

FINDINGS

(As Amended by the City Planning Commission at its meeting on September 28, 2023)

The proposed District NoHo Project is a Joint Development and Option Agreement (Joint Development Agreement) by and between the Developer and the Los Angeles County Metropolitan Transit Authority (Metro). As part of the agreement, Metro will require that some transit improvements are completed to allow the developer to proceed with constructing the Project. These include, but are not limited to, G (Orange) Line terminus improvements, remodeling of the eastern B (Red) Line portal, and a new B Line portal adjacent to the existing western portal. These improvements could occur at Metro's discretion, with funding through the JDA or other source, but are part of the Joint Development Agreement. The City is not party to this Agreement, and no part of the Agreement is under consideration by the City. Nonetheless, as components of the Project, and contingencies for Metro approval to proceed with the Project elements are considered by the City, these aspects are discussed where relevant below.

It should be noted that the scope of maximum development of the Project Site is regulated by the District NoHo Specific Plan (DNSP) and is in accordance with the analysis undertaken in the District NoHo EIR. While the Appendix A, Initial Development Plans show a project that is smaller in scope, full implementation of the scope of the DNSP is permitted.

The Project includes multiple requests for legislative entitlements, these include: 1) a General Plan Amendment to add a new Regional Center Land Use Designation, include the DNSP as a corresponding Zone for the Regional Center Land Use Designation, and re-designate the current land use designations for the Project Site from Community Commercial, Commercial Manufacturing, and Public Facilities to Regional Center; 2) a Zone Change and Height District Change to change the zoning on the Project Site from C2-2D-CA, CM-1VL, C4-2D, C4-2D-CA, and PF-1VL to DNSP, the new Specific Plan Zone and a corresponding Code Amendment to amend the Los Angeles Municipal Code (LAMC) to add the new DNSP Zone; specifically, by amending LAMC Section 12.04 and adding a new section, LAMC Section 12.16.10; 3) Establishment of the District NoHo Specific Plan; 4) Establishment of the District NoHo Signage Supplemental Use District; and 5) Building Line Removals along Tujunga Avenue at Subarea 7 between an alley to the north and North Chandler Boulevard to facilitate construction of an affordable housing development, and Subarea 0 West along the western frontage of Subarea 0 West to facilitate improvements to Metro transit facilities. These actions will be referred to herein as Legislative Actions and where not expressly enumerated are intended to include all of the requested actions and the development of the Project.

General Plan/Charter Findings

The Legislative Actions and the Project are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below:

1. General Plan Land Use Designation

The Project Site is located within the North Hollywood - Valley Village Community Plan area, which was adopted by the City Council in 1996. The Project Site is a 16-acre grouping of lots, bisected by Lankershim Boulevard and Chandler Boulevard. As shown in the Specific Plan, the Project Site is divided into nine Subareas, with Subareas 1-6 bounded by Cumpston Street to the north, Fair Avenue to the east, Chandler Boulevard to the south, and Lankershim Boulevard to the west; Subarea 7 is bounded by a development that is currently under construction to the east (APN 2350012222), Chandler Boulevard to the south, Tujunga Avenue to the west, and an alleyway to the north; and Subarea 8 is bounded by Chandler

Boulevard to the north, Lankershim Boulevard to the east, Weddington Street and an the Historic Security Trust and Savings Bank, and Bakman Avenue to the west. The Project Site also includes Subarea 0 West which is a Metro transit facility generally bounded by Lankershim Boulevard to the east, both spans of Chandler Boulevard to the north and south, and Tujunga Avenue to the west. The Project Site also includes Subarea 0 East, along Lankershim Boulevard and Subareas 1, 5/6, currently the site of the Metro B Line portal. While Subarea 0 West and Subarea 0 East are included within the boundaries of the Specific Plan, the planned development for these Subareas may be regulated under Metro self-permitting authority, pursuant to Government Code Sections 53090 and 53091.

The Community Plan currently designates the Project Site with multiple General Plan Land Use Designations and zones, as follows:

- Community Commercial with corresponding zones of C2-2D-CA, C4-2D, and C4-2D-CA. These parcels are subject to a “D” Development Limitation (Ordinance No. 165,661), which restricts the FAR to 3:1 but does not impose any height limits. Parcels with the C2 Zone are permitted R4 density; and parcels with the C4 Zone are permitted R3 density.
- Commercial Manufacturing with corresponding zone of CM. These parcels are subject to Height District 1VL, which limits height to three stories or 45 feet. Parcels with the CM Zone are permitted R3 density.
- Public Facilities with corresponding zone of PF. These parcels are subject to Height District 1VL, which limits height to three stories or 45 feet. The PF Zone does not allow residential uses unless part of a joint public private development.

As proposed, the General Plan Amendment would: a) add a Regional Center Land Use Designation to the North Hollywood – Valley Village Community Plan, (b) change the land use designation for the Project Site from Community Commercial, Commercial Manufacturing, and Public Facilities to Regional Center, and 3) include the District NoHo Specific Plan (DNSP) Zone as a corresponding zone of the Regional Center land use designation. In conjunction with this request, the Project proposes the District NoHo Specific Plan (Specific Plan) to serve as the regulatory document for all development on the Project Site; in addition to a Vesting Zone Change and Height District Change to modify the existing zoning from C2-2D-CA, C4-2D, C4-2D-CA, CM-1VL, and PF-1VL to the DNSP Zone; and a Code Amendment to add the DNSP Zone to LAMC. Thus, in conjunction with the requests, the recommended DNSP Zone would be consistent with the adoption of the proposed Regional Center Land Use Designation. These Legislative Actions and the Project would be in substantial conformance with the purpose, intent, and provisions of the General Plan land use designation as it is reflected within the amended North Hollywood - Valley Village Community Plan.

2. General Plan Text, Elements, Objectives And Policies

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, and Housing The City’s Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the following Elements of the General Plan: Framework Element, Mobility Plan 2035, Health and Wellness Element, Air Quality Element, the Land Use Element – North Hollywood - Valley Village Community Plan, and the 2021-2029 Housing Element.

A. Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City's long-range comprehensive growth strategy and provides guidance on citywide polices, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project's consistency with the objectives and policies of the Framework Element as described below.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Legislative Actions and the Project support and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the North Hollywood - Valley Village Community Plan. Specifically, the Project will comply with the Regional Center based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

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 livable city.*

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Policy 3.1.6: *Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy.*

Objective 3.2: *To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.*

Policy 3.2.1: *Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.*

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.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.

Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.

Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

Goal 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and structures that integrate commercial, housing, and/or public services.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

Policy 3.13.4: *Provide adequate transitions where commercial and residential uses are located adjacent to one another.*

Policy 3.13.5: *Support the development of recreation and small parks in areas developed with mixed-use structures.*

Policy 3.13.6: *Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of residents.*

Objective 3.16: *Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.*

Goal 3K: *Transit stations to function as a primary focal point of the City's development.*

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.*

Policy 3.15.1: *Prepare detailed plans for land use and development of transit-oriented districts consistent with the provisions of the General Plan Framework Element and the Land Use/Transportation Policy.*

Policy 3.15.3: *Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.*

Policy 3.15.4: *Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.*

Policy 3.15.5: *Provide for the development of public streetscape improvements, where appropriate.*

Policy 3.15.6: *Establish standards for the inclusion of bicycle and vehicular parking at and in the vicinity of transit stations; differentiating these to reflect the intended uses and character of the area in which they are located (e.g., stations in some urban areas and "kiss-and-ride" facilities may have limited parking, while those in suburban locations may contain extensive parking).*

The District NoHo Project is a Joint Development between a private developer and Metro, located over the B Line (Red) North Hollywood Station, the Metro G (Orange) Line terminus (identified as Subarea 0 West in the Specific Plan), and a bus station served by multiple Metro, LADOT, and Burbank Bus lines that includes parking for Metro patrons. As part of the Joint Development Agreement, improvements to the Subarea 0 West would be processed through the City's permitting process under Metro's self-permitting authority. Subarea 0 West would relocate the bus station currently on the Project Site, to new bus stops around the G Line Terminus, including new shelters, bus lanes, and other infrastructure. No bus service would be reduced as part of the work.

The Project Site is located within the North Hollywood - Valley Village Community Plan area, which was adopted by the City Council in 1996, and is identified by the Community Plan as

the center of the North Hollywood Business District, North Hollywood Arts District, and “North Hollywood Center.”

Under the Specific Plan, the Project could develop up to 1,527 residential units (including 1,216 market-rate units and 311 affordable units), 105,125 square feet of commercial space, and 580,374 square feet of office space. In addition, 55 additional units reserved for Moderate Income Households would be provided as part of the Development Agreement (Case No. CPC-2019-7240-DA), contingent upon its execution by the Applicant, for a total of 1,161 market-rate units and 366 affordable units. The Project’s mix of uses and intensity are consistent with the Framework Element goals, policies, and objectives described above as the requested legislative actions provide for a new Regional Center Land Use Designation, a Specific Plan, and Sign District that plans for and focuses development around a transit station that currently serves as the functional center of North Hollywood. Specifically, the Project is consistent with identified opportunities for planned growth of the North Hollywood – Valley Village Community Plan, by locating new housing, jobs for retail, restaurant, and office uses, and amenities serving the existing community proximate to the Metro B and G lines.

The Project Site is surrounded by high-density multifamily development ranging in height from three to 14 stories, with this development pattern continuing south on Lankershim Boulevard beyond Magnolia Boulevard, and lower-scale residential uses further to the north. The Project responds to these existing conditions by focusing taller building heights and intensity of development along Lankershim Boulevard, with buildings of reduced scale closer to the residential neighborhoods to the north.

