

III. Environmental Setting

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A. Overview of Environmental Setting

This section of the Draft EIR provides an overview of the existing regional and local setting in which the Project Site is located, and a brief description of the existing conditions at the Project Site. Detailed environmental setting information is provided in each of the environmental issue analyses found in Section IV, Environmental Impact Analysis, of this Draft EIR. In addition, Section II, Project Description, of this Draft EIR, provides additional information regarding existing conditions at the Project Site.

1. Project Location and Environmental Setting

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

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

Primary regional access to the Project Site and Off-Site Metro Parking Areas is provided by State Route (SR) 170, the Hollywood Freeway, located approximately 0.3 mile west of the Project Site, and SR-134, the Ventura Freeway, located approximately 0.9 mile south of the Project Site. Local access to the Project Site and Off-Site Metro Parking Areas is provided by several local streets and avenues located to the north (Cumpston Street), west (Tujunga Avenue), east (Fair Avenue), and south (Weddington Street). The Project Site is well-served by public transportation, with the Metro B (Red) Line North Hollywood Station and G (Orange) Line Station located within the Project Site. In addition to Metro,

transit providers which also serve the Project Site and surrounding community, include LADOT, Santa Clarita Transit, and the Burbank Bus.

a. On-Site Conditions

The 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.¹ 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.

b. Surrounding Uses

The Project Site and Off-Site Metro Parking Areas are located within the North Hollywood-Valley Village Community Plan area. 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,

¹ 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.

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.

2. Land Use Plans

City land use plans applicable to the Project Site include the following: the City of Los Angeles General Plan and Framework Element; the Mobility Plan; the North Hollywood-Valley Village Community Plan (Community Plan); and the Citywide Design Guidelines. Regional plans that are applicable to the Project Site include: the Southern California Association of Governments' 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy and the South Coast Air Quality Management District's 2016 Air Quality Management Plan.

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

developments. Where zoning includes the CA suffix, the CA designation indicates a particular portion of the Project Site is located within a Commercial and Artcraft District where artistic activities, combined with commercial and residential uses are permitted. The 2D suffix corresponds to Height District 2, while the D corresponds to a D Limitation on-site, Ordinance No. 162937-SA605, which allows for up to a 6:1 Floor Area Ratio (FAR) on an individual parcel, but limits development across multiple subareas to a 3:1 FAR. The -1VL suffix corresponds to Height District 1 Very Low which allows for up to 1.5 FAR on commercially zoned lots and up to a 3:1 FAR for public facility zoned lots.

The Project Site is also within the Los Angeles State Enterprise zone and a Transit Priority Area² pursuant to SB 743.

² *Transit Priority Area means an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.*

III. Environmental Setting

B. Related Projects

The California Environmental Quality Act (CEQA) Guidelines require that Environmental Impact Reports (EIRs) analyze cumulative impacts. As defined in the State CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. As set forth in CEQA Guidelines Section 15130, the determination of cumulative impacts is generally a two-step process. The first step is to determine whether or not the combined effects from the proposed project and related projects, as identified below, would result in a potentially significant cumulative impact. If the answer is no, then the EIR only briefly needs to indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. If the answer is yes, then the analysis proceeds to the second step, which is to determine whether the proposed project's incremental effects are cumulatively considerable. CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" to mean that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analyses supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflect "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great of detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute."

CEQA Guidelines Section 15130(b) states that complying with one of the following two protocols is necessary to provide an adequate discussion of significant cumulative impacts:

- (A) A list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency; or
- (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative schools impact may only affect the schools serving the project site, while a cumulative air quality impact may affect the entire South Coast Air Basin. The specific boundaries and the projected growth within those boundaries for the cumulative study area of each environmental issue are identified in the applicable environmental issue section in Section IV, Environmental Impact Analysis, of this Draft EIR.

A list of proposed development projects in the area of the Project that could affect conditions in the Project area was prepared based on information obtained primarily from the City of Los Angeles Department of Transportation and the City of Los Angeles Department of City Planning. A total of 34 potential related development projects have been identified within the vicinity of the Project Site for inclusion in the cumulative impact analysis for this EIR. These related projects are in varying stages of the approval/entitlement/development process and consist of a variety of land uses reflecting the diverse range of land uses in the vicinity of the Project Site. The related projects comprise a variety of uses, including apartments, condominiums, restaurants, hotels, office, and retail uses, as well as mixed-use developments incorporating some or all of these elements.

