.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

I. INTRODUCTION

This Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the District NoHo Project (Project), a new mixed-use multi-phased development on a 15.9 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 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 City of Los Angeles (the City), as Lead Agency, has evaluated the environmental impacts of implementation of the Project by preparing an EIR (Case Number ENV-2019-7241-EIR/State Clearinghouse No. 2020060573). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code (PRC) Section 21000 et seq. (CEQA) and the California Code of Regulations Title 15, Chapter 6 (the CEQA Guidelines). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA § 21081[a]; CEQA Guidelines § 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence, in light of the whole record, reaching one or more of the three possible findings, as follows:

1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.

3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each environmental issue analyzed in the EIR, the following information is provided:

- Description of Significant Effects – A description of the environmental effects identified in the EIR.

- Project Design Features – A list of the project design features or actions that are included as part of the Project.

- Mitigation Measures – A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.

- Finding – One or more of the three possible findings set forth above for each of the significant impacts.

- Rationale for Finding – A summary of the rationale for the finding(s).

- Reference – A reference of the specific section of the EIR, which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project, if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

II. ENVIRONMENTAL REVIEW PROCESS

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes, but is not limited to, the following documents:

Initial Study. The Project was reviewed by the City of Los Angeles Department of City Planning (serving as Lead Agency) in accordance with the requirements of CEQA (PRC § 21000, et seq.). The City prepared an Initial Study in accordance with CEQA Guidelines Section 15063(a).

Notice of Preparation. Pursuant to CEQA Guidelines Section 15082, the City then circulated a Notice of Preparation (NOP) to state, regional and local agencies, and members of the public for a 30-day comment period commencing on July 7, 2020. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. In addition, a public scoping meeting was held regarding the Project on July 15, 2020, as well as an additional public scoping meeting for Spanish speakers on July 16, 2020. Written comment letters responding to the NOP were submitted to the City by various public agencies and interested organizations. The NOP, Initial Study, and comment letters are included in Appendix A of the Draft EIR.

Draft EIR. The Draft EIR evaluated in detail the potential effects of the Project. It also analyzed the effects of a reasonable range of four alternatives to the Project, including a "No Project" alternative. The Draft EIR for the Project (State Clearinghouse No. 2020060573), incorporated herein by reference in full, was prepared pursuant to CEQA and the CEQA Guidelines. The Draft EIR was circulated for a 46-day public comment period beginning on April 7, 2022, and ending on May 23, 2022. Copies of the written comments received are provided in the Final

EIR. Pursuant to CEQA Guidelines Section 15088, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section II of the Final EIR.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse for distribution to State Agencies on April 7, 2022, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The City published a Final EIR for the Project on June 30, 2023, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the Project. The Final EIR addresses the environmental effects associated with implementation of the Project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. The Final EIR was also made available for review on the City's website. Notices regarding availability of the Final EIR were sent to owners and occupants of property within a 500-foot radius of the Project Site, Agencies which commented on the Draft EIR, as well as individuals who commented on the Draft EIR, provided comments during the NOP comment period, or requested notice.

Public Hearing. A duly noticed public hearing for the Project was held by the Deputy Advisory Agency and a Hearing Officer on behalf of the City Planning Commission on July 26, 2023.

III. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes, but is not limited to, the following documents and other materials that constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Project plans and application materials, including supportive technical reports;
- The Draft EIR and Appendices, Final EIR and Appendices, and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Project;
- The City of Los Angeles General Plan and related EIR;
- The Southern California Association of Governments (SCAG)'s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related EIR (SCH No. 2019011061));
- City of Los Angeles Municipal Code (LAMC), including, but not limited, to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon,

or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;

- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and

- Any and all other materials required for the record of proceedings by PRC Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the Record of Proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at the City of Los Angeles, Figueroa Plaza, 221 North Figueroa Street, Room 1350, Los Angeles, CA 90012.

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 (to locate the documents, search for either the environmental case number or project title in the Search Box). The Draft and Final EIR are also available at the following four 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

IV. DESCRIPTION OF THE PROJECT

The Project proposes a mixed-use, and multi-phased development on approximately 15.9 acres of land owned by Metro at and including the terminus of Metro's B (Red) Line and G (Orange) Line (Project Site) as part of a joint development effort with Metro. The development would include market rate and affordable multi-family residential units, retail/ restaurant uses, office space, transportation facility improvements, bicycle and vehicle parking facilities, and two off-site parking structures for transit patrons.

