and connectivity for pedestrians.</p> |

Table 2 (Continued)
Objectives and Policies of the Mobility Plan

| Objective/Policy | Would the Project Conflict? |
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| | Lastly, the Project would also enhance pedestrian activity in the area by providing 87,225 square feet of publicly accessible plazas, with seating and access to the Project's proposed retail and restaurant uses. New trees and landscaping would also be provided throughout the Project Site. |
| Policy 2.10: Facilitate the provision of adequate on and off-street loading areas. | No Conflict. The Project would include off-street loading areas at various locations throughout the Project Site. |
| Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system. | No Conflict. While this is a citywide policy, the Project would promote this policy by providing adequate vehicular and pedestrian access and providing bicycle facilities, as previously discussed. In addition, the Project would be located in a designated HQTAs and TPAs, served by the Metro B (Red) Line subway, G (Orange) Line busway, LADOT Commuter Express, and numerous local and regional bus lines. |
| Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. | No Conflict. The Project would support this policy by new development consisting of residential, retail, restaurant, and office uses in proximity to employment, destinations, and other neighborhood services in a transit-rich area, and in a designated HQTAs and TPAs. |
| Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services. | No Conflict. While this is a citywide policy, the Project would support its implementation by locating a new mixed-use development in a designated HQTAs and TPAs. Residents, workers, and visitors of the Project would be well-served by affordable, efficient, convenient, and attractive transit services, which would reduce VMT. The Project also includes a consolidated transit center. Project enhancements to the G (Orange) Line Terminus property include the consolidation of Metro G (Orange) Line, LADOT Commuter Express, as well as other local and regional bus lines in a single transit center; a Metro Bike Hub; new bus shelters; an employee break room; a security office; architectural and art inspired updates to and reconfiguration of the existing Metro west portal, and the addition of a second west portal, which would provide pedestrian connections to the Metro B (Red) Line Station below. 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. |
| Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities. | No Conflict. The Project would provide up to 1,158 bicycle parking spaces for Project uses and up to 166 Metro Bike Hub parking spaces throughout the Project |

Table 2 (Continued)
Objectives and Policies of the Mobility Plan

| Objective/Policy | Would the Project Conflict? |
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| | Site. The Project would also include Metro Bike Share stations within Blocks 3, 7, and 8. An additional Metro Bike Share station may be located within Block 0 East. The Project would provide a range of security measures to ensure that the bicycle parking and storage areas are secured and well-maintained. |
| Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles. | No Conflict. As discussed in Section IV.K, Transportation, of this Draft EIR, the Project would include a TDM Program pursuant to Project Design Feature TR-PDF-2. The proposed TDM program includes measures consistent with LADOT's VMT Calculator such as reduced parking supply, promotions and marketing, pedestrian network improvements, traffic calming improvements, and on-street bicycle facility improvements. The Project would also provide bicycle parking in accordance with the LAMC and the Project's proposed Specific Plan. These Project elements would serve to reduce VMT by promoting non-automobile travel and reducing the use of single-occupant vehicle trips. The TDM elements would be beneficial to traffic flow, transit service, pedestrian circulation, and overall mobility in the Project area. |
| Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita. | No Conflict. The Project supports implementation of this policy by locating residential, retail, restaurant, and office uses within a commercial corridor on a Project Site that is well served by public transit. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. The Project would also promote pedestrian activity through site design and streetscape amenities and bicycling opportunities. Furthermore, the Project includes TDM elements which promote non-auto travel and reduce the use of single-occupant vehicle trips. Therefore, the Project would support ways to reduce VMT. |
| Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure. | No Conflict. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would not inhibit the City's implementation of this goal. The Project would support this policy by providing parking spaces that are equipped with electric vehicle charging stations as consistent with City requirements. |
| Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways. | No Conflict. The Project would not conflict with or inhibit this citywide policy. The Project would additionally prevent additional stormwater effluent entering the public right of way through a SWPPP. |
| <hr/> <p><i>Source: Eyestone Environmental, 2022.</i></p> | |