The Project would include approximately two acres of publicly accessible open space within three publicly accessible plazas, generally located around the eastern Metro B Line portal, with ground floor commercial uses surrounding the open space and transit portal as part of Subareas 1 and 5/6. The Project would also include a District Way, a “Shared Street” which be open to all modes of mobility including driving, walking, and biking. A Shared Street prioritizes pedestrians, raising the road to the same level as the adjacent sidewalks, including tactile materials for the visually impaired, and planting and other design elements to signify to drivers, residents, and transit users that the roadway is a pedestrian-oriented space. District Way would extend the publicly accessible open space and pedestrian access to the east through the center of the Project Site. Streetscape treatments that would include street trees, street furniture, and consistent paving materials would also be provided along the perimeter of the Project Site, pursuant to the Streetscape Plan. The combination of open space, shared street, and streetscape elements would provide for an inviting pedestrian-focused environment through and around the Site, creating a sense of place and promoting pedestrian activities.

The District NoHo Specific Plan also includes required public right-of-way improvements, such as new sidewalks, curbs, and gutters along each segment of streets fronting the Project; pedestrian improvements, such as new crosswalks and pedestrian signals; and bicycle improvements, such as new bike lanes along Chandler Boulevard and Fair Avenue. These improvements support the City’s efforts to improve bicycle infrastructure in the area, including the Chandler Avenue Gap Closure Bike Project and the Lankershim Boulevard bike improvements, which serve to connect the Burbank Bike Path with the Orange Line Bike Path, the Project Site being the last gap in a bike way that connects Chatsworth and Burbank. The Project would also provide a Metro Bike Hub, as well as bicycle parking for the development, pursuant to Specific Plan standards. These improvements, in conjunction with the publicly accessible open space and pedestrian amenities, supports bicyclists and pedestrians, as well as transit riders, by providing safe connections to housing, commercial spaces, office uses, and transit facilities.

The Project also includes a Sign District that would focus architecturally integrated digital signage and supergraphics around the public transit infrastructure, and additional signage opportunities for commercial and office space, providing for a prominent economic hub. The Sign District would complement the placemaking elements of the Project that promote pedestrian activity and reinforce the regional draw to a Site that is well served by transit, further supporting the Framework Element goals as a Regional Center.

Separately, Metro improvements to the existing eastern subway portal would include a new subway portal west of Lankershim Boulevard and the Metro G Line terminus, per the Joint Development Agreement. While the improvements are not before the City for decision, this part of the Project work scope is consistent with and exemplifies the General Plan Framework Element Land Use goals, objectives, and policies related to planning for development around new public infrastructure, increasing density around public transit facilities, and designing pedestrian-oriented and high-quality development which serve as hubs of activity around new or planned transit stations.

The proposed General Plan Amendment would add a new Regional Center Land Use Designation to the Community Plan allowing for the Community Plan to adapt to changing conditions in the neighborhood, which includes the North Hollywood Business District, which was developed consistent with the goals, objectives, and policies of the Regional Center goals, and the Project Site to be developed consistent with this existing pattern while providing for future flexibility for other developments. The General Plan Amendment would also establish the DNSP Zone as a corresponding zone for the Regional Center Land Use; and the proposed Code Amendment would establish the DNSP as a Zone in the LAMC, allowing for the Specific Plan to be implemented as the regulatory document for the Project Site.

As such, the Project and associated Legislative Actions are consistent with the applicable goals, objectives, and policies in the Land Use Chapter of the Framework Element.

Chapter 4: Housing

Goal 4A: *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

Objective 4.1: *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

Policy 4.1.4: *Reduce overcrowded housing conditions by providing incentives to encourage development of family-size units.*

Policy 4.1.7: *Establish incentives for the development of housing units appropriate for families with children and larger families.*

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.*

Policy 4.2.1: *Offer incentives to include housing for very low- and low-income households in mixed-use developments.*

The Project proposes up to 1,527 residential units (including up to 366 affordable units), 105,125 square feet of commercial space, and 580,374 square feet of office space, above the

Metro B Line North Hollywood Station, Metro G Line terminus, and multiple bus stops. In compliance with LAMC Section 11.5.11, the City's affordable housing and labor standards voter approved initiative, associated with legislative actions which result in an increase of allowable residential floor area, density or height, the Project provides a minimum of 142 units restricted for Low-Income households. As part of a Joint Development Agreement with Metro, additional restricted affordable units would also be provided onsite, for a total of 311 units restricted for Low-Income households required as part of the Specific Plan. As part of a Development Agreement between the City and the Applicant (Case No. CPC-2019-7240-DA), an additional 55 units reserved for Moderate Income Households would be provided as part of the public benefits associated with that agreement, contingent upon execution of the agreement. In conjunction with the Development Agreement, up to 366 income restricted units would be provided as part of the Project. The new Regional Center Land Use Designation would allow a higher density in the Community Plan area, and allows the Project to propose additional affordable housing, while allowing for the Community Plan to adapt to changing conditions. The Code Amendment and corresponding General Plan Amendment would facilitate the Specific Plan, allowing the Project to develop a mix of unit types available at different income levels above a transit station and within the center of the North Hollywood neighborhood, an active center with amenities, housing, and jobs. Therefore, the Project and associated legislative actions are consistent with the applicable goals, objectives, and policies of the Housing Chapter of the General Plan Framework Element.

Chapter 5: Urban Form and Neighborhood Design

Goal 5A: *A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*

Objective 5.2: *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.*

Policy 5.2.1: *Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided.*

Objective 5.5: *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

Policy 5.5.4: *Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.*

Objective 5.9: *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.*

Policy 5.9.1: *Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.*

Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.

The Project proposes a multi-phased, mixed-use development to replace a surface parking lot that serves as a park and ride for the Metro B Line, Metro G Line, and bus station for multiple bus lines that would be shaped through a new Specific Plan, which includes standards and requirements that will ensure the quality of development of each phase of the Project, independent of when the building is built, while creating a cohesive and uniform pedestrian environment and public right-of-way across the Project Site. In addition, the Specific Plan would ensure pedestrian-scaled development to complement publicly accessible open spaces around the existing transit stations and along Lankershim Boulevard and Chandler Boulevard.

The proposed Specific Plan includes objective Design Standards (Appendix D of the Specific Plan) tailored to achieve a high-quality design, activate the ground floor of each building with commercial uses, residential lobbies, amenities, and uses with minimum transparency standards, along with massing, articulation, and parking screening standards, and substantial design conformance with the approved Specific Plan, Appendix A, Initial Development Plans. The Project is located in the North Hollywood Arts District, a community that has developed mostly around the Metro stations and along Lankershim Boulevard south to Magnolia Boulevard. The Project would further enhance the community center based around the Metro stations by introducing new residents, commercial space, office space, publicly accessible open space, and transportation improvements to the area. The proposed Design Standards would ensure the development of a high quality, mixed-use development, commensurate with those above or adjacent to other transit stations throughout the City that serve as centers of activity.

The Specific Plan also includes the Streetscape Plan (Appendix F to the Specific Plan), which would further the goals of the Framework Element by requiring uniform standards for public right-of-way improvements for all projects within the Specific Plan area. The Streetscape Plan includes planting requirements, sidewalk materials, street furniture requirements, irrigation, and other maintenance requirements, corresponding with dedication and improvement standards as required by the Specific Plan.

Finally, the Project includes a Sign District that would focus architecturally integrated digital signage and supergraphics around the public transit infrastructure, complementing the placemaking of the publicly accessible open space and commercial uses. The signage would complement the placemaking elements of the Project that promote pedestrian activity and reinforce the regional draw to the site that is well served by transit, further supporting the Framework Element goals related to the Site as a Regional Center.

The Code Amendment and General Plan Amendment would establish a new Regional Center Land Use Designation and corresponding DNSP Zone for the North Hollywood – Valley Village Community Plan. The new Regional Center designation corresponds to the intensity of development, pedestrian activity, and regional attraction identified in the goals listed above. The Project Site is currently in an underdeveloped geographical center surrounded by development that exhibits elements of a Regional Center related to neighborhood design, safety, and pedestrian amenities. The General Plan Amendment would propose a designation that is consistent with the changing conditions in the Community Plan, and to provide flexibility for future development.

Therefore, the Project and associated Legislative Actions would be consistent with the Urban Form and Neighborhood Design Chapter of the Framework Element.

Chapter 6: Open Space and Conservation

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.*

Objective 6.4: *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.*

Policy 6.4.4: *Consider open space an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live.*

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.*

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*
- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise.*

Policy 6.4.9: *Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.*

The Project proposes multiple publicly accessible open spaces throughout the Project Site, totaling 87,225 sq. ft., or approximately two acres, in total. These areas are located in Subareas 1, 4, and 5/6. The Subareas include "blocks" or the buildings occupying the subareas, with the Central Open Space centered around the Metro B Line Portal on the east side of Lankershim Boulevard, in between Subarea1 and the Metro portal, as well as an area within Subarea 5/6, referred to by the Specific Plan as the "Transit Plaza" and "NoHo Square", respectively. Additionally, along Chandler Boulevard from Fair Avenue to Lankershim Boulevard, the Project includes publicly accessible open space that is landscaped, "The Promenade," facilitating pedestrian access from east to west fronting Subareas 4, and 5/6.

The Transit Plaza would mainly serve the existing Metro portal, proposed to be refurbished as part of the Joint Development Agreement, providing an outdoor area comprised of planters, seating, outdoor dining, metro bike share, ADA improvements, and outdoor gathering spaces, that connects to transit facilities. In addition to planted and landscaped areas, the Plaza would provide consistent sidewalk material, street trees, and street furniture in compliance with the Streetscape Plan.

The NoHo Square would include an outdoor movie screen on Subarea 5/6, outdoor seating, outdoor dining space for Subarea 5, a lawn referred to as the "NoHo Square Terraced Green," a multi-use stage, landscaped planters, trees, wood decking, and seating. The NoHo Square

is envisioned as a center of the community, with community programming organized via Metro or the Applicant, including movie screenings, outdoor performances, or other events.

Finally, “The Promenade” is a stretch of publicly accessible open space along Chandler Boulevard fronting along the southern side of Subareas 4 and 5/6. The Promenade is comprised of wide sidewalks lined by trees, intended to be used as a wide pedestrian walkway, with colonnades of trees and connection to NoHo Square.

The open space areas complement and connect to the North Hollywood Park located to the west, as well as the Chandler Bike Path, linking these pedestrian-friendly areas with transportation options. The Project would also provide common and private open space for tenants in each residential building, as well as open space for employees of the office buildings.