In addition, the City of Los Angeles is currently preparing the Southeast Valley Community Plan Update, which includes the North Hollywood-Valley Village Community Plan Area, and the North Hollywood Station Transit Neighborhood Plan (TNP). Through the Community Plan update process, the Los Angeles City Planning Department works with community stakeholders to develop a vision for future growth in each area, based on current and anticipated conditions related to land use, housing, jobs, transportation, environmental protection, and other factors. When finished, each Community Plan consists of both a long-range policy document and a zoning map. The North Hollywood Station

TNP aims to “encourage transit ridership, promote job creation, preserve or enhance current industrial uses, improve the urban built environment, and focus new growth and housing in proximity to transit and along key corridors.”³ The North Hollywood Station TNP would achieve this focus by encouraging further development of housing, offices, and retail around the Metro North Hollywood Station.

As of the publication of this Draft EIR, draft versions of neither the Southeast Valley Community Plan Update nor the North Hollywood Station TNP have been released for public review. Both plans, once adopted, will be long-range plans designed to accommodate growth in North Hollywood over the coming years. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption, would account for any overlapping growth that may be assumed by the Southeast Valley Community Plan Update and North Hollywood Station TNP upon their adoption. The related projects are listed in Table III-1 on page III-8, which identifies the location of each related project along with the types of land uses. The locations of Related Project Nos. 1 through 34 are shown in Figure III-1 on page III-10. It is noted that some of the related projects may not be built out by 2037 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that Related Project Nos. 1 through 34 are fully built out by 2037, unless otherwise noted.

³ *City of Los Angeles, Department of City Planning, Orange Line, <https://planning.lacity.org/plans-policies/community-plan-update/transit-neighborhood-plans/orange-line>, accessed March 10, 2022.*

**Table III-1
Related Projects**

No.	Project Name	Project Location	Description	Size
1.	NoHo Lankershim Station	5401 Lankershim Boulevard	Apartments	127 du
			Retail	14,500 sf
			Office	1,918 sf
2.	New NoHo Artwalk Project	11126 Chandler Boulevard	Apartments	73 du
			Retail	2,900 sf
3.	The Weddington	11120 Chandler Boulevard	Apartments	324 du
4.	Apartments	5508 Fulcher Avenue	Apartments	46 du
5.	Apartments	5513 Case Avenue	Apartments	90 du
6.	Apartments	11112 Burbank Boulevard	Apartments	12 du
7.	Apartments	11433 Albers Street	Apartments	59 du
8.	Mixed-Use	5553 N. Tujunga Avenue	Apartments	30 du
			Retail	4,970 sf
			Office	2,962 sf
9.	Apartments	11410 W. Burbank Boulevard	Apartments	84 du
10.	Mixed-Use	5444 N. Vineland Avenue	Self Storage Space	96,444 sf
			Office	10,000 sf
11.	Fitness Studio	5200 N. Lankershim Boulevard	Health/Fitness Club	2,690 sf
12.	Condominium	11525 Chandler Boulevard	Condominiums	60 du
13.	Apartments	5633 Farmdale Avenue	Apartments	26 du
14.	Camellia Court Apartments	5610 Camellia Avenue	Apartments	62 du
15.	Self Storage	5260 N. Vineland Avenue	Self Storage	81,300 sf
16.	Apartments	5147 Bakman Avenue	Apartments	33 du
17.	Apartments	5110 N. Bakman Avenue	Apartments	51 du
18.	Apartments	11246 W. Otsego Street	Apartments	70 du
19.	NoHo Millennium	5107 Lankershim Boulevard	Apartments	287 du
			Market	23,733 sf
			Office	1,267 sf

**Table III-1 (Continued)
Related Projects**

No.	Project Name	Project Location	Description	Size
20.	Apartments	11106 Hartsook Street	Apartments	61 du
21.	Apartments	11029–11035 Hartsook Street	Apartments	53 du
22.	Apartments	5050 N. Bakman Avenue	Apartments	40 du
23.	Mixed Use	10821 Magnolia Boulevard	Retail	4,075 sf
			Apartments	40 du
24.	School	11600 Magnolia Boulevard	Additional Students	78 stu
25.	Apartments	5755 N. Tujunga Avenue	Apartments	33 du
26.	Apartments	11155 W. Huston Street	Apartments	24 du
27.	Wesley School	4832 Tujunga Avenue	Additional Students	91 stu
28.	Apartments	11443 Riverside Drive	Apartments	29 du
29.	Mixed Use	11311 Camarillo Street	Apartments	60 du
			Retail	3,000 sf
30.	Apartments	10804 W. Blix Street	Apartments	21 du
31.	Mixed Use	10850 Riverside Drive	Apartments	179 du
			Retail	5,694 sf
32.	Cohen Apartments	10601 Riverside Drive	Apartments	82 du
			Retail	13,327 sf
33.	Apartments	11036 Moorpark Street	Apartments	96 du
34.	Gas Station	4377 Vineland Avenue	Expansion of Existing Facilities	1,818 sf

du = dwelling units

sf = square feet

stu = students

Source: Gibson Transportation Consulting, Inc, 2020, based on data provided by City of Los Angeles Department of Transportation and the City of Los Angeles Department of City Planning.