Table 3
Applicable Policies of the General Plan Housing Element 2021–2029

| Policy | Would the Project conflict? |
|--|--|
| <p>Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.</p> <p>Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.</p> <p>Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.</p> <p>Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.</p> <p>Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.</p> | <p>No Conflict. The Project would develop 1,527 multi-family residential units comprised of 1,216 market rate units and 311 affordable units representing 20 percent of the total proposed residential density. The 1,527 residential units would include 441 studio units, 708 one-bedroom units, 299 two-bedroom units, and 79 three-bedroom units. The proposed housing would be located in an area well-served by public transit including the Metro North Hollywood Station which is served by the G (Orange) Line busway and B (Red) Line subway within the Project Site. Numerous Metro local bus lines, LADOT's Commuter Express, Santa Clarita Transit, and the Burbank Bus also serve the Project Site.</p> |
| <p>Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.</p> | <p>No Conflict. As discussed in Section II, Project Description, of this Draft EIR, 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.</p> <p>"Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards. These include energy conservation, water conservation, and waste reduction features to support and promote environmental sustainability, including but not limited to: Energy Star appliances; plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) that comply with the performance requirements specified in the City of Los Angeles Green Building Code; weather-based irrigation system; and water-efficient landscaping. In addition, the Project would also set aside an area as required by Title 24 for potential installation of solar panels on high-rise multi-family buildings and non-</p> |

Table 3 (Continued)
Applicable Policies of the General Plan Housing Element 2021–2029

| Policy | Would the Project conflict? |
|---|--|
| | <p>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.</p> <p>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.</p> <p>In addition, as discussed in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Project would incorporate Project Design Feature WAT-PDF-1 to reduce water usage by the proposed mixed-use development, including new housing. Specifically, the Project would include 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; water-efficient landscaping; a limitation on the number of natural gas fireplaces/firepits; tankless and on-demand water heaters; individual metering and billing for commercial water use; point of use domestic water heating systems; and pool/spa filtering and leak detection equipment.</p> |
| <p>Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.</p> | <p>No Conflict. The Project would increase access to open space, parks, and green spaces by providing 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.</p> <p>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</p> |

Table 3 (Continued)
Applicable Policies of the General Plan Housing Element 2021–2029

| Policy | Would the Project conflict? |
|--|--|
| | 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 |
| <p>Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.</p> <p>Policy 3.2.5: Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.</p> <p>Policy 3.2.7: Provide environmentally sustainable development standards and incorporate sustainable best practice in building and zoning code updates.</p> <p>Policy 3.3.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p> <p>Policy 3.3.5: Promote and facilitate reduction of water, energy, carbon and waste consumption in new and existing housing.</p> <p>Policy 3.3.7: Provide environmentally sustainable development standards and incorporate sustainable best practice in building and zoning code updates.</p> | <p>No Conflict. Refer to Policy 3.1.5, above.</p> |
| <p>Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.</p> <p>Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.</p> | <p>No Conflict. The Project would revitalize and expand transit facilities at Metro’s North Hollywood Station, including the Metro B (Red) Line portal entries, bus terminal for the Metro G (Orange) Line, LADOT’s Commuter Express, and local/regional buses with integration of retail uses within the historic Lankershim Depot. Surrounding these transit improvements would be the development of the existing 15.9-acre site with a new multi-phase, mixed-use development. Specifically, the Project would include up to 1,527 residential units comprised of 1,216 market rate units and 311 affordable units, representing 20 percent of the total proposed residential units, and up to 685,499 square feet of commercial uses comprised of retail, restaurant, and office uses. The commercial square footage would consist of approximately 105,125 square feet of</p> |

Table 3 (Continued)
Applicable Policies of the General Plan Housing Element 2021–2029

| Policy | Would the Project conflict? |
|--|--|
| | retail/restaurant uses comprised of up to 75,000 square feet of restaurant uses and up to approximately 580,374 square feet of office space. The provision of both new housing and jobs at the Metro North Hollywood Station would reduce VMT and associated greenhouse gas emissions. |
| <hr/> <i>Source: Eyestone Environmental, 2022.</i> | |

Table 4
Applicable Objectives and Policies of the North Hollywood–Valley Village Community Plan