The Project would, through Metro self-permitting authority, improve transit facilities at Metro's North Hollywood Station, including the Metro B (Red) Line portal entry and bus terminal for the Metro G (Orange) Line, with integration of public plazas and incorporation of retail uses within the historic Lankershim Depot. Additionally, Metro would construct two parking structures located on the "East Lot" and "West Lot." The Project would relocate multiple municipal and Metro Bus lines to the public right of way around the Metro G Line terminus. The Project also proposes the development of up to 2,209,027 square feet of new commercial and residential uses, including 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 transit and event plazas (i.e., the Promenade, Transit Square, and NoHo Square) totaling approximately two acres with adjacent retail and restaurant uses. Overall, the Project would include 211,280 square feet of open space, which would be privately operated and maintained with amenities located throughout the Project Site. The proposed uses would be supported by vehicle and bicycle parking spaces for

Project uses, located throughout the site. 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. Vehicle parking would be provided in both subterranean and above-grade structures, as well as within surface lots. The maximum depth of excavation would be up to approximately 60 feet below ground surface.

Overall, at buildout, the Project would remove 49,111 square feet of existing floor area, retain and relocate on-site the 1,725-square-foot historic Lankershim Depot, and construct 2,207,302 square feet of new floor area, resulting in a net increase of 2,158,191 square feet, and a total of 2,209,027 square feet of floor area within the Project Site on a 15.9 acre site. The Project is anticipated to be constructed in multiple, potentially overlapping phases over a period of approximately 15 years, with full buildout anticipated in 2038. A Specific Plan and Sign District would provide regulations for the development of the Project and an associated signage program.

V. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT WITHOUT MITIGATION IN THE INITIAL STUDY

The Department of City Planning prepared an Initial Study dated June 30, 2020, which is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant without mitigation:

I. Aesthetics
- a. Scenic Vista
- b. Scenic Resources
- c. Visual Character
- d. Light & Glare

II. Agricultural and Forest Resources
- a. Farmland
- b. Existing Zoning for Agricultural Use
- c. Forest Land or Timberland Zoning
- d. Loss or Conversion of Forest Land
- e. Other Changes in the Existing Environment

III. Air Quality
- d. Objectionable Odors

IV. Biological Resources
- a. Special Status Species
- b. Riparian Habitat and Wetlands
- c. Wetlands
- d. Wildlife Movement
- e. Local Preservation Policies
- f. Habitat Conservation Plans

V. Cultural Resources
- c. Human Remains

VII. Geological and Soils
- a.iv. Landslides
- b. Soil Erosion

e. Septic Tanks

IX. Hazards and Hazardous Materials
e. Airport Land Use Plans
g. Wildland Fires

X. Hydrology and Water Quality
a. Water Quality Standards
b. Groundwater Supplies
c. Drainage
d. Flood Hazard
e. Degrade Water Quality

XI. Land Use and Planning
a. Divide an Established Community

XII. Mineral Resources
a. Loss of Known Mineral Resources
b. Loss of Mineral Resources Recovery Site

XIII. Noise
c. Airport Land Use Plans; Private Airstrips

XIII. Population and Housing
b. Displacement of Existing Housing or Existing Residents

XVII. Transportation/Traffic
c. Geometric Design

XIX. Utilities
d. Landfill capacity
e. Solid Waste Regulations

The City has reviewed the record and agrees with the conclusion that the above environmental issues would not be significantly affected by the Project and, therefore, no additional findings are needed. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Initial Study.

VI. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT PRIOR TO MITIGATION

Impacts of the Project that were determined to have no impact or be less than significant in the EIR (including having a less than significant impact, as a result of implementation of project design features and regulatory compliance measures) and that require no mitigation are identified below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project and, therefore, no additional findings are needed. The following information does not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

1. Air Quality

(A) Consistency with Applicable Air Quality Management Plan

As detailed in Section IV.A, Air Quality, of the Draft EIR, on pages IV.A-47-58, the Project is consistent the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), as well as the applicable City plans and policies. Thus, the Project would not conflict with or obstruct implementation of the AQMP or applicable City policies pertaining to air quality.

(B) Construction Emissions

(i) Construction – Localized Emissions

As discussed in Section IV.A, Air Quality, on pages IV.A-69-71 and Table IV.A-12 of the Draft EIR ,the Project would not produce emissions exceeding SCAQMD's recommended localized standards of significance, as shown by Table IV.A-12 of the Draft EIR. As a result, construction of the Project impacts would be less than significant.