Therefore, the Project and associated Legislative Actions are consistent with the General Plan Framework Element Open Space chapter.

Chapter 7: Economic Development

Goal 7A: *A vibrant economically revitalized City.*

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.*

Policy 7.2.2: *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

Policy 7.2.3: *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

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.*

Policy 7.2.6: *Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.*

Policy 7.6.1: *Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors.*

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.*

Policy 7.9.1: *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.*

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.

The Project proposes a large mixed-use development, with up to 1,527 residential units (including up to 366 affordable units), 105,125 square feet of commercial space, and 580,374 square feet of office space above the Metro B Line and adjacent to the Metro G Line North Hollywood Stations. The Project provides publicly accessible open space, public art, and active transportation improvements, such as a Metro Bike Hub (a condition of the Joint Development Agreement). The North Hollywood Station is the focal point of the North Hollywood Arts District and the center of activity in the area. The mix of uses, housing types and affordability levels would support the City's goals to locate uses above transit to further economic development and economic stability within neighborhoods and centers.

The Project is supportive of active transportation modes as it has a pedestrian-oriented design, provides bicycle parking, and would be located above a Metro B Line Station that would lead to a reduction in driving, congestion, and air emissions, and lower costs to businesses and commuters, contributing to a higher quality of life. Further, the Project has been designed to be equivalent to the Leadership in Energy and Environmental Design (LEED) Silver – Green Building Rating System standards to reduce energy consumption, and ensuring environmental quality.

The Project includes a Sign District that would focus architecturally integrated digital signage and supergraphics around the public transit infrastructure, complementing the placemaking of the publicly accessible open space and commercial uses. The additional signage opportunities and commercial and office space provide for a resilient and prominent economic hub. The signage would complement the placemaking elements of the Project that promote pedestrian activity and further reinforce the regional draw to the site that is well served by transit, further supporting the Framework Element goals related to the Site as a Regional Center.

The proposed General Plan Amendment would also allow for the Community Plan to respond to changing economic conditions in the North Hollywood Business District by allowing for more flexibility in development of future uses within the economic core of the Plan area.

Therefore, the Project and associated Legislative Actions are consistent with the Economic Development Chapter of the Framework Element.

B. Mobility Plan 2035

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project would be in conformance with following policies of the Mobility Element as described below.

Chapter 2: World Class Infrastructure

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.

Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Chapter 3: Access for All Angelenos

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.

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.

Policy 3.8: Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.

Chapter 5: Clean Environments & Healthy Communities

Policy 5.1: Encourage the development of a sustainable transportation system that promotes environmental and public health.

Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The Project would locate up to 1,527 residential units (including up to 366 affordable units), 105,125 square feet of commercial space, and 580,374 square feet of office space adjacent to the Metro G Line terminus, and above the Metro B Line North Hollywood Station which includes bus stops in a park and ride facility. The Project also includes publicly accessible open space, a “shared street” within the Specific Plan boundaries, a Streetscape Plan that would create a consistent pedestrian environment throughout the Project Site, and improvements to bike and transit infrastructure.

The design of each building is pedestrian-oriented and includes ground floor active uses, shading, and access to publicly accessible open spaces envisioned as community performance spaces. The Specific Plan includes Design Standards that would ensure the same quality of development on the Project Site in perpetuity. While the Specific Plan includes its own bicycle parking requirements, the Project would provide adequate bicycle facilities commensurate with facility and siting requirements to the LAMC. The Project also includes a Transportation Demand Management (TDM) program as a Project Design Feature (PDF), as discussed in Section IV.K of the EIR, which includes strategies to further reduce Vehicle Miles Traveled (VMT). The Project supports the Mobility Plan by providing the appropriate mix of uses, intensity, pedestrian orientation, and additional mobility components to encourage alternative means of transportation, VMT reduction, and maximized potential of development above and adjacent to transit stations.

While the Project does not propose dedication requirements per the Mobility Plan, adequate pedestrian access would be maintained, and to facilitate the development. Additionally, as the land will remain under Metro ownership for the foreseeable future, public access will be ensured.

The Specific Plan also includes programs for physical improvements and the Los Angeles Department of Transportation (LADOT) required transportation improvements across the Project Site, which would ensure uniform quality of sidewalk materials, predictable phasing, and, in conjunction with the proposed Streetscape Plan, promote pedestrian activity. LADOT-

required transportation improvements include upgraded crosswalks and pedestrian signals, bus lanes, and traffic system improvements. Development under the Specific Plan would provide an orderly and uniform process with predictable delivery of physical improvements throughout the Project phasing.

Finally, the Project includes improvements to the bicycle network, with new lanes proposed on Chandler Boulevard and Fair Avenue that connect to the LADOT Chandler Bikeway Gap Closure Project, bridging the remaining gap between Burbank and Chatsworth. The Project would provide safe access for cyclists to new uses, upgraded transportation options, and open space. Additionally, the Project has been designed as to not conflict with the LADOT Chandler Bikeway Gap Closure Project improvements, or Lankershim Boulevard Bikeway Project, but would install a new bike crossing light along the Lankershim Bike Lane and has designed its bike lanes and proposed bus lanes to be compatible with the improvements.

Therefore, the Project and associated Legislative Actions are consistent with the goals and policies of the Mobility Plan 2035.

C. Health and Wellness Element

Adopted in March 2015 with a technical update in 2021, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project would be consistent with the following policies of the Health and Wellness Element:

Chapter 2: A City Built for Health

***Policy 2.2:** Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*

Chapter 5: An Environment Where Life Thrives

***Policy 5.1:** Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*

***Policy 5.7:** Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.*

D. Air Quality Element

Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective 4.2: Reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Policy 4.2.1: *Revise the City's General Plan / Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.*

Policy 4.2.2: *Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.*

Policy 4.2.3: *Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*

Policy 4.2.5: *Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.*

The Project Site is located within the center of the North Hollywood Arts District, served by the Metro B and Metro G Lines, which located below and adjacent to the Site, respectively, with additional municipal bus lines currently serving a park and ride facility that will be relocated as part of the JDA scope. The Project proposes a mixed-use development with a high intensity and balanced mix of residential and commercial uses, that would locate new residents above two transit lines, while including new commercial uses accessible to future residents and current transit patrons and members of the community. The Project also includes a pedestrian-oriented design, Streetscape Plan, public right-of-way improvements, transportation improvements such as crosswalks, and will include two acres of publicly accessible open space.

The Project would be required by the Joint Development Agreement to enhance access to the Metro B Line with refurbished and new portals, and Metro G Line terminus improvements that include relocating on-site bus stops to on-street stops around the Metro G Line terminus along the north and south spans of Chandler Boulevard.

The Project also includes a Specific Plan that includes regulations for bicycle and vehicle parking, transportation improvements, and Design Standards and a Streetscape Plan that are tailored to the Project Site and surrounding area. The Specific Plan would ensure adequate bicycle parking is provided onsite for both residents, visitors, and transit patrons; and the use of pedestrian-oriented ground floor elements such as awnings, high transparency ground floors, active uses, and landscaping, which would promote walking and cycling throughout and around the Project Site, in addition reducing vehicle usage by providing direct access to transit onsite. The inclusion of affordable housing, ground floor uses, and publicly accessible open space ensure equity while improving air quality through reduced vehicle usage. This type and quality of development would be provided in perpetuity for any project proposed within the boundaries of the Specific Plan.

In addition, the Project's commitment to LEED Silver and location near major transit lines would help reduce its energy and emission footprint, and the per capita greenhouse gas emissions of the employees and visitors from private automobile travel. The Project provides service amenities and building features to improve the health and air quality for current and future users of the Site, such as Electric Vehicle (EV) parking, LEED Silver certification, and ample tree planting.

By providing a mix of uses and other Project components promote pedestrian activity, transit use, reduce VMT, provide open space, housing, employment opportunities, and increased access to goods and services within walking distance for the surrounding neighborhood, the Project would promote a healthy built environment, encourage healthy living and working conditions, reduce air pollution, and reduce per capita greenhouse gas emissions. Therefore,

the Project and associated Legislative Actions are consistent with the goals and policies of the Health and Wellness and Air Quality Elements.

E. 2021-2029 Housing Element

The City's Housing Element for 2021-2029 was adopted by City Council on June 14, 2022. The Project would meet the objectives and policies set forth in the Housing Element as described below.

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.*

Policy 1.1.2: *Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.*

Policy 1.1.7: *Incentivize production of mixed-income and 100% Affordable Housing projects by rezoning for more inclusive development at densities that enable their construction in every geography.*

Objective 1.2: *Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.*

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.*

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.*

Policy 1.2.10: *Prioritize the development of Affordable Housing on public land.*

Objective 1.3: *Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.*

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.*

Goal 3: *A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.*

Objective 3.1: *Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.*

Policy 3.1.2: *Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.*

Policy 3.1.3: *Develop and implement design standards that promote quality residential development.*

Policy 3.1.4: *Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts.*

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.*

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.*

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.*

Policy 3.2.5: *Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.*

The Project would locate up to 1,527 residential units (including up to 366 affordable units), 105,125 square feet of commercial space, and 580,374 square feet of office space adjacent to the Metro G Line terminus, and above the Metro B Line North Hollywood Station which includes bus stops in a park and ride facility. The Project also includes publicly accessible open space, a “shared street” within the Specific Plan boundaries, a Streetscape Plan that would create a consistent pedestrian environment throughout the Project Site, and improvements to bike and transit infrastructure. The design of each building is pedestrian-oriented and includes ground floor active uses, shading, and access to publicly accessible open spaces envisioned as community performance spaces. The Specific Plan includes Design Standards that would ensure the same quality of development on the Project Site. While the Specific Plan includes its own bicycle parking requirements, the Project would provide adequate bicycle facilities commensurate with facility and siting requirements to the LAMC.