| Objective/Policy | Would the Project Conflict? |
|--|---|
| <p>Objective 3.¹ To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice.</p> <p>a. To encourage the preservation and enhancement of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.</p> <p>b. To provide multiple-dwelling units for those who cannot afford or do not desire to own their own home, emphasizing the area around the North Hollywood Business District.</p> | <p>No Conflict. The Project would develop 1,527 multi-family residential units comprised of 1,216 market rate units and 311 affordable units representing 20 percent of the total proposed residential density. The 1,527 residential units would include 441 studio units, 708 one-bedroom units, 299 two-bedroom units, and 79 three-bedroom units. The proposed housing would be located in an area well-served by public transit including the Metro North Hollywood Station which is served by the G (Orange) Line busway and B (Red) Line subway within the Project Site. Numerous Metro local bus lines, LADOT's Commuter Express, Santa Clarita Transit, and the Burbank Bus also serve the Project Site.</p> |
| <p>Objective 5. To provide a basis for the location and programming of public facilities services and utilities and to coordinate the phasing of public facilities with private development by:</p> <p>a. Providing neighborhood park and recreational facilities, including bicycle paths that utilize rights-of-way and other public lands where feasible;</p> <p>b. Enlarging and expanding library facilities and services to better serve the community;</p> <p>c. Modernizing and enlarging school facilities and providing community education centers to help residents with special problems;</p> <p>d. Improving street lighting throughout the area.</p> | <p>No Conflict. The Project does not propose public parks, libraries, or schools. However, with respect to recreational facilities, the Project would include a total of 211,280 square feet of open space, including 87,225 square feet that would be publicly accessible, which would reduce the demand for City facilities, and as discussed in Section IV.J.4, Public Services—Parks and Recreation, of this Draft EIR, impacts on parks and recreation would be less than significant.</p> <p>With respect to schools, as discussed in Section IV.J.3, Public Services—Schools, of this Draft EIR, pursuant to SB 50, the Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of each building permit for the Project. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project Site. Accordingly, with adherence to existing regulations, impacts on schools would be less than significant.</p> <p>With respect to libraries, as discussed in Section IV.J.5, Public Services—Libraries, of this Draft EIR, while the Project would increase the service population of the libraries serving the Project Site, as of 2020, there are no planned or funded improvements to add capacity through expansion or develop new libraries within the Project area. Additionally, LAPL does not have a capital infrastructure</p> |

¹ Provision "a" of Objective 3 was not adopted for the purpose of avoiding or mitigating an environmental effect and is not evaluated herein.

Table 4 (Continued)
Applicable Objectives and Policies of the North Hollywood–Valley Village Community Plan

| Objective/Policy | Would the Project Conflict? |
|--|---|
| | <p>plan. However, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, and business tax, etc.)² that could be applied toward the provision of new library facilities and related staffing for the libraries serving the Project area, as deemed appropriate. The Project's revenue to the General Fund would help offset the Project-related increase in demand for library services. Impacts would be less than significant.</p> <p>With respect to street lighting, the Project's street frontages would provide street lighting in furtherance of streetscape regulations to be developed as part of the Project's proposed Specific Plan.</p> |
| <p>Objective 6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p> | <p>No Conflict. The Project would be developed within an existing urbanized area that provides an established network of roads, freeways, and transit that provide local and regional access to the area, including the Project Site. In addition, the Project would revitalize and expand transit facilities at Metro's North Hollywood Station, including the Metro B (Red) Line portal entries, bus terminal for the Metro G (Orange) Line, LADOT's Commuter Express, and local/regional buses with integration of retail uses within the historic Lankershim Depot. In addition, the Project would provide up to 1,158 bicycle parking spaces for Project uses as well as up to 166 Metro Bike Hub parking spaces. Given the Project's location in proximity to a variety of transportation options, including the on-site Metro North Hollywood Station, the Project would maximize mobility and accessibility by providing opportunities for walking and biking and opportunities for the use of alternative modes of transportation, including convenient access to public transit.</p> |
| <p>Objective 7. To encourage open space for recreational uses for the enjoyment of both local residents and persons throughout the Los Angeles region.</p> | <p>No Conflict. 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 1 and 5/6 would offer a publicly-accessible destination that is safe, comfortable, and convenient. Like traditional squares and plazas, seating would be aggregated along the development for dining, shopping, and gathering.</p> <p>The Project's 87,225 square feet of open space would include the publicly accessible Promenade, Transit Square, and NoHo Square. The Promenade would</p> |

² City of Los Angeles, *Budget for the Fiscal Year 2018–19*.

Table 4 (Continued)
Applicable Objectives and Policies of the North Hollywood–Valley Village Community Plan

| Objective/Policy | Would the Project Conflict? |
|---|---|
| | <p>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 Transit Square in Block 0 East would consist of approximately 39,590 square feet (approximately 0.91 acre) of open space. 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. 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.</p> <p>Most of 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, amenities would be located throughout multiple floors within the proposed residential buildings, including pools, outdoor dining areas, landscaped park spaces, and shaded seating areas. The Project would also establish a network of smaller open spaces activated by transit riders, workers, visitors and residents alike.</p> |
| <p>Source: <i>Eyestone Environmental, 2022.</i></p> | |