(ii) Toxic Air Contaminants (TACs)

As discussed in Section IV.A, Air Quality, on pages IV.A-71 of the Draft EIR, , construction of the Project would not emit TACs exceeding SCAQMD standards, and therefore, would result in less than significant impacts.

(C) Operational Emissions

(i) Operation – Localized Emissions

As discussed in Section IV.A, Air Quality, of the Draft EIR pages IV.A-71-73 and Table IV.A-13, operation of the Project would not result in an exceedance SCAQMD localized emissions standards, and therefore, would result in less than significant impacts.

(ii) Toxic Air Contaminants

As discussed in Section IV.A, Air Quality, of the Draft EIR, on pages IV.A-73-74, operation of the Project would not result in emission of TACs exceeding SCAQMD standards, and therefore, would result in less than significant impacts.

(D) Concurrent Construction and Operational Local Emissions

Portions of the Project Site would be completed and occupied while construction of the later Project components would be ongoing. Therefore, concurrent construction and operational impacts were evaluated. Based on a review of the Project, the reasonably anticipated maximum concurrent emissions are expected to occur during operation of East and West Lots and Blocks 0, 7, and 8 and construction of Blocks 5/6. This development scenario results in the maximum amount of operational activity in terms of square footage developed on the Project Site, as well as maximum daily activity, while construction is ongoing. As summarized in Table IV.A 14, localized emissions during concurrent operations and construction would not exceed the SCAQMD localized thresholds. Therefore, localized concurrent construction and operational emissions resulting from the Project would result in a less-than-significant air quality impact.

(E) Project Design Features

Project Design Feature AIR-PDF-1, which identifies that electricity from power poles and/or solar generators would be used rather than gas-powered equipment, where feasible, is incorporated into the Project and is incorporated into these Findings as though fully set forth herein. This Project Design Feature would support and promote environmental sustainability and was primarily considered in the analysis of potential greenhouse gas impacts but would also serve to reduce criteria air pollutants.

2. Energy Use

As demonstrated in the Energy Section of the Draft EIR, Section IV.C, the Project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation. Based on the analysis in Draft EIR Section IV.C, the Project's impacts would not be cumulatively considerable and cumulative energy use impacts are concluded to be less than significant.

3. Geology and Soils

(A) Geologic Hazards

As demonstrated in the Geology and Soils Section of the Draft EIR, Section IV.D, with adherence to applicable regulations and any site-specific recommendations set forth in a site-specific geotechnical evaluation, the Project would not result in significant direct or cumulative impacts related to geological and soil conditions. As such, the Project's impacts would be less than significant.

(B) Paleontological Resources

As demonstrated in the Geology and Soils Section of the Draft EIR, Section IV.D, the Project would be subject to the City's standard condition of approval to address the potential for uncovering of paleontological resources. Therefore, the Project would not result in significant direct or cumulative impacts to paleontological resources. As such, the Project's impacts would be less than significant.

4. Greenhouse Gas (GHG) Emissions

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020–2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by Senate Bill (SB) 375 and the state's long-term climate goals. The analysis also considers consistency with regulations or requirements adopted by the Assembly Bill (AB) 32 2008 Climate Change Scoping Plan and subsequent updates, and the Sustainable City pLAn/L.A.'s Green New Deal.

As provided in Table IV.E-7 of the Draft EIR, the Project would not conflict with the Climate Change Scoping Plan, which is intended to reduce GHG emissions. In addition, the Project would not conflict with the 2022 GHG Scoping Plan as set forth in Appendix FEIR-4 of

the Final EIR: 2022 GHG Scoping Plan Consistency Analysis. Additionally, as discussed in the Draft EIR, the Project would not conflict with the SCAG 2020-2045 RTP/SCS.

Table IV.E-8 of the Draft EIR provides a discussion of the Project's consistency with applicable GHG-reducing actions from L.A.'s Green New Deal. As discussed therein, the Project would be consistent with the applicable goals and actions of L.A.'s Green New Deal.

For the reasons discussed in Draft EIR Section IV.E, the Project's post-2030 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Orders S-3-05 and B-30-15.

Additionally, as shown in Table IV.E-11 of the Draft EIR, when taking into consideration implementation of relevant project design features, as well as the requirements set forth in the City of Los Angeles Green Building Code and full implementation of current state mandates, the Project's GHG emissions in 2035 would be 32,344 MTCO2e per year (amortized over 30 years) during construction and 17,521 MTCO2e per year during operation, resulting in a combined total of 18,599 MTCO2e per year.