The Specific Plan requires 311 affordable units available to Low Income households be provided, for which the Applicant has proposed to locate within two individual buildings that may be developed independently from the other components of the Project, allowing for flexibility in attaining funding. The Los Angeles Housing Department (LAHD) responded to a request for input on this model in a letter to the Planning Department July 20, 2022, the model was deemed appropriate for the unique circumstances of the Project. These two buildings contain a mix of unit types ranging from studios to three-bedrooms; as well as the requisite residential open space to be provided in compliance with the Specific Plan. The City has afforded the developer additional regulatory flexibility to construct these two buildings in this specific arrangement in an effort to streamline construction and support flexibility in attaining funding for these affordable units. As part of a Development Agreement between the City and the Applicant (Case No. CPC-2019-7240-DA), 55 units reserved for Moderate Income Households would be provided as part of the public benefits associated with that agreement, contingent upon execution of the agreement. In conjunction with the Development Agreement, up to 366 units of income restricted units would be provided as part of the Project.

In addition, all buildings would be built equivalent to LEED Silver standards, and be required to comply with CalGreen regulations at the time of construction, ensuring the buildings will be

water efficient, energy efficient, and use interior materials that are not hazardous to human health.

The Project entitlement requests include changes to the Community Plan and Site zoning to increase the development potential on site, allowing for more housing, uses, and associated activity located on the same public land that is served by transit facilities including the Metro B Line. Additionally, The Project also includes a Specific Plan that includes regulations for bicycle and vehicle parking, transportation improvements, and Design Standards and a Streetscape Plan that are tailored to the Project Site and surrounding area. The Specific Plan would ensure adequate bicycle parking is provided onsite for both residents, visitors, and transit patrons; and the use of pedestrian-oriented ground floor elements such as awnings, high transparency ground floors, active uses, and landscaping, which would promote walking and cycling throughout and around the Project Site, in addition reducing vehicle usage by providing direct access to transit onsite. The DNSP would ensure high quality design that creates a sense of place through requiring the construction of the proposed publicly accessible open space, pedestrian oriented ground floors throughout the site, varied architectural materials and elements. Further, as the Project includes and is adjacent to historic resources, the DNSP would ensure that new development would be designed to be compatible with existing historic buildings located on-site or directly adjacent, while allowing for new housing production. The inclusion of affordable housing, ground floor uses, and open space seek to ensure equity while improving air quality through reduced vehicle usage. This type and quality of development would be provided in perpetuity for any project proposed within the boundaries of the Specific Plan. The Project provides affordable housing, active ground floor uses, and publicly accessible open space.

Therefore, the Project and associated Legislative Actions are consistent with the goals and policies of the Housing Element of the General Plan.

F. Land Use Element – North Hollywood – Valley Village Community Plan

The Project Site is located within the Hollywood Community Plan Area, which was last adopted by the City Council on May 14, 1996. The Community Plan designates the Property with the following land use designations: Community Commercial, Commercial Manufacturing and Public Facilities. As part of the requested legislative actions, the General Plan Amendment would amend the Community Plan to add a new Regional Center General Plan Land Use Designation to the Community Plan, redesignate the Project Site from its current land use designations of Community Commercial, Commercial Manufacturing, and Public Facilities to Regional Center, and to add the DNSP Zone as a corresponding Zone for Regional Center land use designation, and that other zones would not be precluded from being added as corresponding zones through the proper legislative approvals. The Project also includes a Zone Change and Height District Change to change the Site zoning to the DNSP Zone, and a Code Amendment to add the DNSP Zone to the LAMC.

The Project would be in conformance with the following applicable purposes, objectives, and policies of the North Hollywood – Valley Village Community Plan:

Purpose:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Improving the function, design and economic vitality of the commercial corridors.

- Maximizing the development opportunities of the future rail transit system while minimizing any adverse impacts.
- The development of a North Hollywood Art Craft District centered in the central business district along Lankershim.

Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected in the year 2010.

Objective 3: 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.

- To provide multiple- dwelling units for those who cannot afford or do not desire to own their own home, emphasizing the area surrounding the North Hollywood Business District.*

Objective 4: To promote economic wellbeing and public convenience through:

- Allocating and distributing commercial lands for retail, service and office facilities, with adequate off-street parking in quantities and patterns based on accepted planning principles and standards; retaining viable commercial frontages with provision for concentrated development and redesigning underutilized strip commercial zoning to more appropriate uses; and improving the appearance of commercial buildings along the major arteries.*

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:

- Providing neighborhood park and recreational facilities, including bicycle paths that utilize rights-of-way and other public lands where feasible*

Objective 6: To make provisions for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.

Objective 7: To encourage open space for recreational uses for the enjoyment of both local residents and persons throughout the Los Angeles region.

Objective 8: To improve the visual environment of the community and, in particular, to strengthen and enhance its image and identity. To discourage the distasteful array of signs and billboards located along the major arteries of the community.

The Plan generally contains land use policies toward furthering development of the community, with concentration of new residential and commercial development within the "North Hollywood Center" which connects to the rest of the City via the rapid transit network, new public facilities such as parks and transit infrastructure, and land uses which accommodate planned growth into 2010.

As mentioned, the Project is requesting multiple legislative actions including a General Plan Amendment, Zone Change and Height District Change, Specific Plan, Sign District, and Building Line Removal, to facilitate the demolition of 49,111 square feet of industrial/

warehouse uses and surface parking lots currently serving as a Metro park and ride, and relocation of the on-site bus station to allow for the development of a multi-phased, mixed-use development, to include up to 1,527 residential units (including up to 366 affordable units), 105,125 sq. ft. of retail/restaurant uses, and 580,374 sq. ft. of office space, on a 16-acre site.

The establishment of the Specific Plan would serve as the regulatory document for development on the Project Site including but not limited to use, height, density, massing, open space, and public improvements. The Specific Plan includes additional elements that have been tailored to the Project Site and surrounding area, such as Design Standards, Street Standards, transportation improvements, a Streetscape Plan, an alcohol license program, and as part of the Metro Joint Development Agreement further transit, bicycle, and other physical improvements to the public realm. The development of the Specific Plan would be phased occurring over multiple years, with projected completion as early as 2035, facilitating orderly development of the Project Site.

The Project Site is the center of the NoHo Arts District, North Hollywood Business District and North Hollywood Center by virtue of the transit facilities located above and adjacent to the Project Site, but is currently underdeveloped. The Project would maximize its development potential by providing a high intensity mix of residential, commercial, and office uses on public land shared by these facilities while. Currently, the land is owned by Metro, precluding development on the Site which currently serves as large park and ride facility, while the surrounding area is comprised of dense, mixed-use development. The Project has been designed to change scale and intensity in response to the existing development and focus of the transit portals.

The mix of commercial, residential, and office uses which would support the economic well-being of the surrounding NoHo Arts District, North Hollywood Business District, North Hollywood Center, and improve public convenience by locating new office space, restaurant, retail, and other commercial uses, within these existing hubs of activity; serve existing residents of the community; and introduce new residents to support existing businesses.

In conjunction with improvements to the public right-of-way, existing and proposed streetscape, and transit and bicycle infrastructure, the Project would improve the existing commercial corridor along Lankershim Boulevard with new uses and physical improvements. The Specific Plan includes Design Standards that require pedestrian-oriented design throughout the Project Site by utilizing ground floor commercial uses as tools to establish a sense of place within the development, and creating a vibrant district around the new uses, transit, and open space. The Project also includes a Sign District, which would further enhance placemaking within the Project Site and, in conjunction with the Streetscape Plan, would enhance the vibrancy and attractiveness of the Lankershim corridor and support the economic vitality of the center.

The Project includes residential uses with multiple unit configurations, affordability levels for various income levels, and private open space to support the well-being of the resulting tenants; as well as public open space focused around the transit facilities, supporting transit patrons, existing and new residents with landscaped open space and opportunities for community programming, such as movies or live music.

Overall, these improvements support the mobility needs of the Community Plan area, future Project residents, and transit patrons visiting the area.

The Project includes a Sign District to regulate new signage throughout the Site, including both on- and off-site advertising, static wall-mounted signs and murals, ground-mounted signage, and digital displays. Additionally, the Sign District includes requirements for removal

of existing signs in exchange for permitting new signage, reducing signage in the Community Plan area, while creating an orderly signage program for the new development. The Sign District and Design Standards of the Specific Plan have been developed with a focus on signage as a placemaking tool around the Publicly Accessible Open Space and throughout the Project, resulting in a destination with signage that enhances its imaged and identity, rather than an array of advertising and signage.

Therefore, the Project and associated Legislative Actions would be in conformance with the North Hollywood – Valley Village Community Plan.

G. The Sewerage Facilities Element. This element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the Project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Project.

3. Charter Finding. The Project and Legislative Actions complies with the Charter Section 555 finding. The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

a. Amendment in Whole or in Part. The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the North Hollywood-Valley Village Community Plan, reflecting a change in the social, physical and economic identity of the Project Site since adoption of the Community Plan. The Project is currently designated as Community Commercial, Commercial Manufacturing and Public Facilities and zoned C2-2D-CA, CM-1VL, C4-2D, C4-2D-CA and PF-1VL. The Project proposes a General Plan Amendment to amend the Community Plan to add a new Regional Center General Plan Land Use Designation to the Community Plan; redesignate the Project Site from its current land use designations of Community Commercial, Commercial Manufacturing, and Public Facilities to Regional Center; and to add the DNSP Zone as a corresponding Zone for Regional Center land use designations. Parcels within the DNSP Zone shall comply with the District NoHo Specific Plan as the land use regulatory document governing those parcels.”

The Project Site is 16-acres in size and is significant in social, economic and physical identity as the center of the North Hollywood Business District, Business Improvement District, and North Hollywood Arts District owing to the location of the B Line portals and G Line terminus, as well as a gateway to other transit connections across the Valley. Currently, the land is owned by Metro, precluding development on the Site which currently serves as large park and ride facility, while the surrounding area is comprised of dense, mixed-use development. The neighborhood has expanded and developed around the Project Site, as intended by the Community Plan, which sought to focus development surrounding the transit facilities and established center of the North Hollywood Business District and North Hollywood Arts District.