**Table 5
Applicable Goals and Principles of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)**

| Goals and Principles | Would the Project Conflict? |
|--|---|
| <p>Improve mobility, accessibility, reliability, and travel safety for people and goods.</p> | <p>No Conflict. Although this goal applies at a regional level, the Project would be developed within an existing urbanized area that provides an established network of roads, freeways, and transit that provide local and regional access to the area, including the Project Site. In addition, the Project would revitalize and expand transit facilities at Metro’s North Hollywood Station. Specifically, Project enhancements to the G (Orange) Line Terminus property include the consolidation of Metro G (Orange) Line, LADOT Commuter Express, as well as other local and regional bus lines in a single transit center; a Metro Bike Hub; new bus shelters; an employee break room; a security office; architectural and art inspired updates to and reconfiguration of the existing Metro west portal and the addition of a second west portal, which would provide pedestrian connections to the Metro B (Red) Line Station below; and the retention and relocation on-site of the historic Lankershim Depot, which was restored beginning in 2011 and reopened as a Groundwork Coffee store in 2017. In addition, the Project would provide approximately 1,158 bicycle parking spaces for Project uses as well as approximately 166 Metro Bike Hub parking spaces. Given the Project’s location in proximity to a variety of transportation options, including the on-site Metro North Hollywood Station, the Project would maximize mobility and accessibility by providing opportunities for walking and biking and opportunities for the use of alternative modes of transportation, including convenient access to public transit.</p> <p>With respect to safety, as discussed in the Initial Study included as Appendix A of this Draft EIR, the Project does not include any hazardous design features that could pose safety issues to travelers. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. The Project does not include any dangerous design features, but does include the addition of a traffic signal at the Transit Center/S. Chandler Boulevard to allow buses to turn onto South Chandler; modifications to the existing traffic signal at Lankershim Boulevard and N. Chandler Boulevard; and extending the existing couplets along Chandler Boulevard from Tujunga Avenue to Lankershim Boulevard. These improvements to the local roadway network would be developed in compliance with all applicable City standards and would improve safety. In addition, all new roadways on-site, including District Way, Elmer Avenue, and Klump Avenue, would be privately maintained and publicly accessible and would also be developed in compliance with City standards, including</p> |

Table 5 (Continued)
Applicable Goals and Principles of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)

| Goals and Principles | Would the Project Conflict? |
|--|--|
| | <p>LAFD turning radii requirements. The Project also includes traffic calming measures as part of Project Design Feature TR-PDF-2. Specifically, 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. It may also install a continental crosswalk at the new intersection of Klump Avenue & Chandler Boulevard, subject to approval by LADOT. These improvements would help to slow vehicular traffic and improve safety and connectivity for pedestrians. In addition, the Project would not result in incompatible uses, as the proposed uses are consistent with the types of residential, commercial, and office uses already present in the surrounding area. Furthermore, during construction, temporary traffic controls, such as flag persons to control traffic movement during temporary traffic flow disruptions, would be provided to direct traffic around any closures as required in the Construction Traffic Management Plan (see Project Design Feature TR-PDF-1 in Section IV.K, Transportation, of this Draft EIR). Appropriate construction traffic control measures (e.g., signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow are maintained on adjacent rights-of-way.</p> |
| <p>Enhance the preservation, security, and resilience of the regional transportation system.</p> | <p>No Conflict. Although this goal applies at the regional level, the Project would not conflict with its implementation. As discussed in Section IV.K, Transportation, of this Draft EIR, the Project would result in a less than significant impact with respect to conflicts with programs, plans, policies, and ordinances addressing the circulation system, VMT, and hazardous geometric design features. Therefore, the Project would not conflict with the goal of enhancing the preservation and resilience of the regional transportation system. With respect to security, the on-site Metro North Hollywood Station would include a standard array of security features including cameras and security patrols.</p> |

Table 5 (Continued)
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)