As determined in Draft EIR Section IV.E, given the Project's consistency with statewide, regional, and local plans adopted for the purpose of reducing GHG emissions, it is concluded that the Project's incremental contribution to GHG emissions and their effects on climate change would not be cumulatively considerable. For these reasons, the Project's cumulative contribution to global climate change is less than significant.

(A) Project Design Features

Project Design Features GHG-PDF-1 and GHG-PDF-2, which state that the Project would be built to LEED Silver level or equivalent sustainability standards and which limit the number of natural gas fireplaces as residential amenities, are incorporated into the Project and are incorporated into these Findings as though fully set forth herein. These Project Design Features were considered in the analysis of potential impacts.

5. Hazards and Hazardous Materials - Operations

As demonstrated in the Hazards and Hazardous Materials Section of the Draft EIR, Section IV.F, Project-level and cumulative impacts related to the release of hazardous materials from Project operations into the environment were determined to be less than significant.

6. Land Use and Planning

(A) Conflict with Applicable Goals, Objectives, and Policies Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

As set forth in detail in Table 1 of Appendix K of the Draft EIR and summarized in Draft EIR Section IV.G, Land Use, the Project would not conflict with applicable goals, objectives, and policies adopted for the purpose of avoiding or mitigating an environmental effect and therefore, impacts are less than significant.

(B) Cumulative Impacts

(i) Physically Divide a Community

As set forth in Draft EIR Section IV.G, Land Use, page IV.G-31, there are 34 related projects in the vicinity of the Project Site. As such, and similar to the Project, the proposed construction associated with the related projects would be confined to the related project sites and would not physically divide a community. Cumulative impacts related to the physical division of a community would be less than significant.

(ii) Conflict with Applicable Goals, Objectives, and Policies Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

As set forth in Draft EIR Section IV.G, Land Use, page IV.G-31, as with the Project, the related projects would be required to comply with relevant land use policies and regulations. Therefore, as with the Project, the related projects would not conflict with applicable land use plans. Overall, cumulative impacts related to conflict with land use plans would be less than significant.

7. Noise

(A) Operations

(i) Operational Noise

As set forth in detail in Draft EIR Section H, Noise, pages IV.H-59 – IV.H-76, and Tables IV.H-17 through IV.H-26, revised in the Final EIR on pages III-50-57, Project operations would not result in the exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan or noise ordinance, or applicable standards of other agencies. Therefore, the Project's operational noise impacts from on- and off-site sources would be less than significant.

(ii) Concurrent Construction and Operation

As set forth in detail in Draft EIR Section H, Noise, pages IV.H-76 – IV.H-79, and Tables IV.H-27 through IV.H-28, revised in the Final EIR on pages III-50-57, temporary noise impacts associated with on-site concurrent construction and operation would be less than significant.

(iii) Operational Vibration

As set forth in Draft EIR Section H, Noise, page IV.H-102, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project Site. As such, vibration impacts associated with operation of the Project would be less than significant.

(iv) Cumulative Operational Noise

As detailed in Draft EIR Section H, Noise, pages IV.H-110 – IV.H-111, and the Table H-33, revised in the Final EIR on pages III-50-57, the Project and related projects would not result in the exposure of persons to or generation of noise levels in excess of the significance criteria established by the City or in a substantial permanent increase in ambient noise levels in the vicinity of the Project Site above levels existing without the Project and the related projects. Therefore, cumulative operational noise impacts from on-site and off-site sources would be less than significant.

(v) Cumulative Operational Vibration

As detailed in Draft EIR Section H, Noise, page IV.H-116, based on the distance of the related projects from the Project Site and the operational vibration levels associated with the Project, cumulative vibration impacts associated with operation of the Project and related projects would be less than significant.