The addition of the Regional Center Land Use Designation to the Community Plan reflects the designation intended by the Framework Element, and is consistent with the intent of the Community Plan objective to maximize the development potential of the then planned transit facilities. The General Plan Amendment is a necessary update to reflect current development and to fill the gap in development with an appropriately scaled Project that

includes on-site affordable housing, open space, and new commercial and office uses to support and expand the Business District.

Therefore, the General Plan amendment for the Project will contribute to and strengthen an area which has significant social, economic or physical identity.

b. Initiation of Amendments. In compliance with this sub-section, on November 26, 2019, the Director of Planning signed a General Plan Initiation form for the Project.

c. Commission and Mayoral Recommendations. The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32 C.3. An initial public hearing was scheduled, duly noticed, and held in virtually on July 26, 2023. A Limited Public Hearing was scheduled and duly noticed for the City Planning Commission meeting on September 28, 2023. The City Planning Commission shall make its recommendation to the Mayor and City Council.

- 4. Charter Finding – City Charter Finding 556,** The Project Is In Substantial Conformance With the Purposes, Intent and Provisions of the General Plan. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission’s findings and recommendations, the Council shall make its own findings.

The 16 acre Project Site is located within the North Hollywood- Valley Village Community Plan, which is one of 35 Community Plans comprising the Land Use Element of the General Plan. The General Plan Amendment would amend the Community Plan to add a new Regional Center General Plan Land Use Designation to the Community Plan; redesignate the Project Site from its current land use designations of Community Commercial, Commercial Manufacturing, and Public Facilities to Regional Center; and to add the District NoHo Specific Plan (DNSP) Zone as a corresponding Zone for Regional Center land use designations. The Project also includes a Zone Change and Height District Change to change the zoning of the Project Site from C2-2D-CA, CM-1VL, C4-2D, C4-2D-CA, and PF-1VL to the District NoHo Specific Plan (DNSP) Zone; and a Code Amendment to add the DNSP Zone to LAMC Section 12.04 and add the District Noho Specific Plan to LAMC Section 12.16.10. The requests would result in a coherent and consistent land use designation for the Project Site, consistent with the character the community surrounding the Project Site which has developed in a manner similar to the character of a Regional Center as well as the necessary zoning actions to establish the DNSP and incorporate it into the LAMC.

The Director-initiated General Plan Amendment and requested Zone and Height District Change, Specific Plan, Sign District, Building Line Removal, and Code Amendment are in substantial conformance with the purposes, intent, and provisions of the General Plan, as explained below.

The proposed Project includes the demolition of 49,111 square feet of industrial/warehouse uses and surface parking lots currently serving as a Metro park and ride facility to allow for the construction, use and maintenance of a multi-phased, mixed-use development. The Specific Plan allows for the maximum development of up to 1,527 residential units (including up to 366 affordable units), 105,125 sq. ft. of retail/restaurant uses, and 580,374 sq. ft. of office space, for a total of 2,209,027 sq. ft. of new floor area on a 16-acre site, resulting in a FAR of 3.16:1. The maximum development would be required to provide open space for residents of the Project and an additional 87,225 sq. ft. of publicly accessible open space. The proposed uses would be located within several buildings ranging in height from one to 28 stories, with up to four subterranean parking levels.

The Project, as shown in Specific Plan, Appendix A, Initial Development Plans, proposes up to 1,481 residential units (including 1,115 market-rate units and 366 affordable units), 56,944 sq. ft. of retail/restaurant uses, and 442,475 sq. ft. of office space for a total of 1,850,638 sq. ft. of new floor area, resulting in an FAR of 2.64:1. The Project would include approximately two acres of publicly accessible open space within three publicly accessible plazas, generally located around the eastern Metro B Line portal. For the purposes of this finding, the Project discussed below would reflect the maximum development under the Specific Plan.

The Project is requesting the establishment of the District NoHo Specific Plan (Specific Plan) to guide the development onsite by regulating standards through eight Subareas that are tailored to the specific uses and type of development on the Project Site. The Project would be developed in phases by Subarea, with full build out as early as 2035. Accordingly, the Specific Plan would establish clear, comprehensive regulations for each phase of development including, but not limited to use, height, density, massing, open space, bicycle parking, vehicle parking, and public improvements. The Specific Plan also includes additional regulations within appendices, such as objective Design Standards, the District NoHo Streetscape Plan (Streetscape Plan), and standard conditions for alcohol licensing and sales.

The Project also proposes the District NoHo Sign District (Sign District) aimed to implement signage as a placemaking tool by integrating digital displays and supergraphics into the high activity areas of the Project Site, while allowing for more unique monument or wall signs throughout. The proposed Sign District is intended to establish signage quantity and size limits for the Project Site, and to regulate illumination, animation standards, refresh rates, and a signage removal program or “take-down ratio.”

Finally, the Project includes a Building Line Removal along Tujunga Avenue between an alleyway and Chandler Boulevard to facilitate the construction of affordable housing in Subarea 7 and improvements to the Metro G Line in Subarea 0 west.

The establishment of the Specific Plan would serve as the regulatory document for development on the Project Site including but not limited to use, height, density, massing, open space, and public improvements. The Specific Plan includes additional elements that have been tailored to the Project Site and surrounding area, such as Design Standards, Street Standards, transportation improvements, a Streetscape Plan, an alcohol license program, and as part of the Metro Joint Development Agreement further transit, bicycle, and other physical improvements to the public realm. The development of the Specific Plan would be phased occurring over multiple years, with projected completion as early as 2035, facilitating orderly development of the Project Site

Additionally, the legal standard that governs whether a project will be consistent with applicable land use policies is whether it will be in harmony with the applicable land use plan. State law does not require an exact match between a proposed project and the applicable general plan. To be consistent with a general plan, a project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning, the project must be in agreement or harmony with the applicable plan. Moreover, an action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

As detailed in Findings No. 1-4 above, and incorporated here by reference, the initiated General Plan Amendment and Code Amendment complies with Los Angeles City Charter Section 555 and it is in substantial conformance with the purposes, intent and provision of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element, Air Quality Element, and the Land Use Element –

North Hollywood – Valley Village Community Plan, as the Project would utilize the flexibility intended in the Charter and General Plan to amend the zoning and General Plan Land Use Designation for a Site in the center of a community which has fulfilled its previously planned intent and continues to develop along the trajectory of the Community Plan. The Project seeks to build on this evolution, while fulfilling the intent of the General Plan Framework Element which identifies the Site as a Regional Center, a designation which calls for higher intensity development, especially around transit facilities. The Community Plan identifies the Site as a significant opportunity that should see its potential maximized owing to the transit facilities onsite and its location within Community Plan-identified centers of development. The proposed General Plan Amendment and Code Amendment would fulfill the intent of the associated plans by allowing for a greater scale of development on land shared by transit facilities, fulfilling many of the goals, objectives, and policies of various elements of the General Plan, which generally seek to promote transit-oriented development within defined centers.

As detailed in Findings No. 1 and 2 above, and incorporated here by reference, the Project would further support the purposes, intent, and provisions of the General Plan as the Project would provide mixed income housing, commercial uses, office uses, publicly accessible open space, public right of way improvements, and a pedestrian oriented design on land shared by transit facilities. The Project would further be built to environmentally responsible standards with LEED Silver designation, additional water saving requirements from Los Angeles Department of Water and Power (LADWP), and compliance with State building codes. The Project would provide the existing community with new commercial and office uses, as well as introducing additional residents into the center of the North Hollywood Business District and North Hollywood Arts District. Additionally, the new commercial and office uses will further support the vitality of the area, while the proposed Sign District will enhance the vibrancy and attractiveness of the Lankershim Boulevard corridor, as well as augmenting the Project's placemaking around the Metro portal. The Project would maximize opportunities from transit options onsite, as they would provide alternatives for future residents, and serve transit patrons and the existing community by locating additional commercial uses onsite. The Project, as discussed above, supports the General Plan further by including housing opportunities for multiple income levels and in multiple configurations, open space, streetscape improvements, physical improvements, and transportation improvements directly adjacent to transit.

Both the General Plan and Community Plan allow for amendments which can adapt to changing conditions. The requested General Plan Amendment, Specific Plan, and Code Amendment utilize that flexibility to allow for a Joint Development Project and Specific Plan which include public benefits, affordable housing, physical improvements, all on land shared by transit.

5. **Charter Finding – City Charter Finding 558.** The proposed Amendment to the North Hollywood – Valley Village Community Plan and Code Amendment will be in conformance with public necessity, convenience, general welfare and good zoning practice, as described below. The Project is also in substantial conformance with the purposes, intent and provisions of the General Plan as discussed in Finding Nos. 1 through 4 discussed above, and incorporated here by reference.

The General Plan Amendment would amend the North Hollywood – Valley Village Community Plan to add a new General Plan Land Use Designation to the Community Plan, Regional Center, redesignate the site from its current land use designations of Community Commercial, Commercial Manufacturing, and Public Facilities to Regional Center, and to add District NoHo Specific Plan Zone (DNSP) as a corresponding Zone for Regional Center land use

designation. The Project also includes a Code Amendment to add the DNSP Zone to the LAMC, and a Zone Change and Height District Change to change the Site zoning to the DNSP Zone, applying land use regulations and planning tools for the proposed Project as outlined in the proposed DNSP.

The establishment of the Specific Plan would serve as the regulatory document for development on the Project Site including but not limited to use, height, density, massing, open space, and public improvements. The Specific Plan includes additional elements that have been tailored to the Project Site and surrounding area, such as Design Standards, Street Standards, transportation improvements, a Streetscape Plan, an alcohol license program, and as part of the Metro Joint Development Agreement further transit, bicycle, and other physical improvements to the public realm. The development of the Specific Plan would be phased occurring over multiple years, with projected completion as early as 2035, facilitating orderly development of the Project Site.

Public Necessity. The Project's mix and intensity of uses is a public necessity as it one of the few sites within the City that includes stations for the end point of two transit lines on the same site, and the only transit station that is served by the termini of both a Bus Rapid Transit (BRT) line and Subway, with an additional Bus Rapid Transit line planned for the Site. The current transit lines provide connections to the basin and Downtown LA, while the BRT connects to various locations within the Valley. The proposed BRT line would connect to Eagle Rock and Pasadena, while the existing BRT would connect to a currently under construction Light Rail Line that would connect to the North Valley as far as Pacoima. Maximizing the development on the transit rich site, which serves as the center of the North Hollywood neighborhood, is critical to achieving City goals. Further, as the land is publicly owned and the Project is a Joint Development Project with Metro, the Project is of public necessity as it meets Metro goals for joint development projects.