| Goals and Principles | Would the Project Conflict? |
|---|---|
| Increase person and goods movement and travel choices within the transportation system. | No Conflict. Although this goal applies at a regional level, the Project would be developed within an existing urbanized area that provides an established network of roads, freeways, and transit that provide local and regional access to the area, including the Project Site. Specifically, the Project would include a new mixed-use development consisting of residential, retail, restaurant, and office uses within a SCAG-designated HQTAs and TPAs as defined in PRC Section 21099. The Project Site is well served by public transit including numerous local and regional bus lines and the Metro North Hollywood Station located within the Project Site. The Project would also promote bicycle use through the provision of up to 1,158 bicycle parking spaces for Project Uses, as well as 166 Metro Bike Hub parking spaces within the Project Site. The Project would enhance pedestrian activity in the area by providing 87,225 square feet of publicly accessible plazas, with seating and access to the Project's proposed retail and restaurant uses. New trees and landscaping would also be provided throughout the Project Site. |
| Reduce greenhouse gas emissions and improve air quality. | No Conflict. As evaluated in Section IV.A, Air Quality, of this Draft EIR, the Project would result in less than significant impacts related to air quality during operation. While the Project would result in a significant and unavoidable air quality impact during construction, this impact would be temporary and cease when construction is complete. As identified in Section II, Project Description, and Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would include specific project design features to further support and promote environmental sustainability. These features consist of compliance with regulatory requirements, including the provisions set forth in the CALGreen Code that have been incorporated into the City of Los Angeles Green Building Code. These features also include energy conservation, water conservation, and waste reduction features. The Project would also set aside a minimum area for potential installation of solar panels at a later date, as required by Title 24, which would reduce GHG emissions associated with electricity production. While these measures are intended to reduce GHG emissions, they would also improve air quality. Lastly, the development of a mixed-use project within a designated TPA and HQTAs, as well as the inclusion of TDM measures, would reduce GHG emissions. |
| Support healthy and equitable communities. | No Conflict. Although this goal applies at a regional level, the Project would support its implementation. The Project would encourage the use of public transportation by developing residential, office, and commercial uses on |

Table 5 (Continued)
Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)

| Goals and Principles | Would the Project Conflict? |
|---|---|
| | <p>a Project Site well served by public transit including the on-site B (Red) Line subway station and G (Orange) Line busway terminus. As discussed above, the Project would also promote alternative methods of transportation through the provision of up to 1,158 bicycle parking spaces for Project uses as well as up to 166 Metro Bike Hub parking spaces within the Project Site. To promote pedestrian activity, the Project's street frontages would provide street lighting, street trees, street furniture, new parkways, new sidewalks and pedestrian connections in furtherance of streetscape regulations to be developed as part of the Project's proposed Specific Plan. The Project would also include 87,225 square feet of public open space within the Project Site. With respect to equitable communities, 311 of the 1,527 multi-family residential units included in the Project would be affordable units</p> |
| <p>Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p> | <p>No Conflict. While this is a regional policy, the Project would support its implementation by developing a mixed-use development within a designated HQTAs and TPAs. As discussed above, the Project Site is well served by transit including the Metro North Hollywood Station which is served by the G (Orange) Line busway and B (Red) Line subway located within the Project Site. Numerous Metro local bus lines, LADOT's Commuter Express, Santa Clarita Transit, and the Burbank Bus also serve the Project Site. The Project would also encourage alternative modes of transportation through the provision of bicycle parking and improvements to the pedestrian realm. As also discussed above, Project impacts with respect to GHG emissions would be less than significant.</p> |
| <p>Leverage new transportation technologies and data-driven solutions that results in more efficient travel.</p> | <p>No Conflict. The Project includes Metro Bike Hub bicycle parking and Metro Bike Share stations in various locations throughout the Project Site, which would promote bicycling in place of automobile travel.</p> |
| <p>Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p> | <p>No Conflict. The Project would develop 1,527 multi-family residential units comprised of 1,216 market rate units and 311 affordable units representing 20 percent of the total proposed residential units. The 1,527 residential units would include 441 studio units, 708 one-bedroom units, 299 two-bedroom units, and 79 three-bedroom units. The proposed housing would be located in an area well-served by public transit including the Metro North Hollywood Station within the Project Site.</p> |
| <p>Promote conservation of natural and agricultural lands and restoration of habitats.</p> | <p>No Conflict. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project Site is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. No</p> |

Table 5 (Continued)
Applicable Goals and Principles of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)

| Goals and Principles | Would the Project Conflict? |
|---|---|
| | <p>riparian or other sensitive natural community exists on the Project Site or in the surrounding area and landscaping within the Project Site is limited. A total of 280 living trees and 15 dead trees were inventoried for the Project. Two coast live oak trees were identified at the northeast corner of Lankershim and Chandler Boulevards. However, both oak trees were planted as part of the Metro B (Red) Line construction in or around 1997 and are therefore not considered protected trees by the City’s ordinance. Both trees would be removed as part of the Project and replaced on a 2:1 basis, as required by the Department of Public Works. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site. The areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within and surrounding the Project Site which provide linkages to natural open spaces areas and which may serve as wildlife corridors. Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.</p> |
| <p>Source: <i>Eyestone Environmental, 2022.</i></p> | |