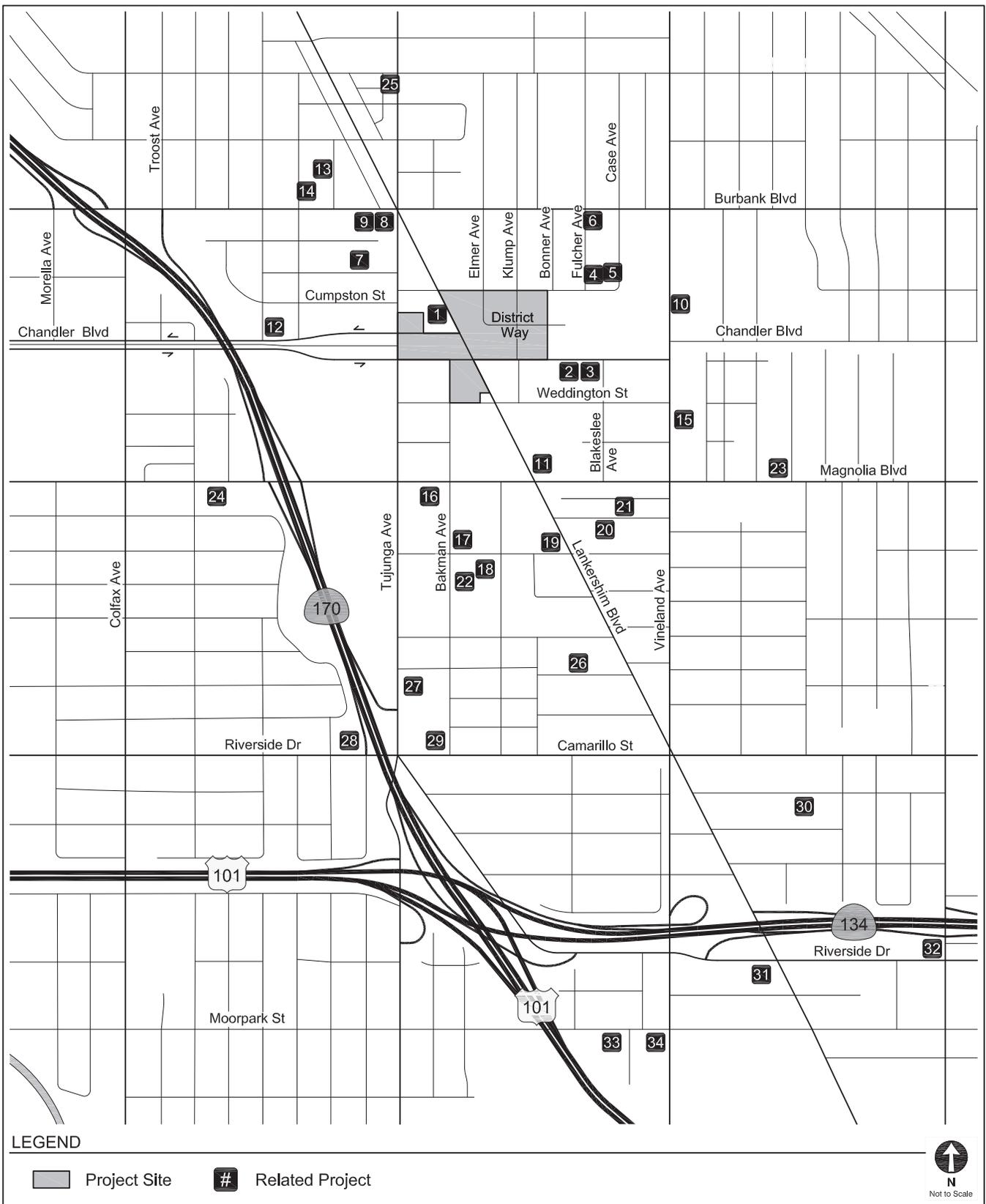


Figure III-1
Location of Related Projects