The Project's location shared by transit stations, and the provision of publicly accessible open space, bicycle parking and a pedestrian-oriented design will help promote the reduction of vehicle trips, supporting City goals and policies to improve air quality and public health. The Project would also include pedestrian, transit, and bicycle infrastructure improvements, augmenting the mobility options in the vicinity. The Project would serve the existing community with new commercial and office uses, as well as bring new residents into the center of the North Hollywood Business District and North Hollywood Arts District. Additionally, the new commercial and office uses will support the economic vitality of the area, while the proposed Sign District will enhance the vibrancy and attractiveness of the Lankershim Boulevard corridor, contributing to the Project's placemaking around the Metro portal.

The Project Site is also located adjacent to proposed, approved or existing mixed-use developments containing various affordability levels, unit types, and unit sizes surrounding the North Hollywood Metro Station. Generally, these mixed-use developments include ground floor commercial along Lankershim Boulevard, and improvements to the public realm, which has transformed the area into a heavily trafficked pedestrian area with shopping, restaurants, services, entertainment, and tourist uses. The Project would include complementary uses, serving residents, workers, tourists, and encourage the use of transit due to its location, helping to maintain North Hollywood's business and residential population for the long-term health of the North Hollywood Center.

Convenience. Approval of the initiated General Plan Amendment from Community Commercial, Commercial Manufacturing, and Public Facilities to Regional Center would facilitate the development of an existing parking lot within the North Hollywood Center, on land currently developed and shared with transit facilities, with a new mixed-use project comprised of mixed-income residential units, neighborhood-serving commercial uses, office uses,

publicly accessible open space, and an improved pedestrian environment. The North Hollywood Business District is designated by the North Hollywood – Valley Village Community Plan as the focal point of the Community Plan area, and the General Plan Long-Range Land Use Diagram designates the Site and surrounding area as a Regional Center. The area is intended to serve as a center of the community, with residents, jobs, amenities, services, and entertainment uses. The concentration of these uses with close proximity to the on-site North Hollywood B Line and G Line Metro Stations and multiple bus lines would be consistent with goals of the General Plan with respect to providing affordable housing and open space, reducing vehicle miles traveled, promoting the improvement of the pedestrian environment, and concentrating housing, commercial uses, and jobs within a Regional Center. The introduction of new residents and services will provide support for surrounding businesses and residents supporting the health of the North Hollywood Business District.

General Welfare. The Project proposes new residential, commercial, and office uses on a Project Site located above and adjacent to the Metro B and Metro G Line stations, respectively, which is currently occupied by a Metro park and ride facility. The Project would relocate the on-site bus stops around the on-site BRT station, while developing the parking lot with a cohesive, multi-phased pedestrian-oriented development. The general welfare of the public is furthered by Projects which reduce VMT and improve air quality which are located in transit adjacent, infill areas, that implement Transportation Demand Management programs, and include public right of way improvements such as the Project. Further, the Project would also replace a parking lot above the transit station, providing housing, services, and jobs, as well as more potential riders to support the transit system. The Project includes publicly accessible open space, affordable housing, transit, and streetscape improvements, improving the Project Site in a wholesale manner from the public right-of-way to the development site.

Good Zoning Practices. As discussed above, the Project proposes new residential, commercial, and office uses on a Site with two Metro stations, which is currently occupied by a Metro park and ride facility. The Project's request to amend the Community Plan reflects good zoning practice, as it amends the Plan to reflect the current conditions around the Project Site, currently, the land is owned by Metro, precluding development on the Site which currently serves as large park and ride facility, while the surrounding area is comprised of dense, mixed-use development. The Project has been designed to change scale and intensity in response to the existing development and focus of the transit portals, allowing for a distinct pedestrian oriented, cohesive, large-scale development to be established at the center of the North Hollywood Business District and North Hollywood Arts District.

The proposed Project is an exemplary development that meets all of the current best practices of transit-oriented development, with the proposed Specific Plan establishing a clear framework for development into the future with regulations including but not limited to use, height, density, massing, open space, and public improvements. The Specific Plan includes additional elements that have been tailored to the Project Site and surrounding area, such as Design Standards, Street Standards, transportation improvements, a Streetscape Plan, an alcohol license program, and as part of the Metro Joint Development Agreement further transit, bicycle, and other physical improvements to the public realm. The development of the Specific Plan would be phased occurring over multiple years, with projected completion as early as 2035, facilitating orderly development of the Project Site. The Code Amendment leading to consistent zoning, and the General Plan Amendment will facilitate the development of a transit-oriented development with public amenities.

Based on the above, the Project and Legislative Actions will be in conformance with public necessity, convenience, general welfare and good zoning practice by focusing growth within the established North Hollywood Center, North Hollywood Business District, and North

Hollywood Arts District by providing a development with mixed-income housing, mixed unit types, commercial uses, office uses, public open space, transit, and public right-of-way improvements on a site with existing transit facilities.

Entitlement Findings

6. Vesting Zone Change, and Height District Change, and Specific Plan Findings.

- a. Pursuant to LAMC Section 12.32, the recommended Zone Change, Height District Change and creation of a new Specific Plan are deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

Public Necessity, Convenience, General Welfare and Good Zoning Practice

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to General Plan/Charter Finding 6, and in accordance with Section 12.24 E of the LAMC, is hereby incorporated by reference.

As discussed above General Plan/Charter Findings 1 through 6, the requested legislative actions would allow the development of a multi-phased, mixed-use Joint Development Project on 16 acres of Metro-owned land. By including new residential uses with a mix of unit and affordability types, commercial and office uses, publicly accessible open space, and various infrastructure improvements on a Site that is located above a Metro portal, the Project supports various City goals related to housing, transportation infrastructure, VMT reduction, economic development, creating vibrant neighborhoods, and transit-oriented development that utilizes pedestrian-oriented design and placemaking tools to create a destination that supports existing businesses and commercial uses alike. The Project elements would create a mutually beneficial relationship with existing business and residents, creating a web of support strengthening the North Hollywood Business District and other transit facilities. The North Hollywood – Valley Village Community Plan specifically calls for development that maximizes the development potential of transit facilities while focusing development within the established centers, goals achieved by the elements of the Project.

The Specific Plan would create a new set of zoning rules that are tailored to the Project Site and surrounding area, which includes regulations for processes, use, height, FAR, density, setbacks, bicycle and vehicle parking, open space, alcohol sales, such that development can be maximized. In addition, there is a Streetscape Plan and objective Design Standards that establish clear and consistent development regulations that create a unified, consistent, and connected pedestrian environment from the curb to the façade of buildings in the Specific Plan area. The Specific Plan furthers the goals discussed above in General Plan/Charter Finding 6, while establishing clear and consistent land use regulations and planning tools for a phased development. The Specific Plan affords the developer certainty in regulations and requirements in perpetuity for the Project Site, while providing assurances that development will be in compliance with the goals and purposes of the Specific Plan.

Specific Plan Dedications and Improvements

The Mobility Plan 2035 provides street designations and required right-of-way (ROW), roadway, and sidewalk widths for streets throughout the City. The Project Site borders a number of public roadways including:

- Lankershim Boulevard, a Boulevard II
- Chandler Boulevard, a Boulevard II (including North and South sections)
- Tujunga Avenue, an Avenue II
- Cumpston Street, a collector
- Bakman Avenue, a local street
- Fair Avenue, a local street
- Weddington Street, a local street

While the Specific Plan requires dedications and improvements to various streets and sidewalks, in addition to street standards, transportation improvements, and streetscape improvements within the boundaries of the Specific Plan, they differ from what is required by the Mobility Plan. However, as part of the associated Vesting Tentative Tract Map No. 82868, the requested mergers and vacations of certain ROWs along Cumpston Street, Weddington Avenue, and Bakman Avenue were approved by the Deputy Advisory Agency; and the proposed dedications and improvements per the Specific Plan were supported by the Bureau of Engineering.

The Specific Plan includes provisions to establish ROW widths, sidewalk widths, and street widths for streets surrounding the Project Site. In addition, as part of the Joint Development Agreement, the Project would, at the direction of Metro, construct a new Consolidated Transit Center serving both the Metro G (Orange) Line busway and the other local and regional bus routes that currently stop at the park and ride facility above the North Hollywood B Line Station. The Consolidated Transit Center would be constructed on Subarea 0 West on the location of the existing Metro G (Orange) Line terminus. When completed, the Consolidated Transit Center would not only continue to serve the Metro G (Orange) Line, but it would also provide dedicated bus loading spaces to serve LADOT Commuter Express and other local and regional bus lines. Chandler Boulevard (North) would be modified to allow general traffic to travel westbound only with a bus-only lane in the eastbound direction. Chandler Boulevard (South) would be modified to allow general traffic to travel eastbound only with a bus-only lane in the westbound direction. The Consolidated Transit Center would also provide off-street bus layover spaces to allow transit operators to take breaks.

It should be noted that the improvements to the transit center would occur under Metro self-permitting authority under Government Code Sections 50390 and 50391, and subject to standard City permitting processes, rather than the Specific Plan, where applicable. Nonetheless, the Project seeks to regulate roadway width for these improvements as discussed below.

The Project proposes to dedicate and improve the following streets to meet their Mobility Plan ROW or sidewalk width:

- 10 feet on the north side of Chandler Boulevard (South) adjacent to Subareas 4 and 5 for a loading area;
- 10 feet on the south side of Chandler Boulevard (South) adjacent to Subarea 8;
- 8 feet on the east side of Tujunga Avenue adjacent to Subarea 7 to provide a 15-foot sidewalk; and
- 5 feet on the north side of Weddington Avenue adjacent to the easterly portion of Subarea 8.

The Project requests to vacate and merge the following ROW's, which would conform these streets ROWs to the standards in the Mobility Plan 2035:

- 10 feet on the south side of Cumpston Avenue adjacent to Subareas 1, 2 and 3;
- 5 feet on the north side of Weddington Avenue adjacent to the westerly portion of Subarea 8; and
- 10 feet on the east side of Bakman Avenue adjacent to Subarea 8.

Any modification to the dedications and improvements required by Mobility Plan 2035, as shown in Table 1 of the Specific Plan, are to allow for specific deviations, as described below:

- *Chandler Boulevard (North)*: Chandler Boulevard (North) is a designated Boulevard II, but with per Specific Plan standards would have a modified use with a set of sawtooth bus parking spaces on the south curb, an eastbound bus-only lane, a single mixed-flow westbound travel lane, and a westbound bicycle lane. The Project proposes that the existing 80-foot total ROW be maintained as a one-way couplet street and approximately 50 feet for the aforementioned uses of the roadway (30 feet less than Boulevard II standards). With respect to the north side of the street, this also would ensure the ROW remains consistent with the eastern half of the block, which was not required to provide a dedication in connection with its redevelopment (DIR-2016-156-DB-SPR). Thus, this modification was requested for both the south side of the street adjacent to Subarea 0 West and the north side of the street adjacent to Subarea 7.
- *Chandler Boulevard (South)*: Chandler Boulevard (South) is a designated Boulevard II, but with the Project, the north curb would provide a set of sawtooth bus parking spaces on Subarea 0 West. The Project proposes that the existing 45-foot half-ROW be maintained on the north side of the street (compared with the Boulevard II standard of 55 feet), as Chandler Blvd (South) would become a one-way couplet in the eastbound direction with the exception of a west-bound bus lane. There would be a sidewalk on Metro property exceeding the 15 feet required for Boulevard II standards.
- *Lankershim Boulevard*: Boulevard II standards require a sidewalk width of 15 feet, where the existing public ROW on Lankershim Boulevard, adjacent to the Project Site, only provides 10 feet for sidewalks. The property along the Project frontage contains existing Metro equipment such as vents and access hatches for maintenance and emergency egress and, therefore, cannot be dedicated to the City. However, the Project Site would provide additional sidewalk width on Project property that would at all locations meet or exceed 15 feet in total width, thereby meeting or exceeding Boulevard II standards.
- *Tujunga Avenue*: The east half of Tujunga Avenue adjacent to Subarea 0 West requires a half-roadway width of 28 feet and a sidewalk width of 15 feet (43 feet total half-ROW). The current half-ROW is 47 feet, including a 40-foot roadway and seven-foot sidewalk; therefore, it exceeds the total half-ROW requirement but does not provide a 15-foot sidewalk. However, the Consolidated Transit Center would provide additional sidewalk width on Metro property, in total meeting or exceeding the 15 feet required for Avenue II standards.

Each of the locations where modifications are requested remains consistent with the intent of the Mobility Plan 2035 street designations, and in all cases the Project would maintain publicly accessible sidewalks that meet or exceed the street designation standard. These lots would be separately developed by Metro as part of the Joint Development Agreement,

which, pursuant to Government Code section 50390 and 50391, precludes the City from requiring dedications in connection with Metro self-permitting authority.

As set forth above, it is physically impractical to provide the required dedications due to existing Metro facilities, vents, access hatches to subterranean stairwells, and planned transit facilities which preclude dedications. The Specific Plan includes ROW widths, as well as physical ROW improvement requirements, a streetscape plan, and transportation improvements proffered by LADOT, such that the dedications provided will meet the City's mobility needs for the next 20 years. In addition, the Project would create a multi-modal, transit-oriented district with improved transit facilities, bicycle amenities, publicly accessible open space, pedestrian-oriented design, and TDM strategies to reduce vehicle miles traveled and encourage more active travel modes. By virtue of additional publicly accessible sidewalk to be provided on Metro land, and areas with the least dedicated land located on Metro transit facilities with ample publicly accessible walkways, the above deviations, meet or exceed the required sidewalk widths set forth in the Mobility Plan 2035. The Project fulfills numerous City and regional mobility objectives as discussed in Finding 2 under the Mobility Plan heading and would result in reduced VMT and Greenhouse Gas emissions.

On-Site and Off-Site Alcohol Sales within the Specific Plan

Section 10 of the Specific Plan includes a program for the sales and service of up to 20 on-site and up to five off-site alcohol licenses within the boundaries of the Plan area, and provisionally allocates 17 on-site and three off-site licenses. Appendix C of the Specific Plan establishes standard conditions for both on-site sales and service of a full-line of alcoholic beverages, as well of off-site sales of a full-line of alcoholic beverages. Approval of alcohol licenses would be pursuant to Section 4 (Section Procedures), and revocations pursuant to Section 10 (Alcohol Consumption Regulations) of the Specific Plan. The provisional allocation of the number of licenses may be modified in the case of an increase or decrease of on- or off-site licenses, such that the overall total is not exceeded. Pursuant to Section 4 of the Specific Plan, tracking is required of alcohol licenses, which would monitor the total number of licenses issued for the Project. Modifications to the maximum number of total licenses under the Specific Plan would be allowed pursuant to Section 10, which would require a Conditional Use Permit pursuant to LAMC Section 12.24 W.

Any alcohol sales would be incidental to other commercial establishments and would allow for a greater range of entertainment, restaurant, and retail uses to be economically viable, activate publicly accessible open space and surrounding commercial uses, specifically by supporting possible public programming such as movies or musical performances within the boundaries of the Specific Plan. The inclusion of the sales and/or service of alcohol would be consistent with uses permitted in the surrounding neighborhood, and further support the North Hollywood Business District, and the City's economic health at large.

To determine whether allowing the sales and service of up to 20 on-site and up to five off-site alcohol licenses within the boundaries of the Plan area would not result in an undue concentration of premises for the sale or dispensing for consideration of a full line of alcoholic beverages, including beer and wine, in the area of the City involved, applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration, the number and proximity of these establishments within a 1,000-foot radius of the site, the crime rate in the area (such as public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area, shall be considered.

The Project Site is located within Census Tract Nos. 1253.10 and 1253.22. According to the ABC licensing criteria, five on-sale and three off-sale licenses are allocated to Census Tract No. 1253.10; and two on-sale and one off-sale alcoholic beverage licenses are allocated to Census Tract No. 1253.22. Data provided on the ABC's License Query System indicates that there are currently four existing on-sale and five existing off-sale licenses within Census Tract 1253.10; and 12 existing on-sale and one existing off-sale licenses within Census Tract 1253.22. With regard to surrounding alcohol establishments, the following are located within a 1,000-foot radius of the site:

- Pit Fire Artisan Pizza, 5211 Lankershim Boulevard 6480, Type 41
- The Federal Bar, 5303 Lankershim Boulevard, Type 47, 58, and 77
- Chipotle Mexican Grill #1843, 5240 Lankershim Boulevard, Type 41
- Hotel Lexen, 5268 Tujunga Ave, Type 66, 68, And 70
- Laemmle Noho 7, 5420 Lankershim Boulevard, Type 41
- City Kitchen, 5225 Lankershim Boulevard, Type 41
- District Pub, 5249 Lankershim Boulevard, Type 47
- Kalaveras, 5300 Lankershim Boulevard, Type 47
- CVS, 5401 Lankershim Boulevard, Type 21

As reported by the Los Angeles Police Department (LAPD), within Crime Reporting District Nos. 1548 and 1549, which has jurisdiction over the subject property, a total of 408 crimes were reported in District 1548 in 2022 and a total of 239 crimes were reported in District 1549 in 2022, compared to the citywide average of 156 crimes and the high crime reporting district average of 187 crimes for 2022. In 2022, within District 1548, there were 3 Narcotics, 0 Liquor Law, 3 Public Drunkenness, 0 Disturbing the Peace, 0 Disorderly Conduct, 0 Gambling, and 3 DUI related arrests; and within District 1549, there were 7 Narcotics, 0 Liquor Law, 1 Public Drunkenness, 0 Disturbing the Peace, 0 Disorderly Conduct, 0 Gambling, and 2 DUI related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such license benefits the public welfare and convenience.

The Specific Plan Section 10 incorporates numerous standard conditions and on-site and off-site conditions that address noise, safety, and security to ensure the proposed uses are conducted with due regard for surrounding properties and to reduce any potential crime issues or nuisance activity. As a result, the Specific Plan alcohol program is not anticipated to result in an undue concentration of licenses, after giving consideration to the State's guidelines and to the crime rates in the area. It is not anticipated that the authorization for the alcohol sales will have any adverse impact on the community.

In addition, the location of the commercial space within the Project Site either fronts the publicly accessible open space and/or Chandler Boulevard, Lankershim Boulevard, and Seward Street, all of which are within the North Hollywood Business District, which is predominantly and similarly developed with restaurant and entertainment uses that are also permitted with on- and off-site sales of alcoholic beverages, directly to the south of the Project Site from Chandler Boulevard to Magnolia Boulevard with on-site and off-site sales, thus, accounting for the active ABC licenses within the subject census tract.

The proposed alcohol sales, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing will not detrimentally affect nearby residentially zoned communities in the area.

The proposed zoning and land use of Regional Center and DNSP would allow for the on-site sale and consumption of a full line of alcoholic beverages and the off-site sale of a full line of alcoholic beverages. With regard to surrounding sensitive use, there are the following within a 1,000-foot radius of the site:

- Lankershim Elementary School, approximately 200 feet south of the Project Site, 5250 Bakman Avenue
- East Valley High School, approximately 0.2 mile northeast of the Project Site, 5525 Vineland Avenue,
- St. Paul's Lutheran School and St. Paul's First Lutheran Church, approximately 600 feet southwest of the Project Site, 5244 Tujunga Avenue and McCormick Street.
- The North Hollywood Park, approximately 500 feet west of the Project Site, 11430 Chandler Boulevard.

The approval of alcohol-serving uses will not detrimentally affect nearby residential zones or other sensitive uses. The new alcohol-serving uses within the Specific Plan area may include restaurants, cafes, food halls, tasting rooms, breweries, and a grocery store, and would be located adjacent to the Metro facilities, generally separated from sensitive uses by the residential uses proposed by the Project. No alcohol sales are proposed along Weddington Street, adjacent to the nearest school, Lankershim Elementary School. Similar to the existing alcohol sales in the Historic Security Trust and Savings Bank building, alcohol sales closest to schools would be incorporated into restaurants given the size of commercial spaces near these sensitive uses and would be required to comply with conditions for security and age verification.

Under the Specific Plan, each individual establishment would be required to process an Administrative Review to confirm compliance with the conditions for sale and service of alcohol incorporated into the Specific Plan to ensure the safe and responsible sale and consumption of alcohol. Such conditions include, but are not limited to, requiring employees to complete a certified LAPD STAR, ABC LEAD or RBS training program. In addition, each establishment must have at least one one-duty manager with authority over activities on the premises. For these reasons, the approval of alcohol-serving uses will not detrimentally affect nearby residential zones or sensitive uses in the area.

These regulations of the Specific Plan, or conditions, are deemed necessary to protect the best interest of and assure a development more compatible with the surrounding property or neighborhood; to secure an appropriate development in harmony with the objectives of the General Plan; to prevent or mitigate potential adverse environmental effects of the zone change; and that public necessity, convenience or general welfare require that these provisions be made for the orderly arrangement of the property concerned into lots and/or that provisions be made for adequate streets, drainage facilities, grading, sewers, utilities and other public dedications and improvements.

Therefore, based on the above, the recommended Legislative Actions are deemed consistent with the General Plan and are in conformity with the public necessity, convenience, general welfare and good zoning practice.

3. Supplemental Use District Findings – Sign District

a. The proposed Sign District is in conformance with the purposes, intent and provisions of the City of Los Angeles General Plan.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan/Charter Findings 2 through 5 and is hereby incorporated by reference.

The proposed Sign District would support the Project efforts to create a new vibrant regional center within the existing North Hollywood Business District, creating a focal point of the Business District with pedestrian activity, entertainment, and active uses. The signage would support the identity of the District NoHo Project and serve both on-site and off-site businesses by providing advertising that would serve the region and support businesses that serve the community and region, contributing to the economic well-being of the Business District. By contributing to an iconic activity center above the Metro portals, the signage and Project would create a regional draw, bringing new people and businesses to the Business District that is well served by transit. The location above and adjacent to transit can help reduce VMT and air pollutant emissions from vehicle trips, while supporting businesses that serve the community. This center would include uses that are active outside of working hours, such as restaurants, bars, and entertainment venues, surrounding active pedestrian areas located around the Metro B and G Line Stations and corresponding signage. Additionally, a proposed sign could function as a movie screen or other public programming by Metro, enhancing the pedestrian plaza and continuing activity on the Project Site into the night. This additional activity would further support safety within the Project Site by providing additional lighting, activity, outdoor events, and outdoor public pedestrian amenities. Further, the additional illumination from the signage, while controlled per Sign District as to not be obtrusive, would promote safety with additional ambient lighting in the most heavily trafficked areas of the Project Site. Under the Sign District regulations, signage would be integrated and complement the Project architecture, contributing to the placemaking and active pedestrian areas in public open space. Further, the signage would also support transit service through tax revenue, and contribute to a destination above and adjacent to a transit station, drawing more transit patrons. The publicly accessible open space is a greatly needed amenity in the North Hollywood area, and its location in a critical transit hub that serves as a gateway to the Valley for transit patrons, the final gap in bicycle infrastructure from Burbank to Chatsworth, and within the heart of the North Hollywood Business District and North Hollywood Arts District, fulfills many of the General Plan goals related to development around transit and within existing centers.

Any off-site advertising, as discussed above, would serve businesses in the community as well as throughout the region, contributing to the economic vitality of the City as well as the community. Additionally, as discussed above, the signage would support the Site as a regional destination, spurring additional economic activity and supporting the existing community which has seen recent investment and development. Beyond the supporting General Plan Elements, these economic benefits directly support the economic goals of the Community Plan, which seeks to focus development and activity within the North Hollywood Business District.

Therefore, the proposed Sign District is in conformance with the purposes, intent and provisions of the following General Plan Elements.

b. The proposed Sign District is in conformity with public necessity, convenience, general welfare, and good zoning practice.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan/Charter Finding 6 and is hereby incorporated by reference.

The Sign District would permit six digital displays, three supergraphic signs, and a number of uniquely designed tenant identification and ground-mounted signs. All signs would be architecturally integrated into the building design, functioning as both advertising and placemaking for the Project Site. The signage would be subject to regulations such as area, height, and illumination standards, with digital displays subject to hours of operation, refresh rates, design regulations, and a sign reduction program. Additionally, the Sign Districts allows for flexibility of signage to serve as a movie screen to allow for community programming in the publicly accessible open space on Site. The regulations and provisions of the Sign District would allow for orderly signage that enhances the Project, facilitates placemaking, and contributes to the vibrancy of the North Hollywood Business District. As discussed above in Finding 6, the Sign District would further a number of goals of the General Plan, support transit facilities on site, contribute to placemaking and public programming, and enhance the regional attraction of the North Hollywood area.

Accordingly, the Sign District is in conformity with public necessity, convenience, and general welfare as it furthers the above goals of the General Plan, supports a development with affordable housing, community serving commercial uses, office uses, publicly accessible open space, and transit facilities. The Sign District is in conformity with good zoning practice as the elements of the regulations would only permit orderly signage that is designed to enhance and integrate with the Project architecture and placemaking, includes standards limiting animation, regulating illumination, and requiring a reduction in overall signage for each new sign built. The elements of the Sign District and overall use of signage as a placemaking tool within a development envisioned as an active pedestrian- and transit-oriented district, within the heart of the North Hollywood Business District, are in conformity with good zoning practice.

4. Building Line Removal Findings

a. Pursuant to Section 12.32 R of the Municipal Code, and based on these findings, the recommended action is in conformance with the purposes, intent and provisions of the City of Los Angeles General Plan, and is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to the finding found earlier in this document as General Plan/Charter Finding No. 2 through 6 and, is hereby incorporated by reference.

Specifically, the Building Line removal along Tujunga Avenue north of Chandler Boulevard will facilitate development of affordable housing units, and the removal along Tujunga Avenue between North and South Chandler Boulevard would facilitate the development of Metro transit facilities as part of the Joint Development Agreement, as well as possible future improvements. Thus, the removal of the Building Lines to facilitate the provision of

affordable housing and transit facilities is deemed consistent with public necessity, convenience, general welfare and good zoning practice as discussed above.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

INTRODUCTION

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the District NoHo Project by preparing an environmental impact report (EIR) ENV-2019-7241-EIR (SCH No. 2020060573). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The District Noho Project EIR, consisting of the Draft EIR and Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the District NoHo Project (Project), located at 11041-11046, 11163-11347, 11264-11280, and 11440 West Chandler Boulevard; 11204 -11270 West Cumpston Street; 5300-5320 North Bakman Avenue; and 5311-5373 and 5356-5430 North Lankershim Boulevard (Project Site). The Project as analyzed in the EIR includes a new mixed-use multi-phased development on a 16-acre site located in the North Hollywood–Valley Village Community Plan Area of the City (Project Site). The Project proposes up to 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. The Project would also include three public plazas totaling approximately two acres, and approximately 211,280 square feet of open space serving the Project, which would be privately operated and maintained with amenities located throughout the Project Site. The Project would also include improvements to transit facilities at the Metro (LA County Metropolitan Transportation Authority) North Hollywood Station. The proposed uses would be supported by vehicle and bicycle parking spaces distributed throughout the Project Site. In addition, up to 274 vehicle parking spaces for Metro uses in both on- and off-site locations and up to 128 Metro Bike Hub bicycle parking spaces would be provided. The Project includes the establishment of a Specific Plan to regulate land use and development at the site, including certain street improvements. In addition, the Project includes a Sign District to regulate new signage throughout the site, including both on- and off-site advertising, static wall-mounted signs and murals, ground-mounted signage, and digital displays.

The Draft EIR was circulated for a 46-day public comment period beginning on April 7, 2022, and ending on May 23, 2022. A Notice of Completion and Availability (NOC/NOA) was distributed on April 7, 2022, to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and could be accessed and reviewed by members of the public by appointment with the Planning Department. Additionally, due to the circumstances created by the COVID-19 pandemic, copies of the Draft EIR were made available to the public on CD-ROM or in hard copy upon request to the Department of City Planning at the contact information listed on the NOC/NOA. Copies were also made available at three libraries: Los Angeles Central Library, North Hollywood Regional Library, Valley Plaza Branch Library. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on April 7, 2022.

The Final EIR was then distributed on June 30, 2023. A Joint Hearing Notice included notice of availability of the Final EIR and was distributed to owners and occupants within a 500-foot radius of the Project Site, interested Parties, State agencies, and was posted on site 10 days in advance of the public hearing on July 26, 2023. Copies were also distributed to three libraries: Los Angeles

Central Library, North Hollywood Regional Library, Valley Plaza Branch Library. In a Letter of Determination dated August 22, 2023, the City's Deputy Advisory Agency (DAA) certified the EIR; adopted the environmental findings prepared for the Project as well as a statement of overriding considerations and a mitigation monitoring program (MMP); and approved the Project's Vesting Tentative Tract Map (VTTM). No appeals for the Project were received. A Notice of Determination was filed on September 6, 2023, with the Los Angeles County Clerk.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified, or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation

measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2).

In addition, copies of the Initial Study, Draft EIR and Final EIR are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir>. The Draft and Final EIR are also available at the following three Library Branches:

- Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- North Hollywood Regional Library, 5211 Tujunga Avenue, North Hollywood, CA 91601
- Valley Plaza Branch Library, 12311 Vanowen Street, North Hollywood, CA 91605

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program, attached as Appendix B of the Specific Plan, are imposed on the project through Environmental Conditions of Approval to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation. Appendix B is incorporated into the District NoHo Specific Plan, and is required of all development processed under the Specific Plan.