(B) Project-Level & Cumulative Off-Site Construction Vibration (Building Damage)

As detailed in Draft EIR Section H, Noise, pages IV.H-99 – IV.H-101, IV.H-114 – IV.H-115, and Table H-31, construction delivery/haul trucks would travel between the Project Site and the Hollywood Freeway (SR-170) and the Ventura Freeway (SR-134) via Burbank Boulevard (Option A), Lankershim Boulevard (Options A & B), Cumpston Street (Options A & B), Chandler Boulevard (Options A & B), Fair Avenue (Options A and B), Vineland Avenue (Option B), Tujunga Avenue (Option B), Colfax Avenue (Option A), Magnolia Boulevard (Option B), and Riverside Drive (Option B). Heavy-duty construction trucks would generate ground-borne vibration as they travel along the Project's anticipated truck route(s). There are existing buildings along the Project's anticipated truck route, including Burbank Boulevard, Lankershim Boulevard, Cumpston Street, Chandler Boulevard, Fair Avenue, Vineland Avenue, Tujunga Avenue, Colfax Avenue, Magnolia Boulevard, and Riverside Drive, that are situated approximately 20 feet from the right-of-way and would be exposed to ground-borne vibration levels. The estimated vibration generated by construction trucks traveling along the anticipated truck route(s) would be below the most stringent building damage criterion of 0.12 peak particle velocity (PPV) for buildings extremely susceptible to vibration. Therefore, vibration impacts (pursuant to the significance criteria for building damage) from Project level and cumulative off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant.

(C) Project Design Features

Project Design Features NOI-PDF-1 through NOI-PDF-6, outline disclosures to the City for construction noise equipment, no use of pile drive systems, shielding of mechanical equipment and loading docks, and standards for outdoor amplified sound, are incorporated into the Project and are incorporated into these Findings as though fully set forth herein. These Project Design Features were considered in the analysis of potential impacts.

9. Population and Housing

(A) Substantial Unplanned Population Growth, Direct and Indirect

As discussed in Chapter IV.I, population and housing impacts related to unplanned population growth would be less than significant.

10. Public Services

(A) Public Services – Fire Protection

As set forth in Draft EIR Section IV.J.1, Public Services – Fire Protection, pages IV.J.1-20 – IV.J.1-32, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities. Therefore,

impacts to fire protection services during Project construction, operation, and in the cumulative condition would be less than significant.

(B) Public Services – Police Protection

As set forth in Draft EIR Section IV.J.2, Public Services – Police Protection, pages IV.J.2-13 – IV.J.2-24, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. Therefore, impacts to police protection services during Project construction, operation, and in the cumulative condition would be less than significant.

(i) Police Protection – Project Design Features

Project Design Features POL-PDF-1 through POL-PDF-4, regarding temporary fencing during construction, lighting of pedestrian walkways and entrances, and submittal of security plans to the City and Metro, are incorporated into the Project. The Project Design Features were considered in the analysis of potential impacts.

(C) Public Services – Schools

As set forth in Draft EIR Section IV.J.3, Public Services – Schools, pages IV.J.3-13 through IV.J.3-26, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. Therefore, impacts to schools during Project construction, operation, and in the cumulative condition would be less than significant.

(D) Public Services – Parks and Recreation

As set forth in Draft EIR Section IV.J.4, Public Services – Parks and Recreation, pages IV.J.4-15 – IV.J.4-25, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. Therefore, impacts to park and recreation facilities during Project construction, operation, and in the cumulative condition would be less than significant.

(E) Public Services – Libraries

As set forth in Draft EIR Section IV.J.5, Public Services –Libraries, pages IV.J.5-8 – IV.J.5-17, Project construction, operation, and cumulative impacts would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts. Therefore, impacts to library facilities during Project construction, operation, and in the cumulative condition would be less than significant.

11. Transportation

(A) Program, Plans, Ordinance or Policy

As set forth in Draft EIR Section IV.K, Transportation, pages IV.K-31 – IV.K-39, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and therefore impacts were determined to be less than significant.

(B) CEQA Guidelines Section 15064.3, subdivision (b)

As set forth in Draft EIR Section IV.K, Transportation, pages IV.K-39 – IV.K-43 and Appendix R.1, Transportation Study, Project-level impacts related to VMT were determined to be less than significant.

(C) Hazardous Design

As set forth in Draft EIR Section IV.K, Transportation, pages IV.K-43 – IV.K-51, the Project would not include any hazardous geometric design features, and therefore impacts were determined to be less than significant.

(D) Emergency Access

As set forth in Draft EIR Section IV.K, Transportation, pages IV.K-51 – IV.K-53, the Project would not result in inadequate emergency access, and therefore impacts were determined to be less than significant.

(E) Cumulative Impacts

As set forth in Draft EIR Section IV.K, Transportation, pages IV.K-53 – IV.K-55, the Project's contribution to impacts related to programs, plans, ordinances, or policies; or vehicle miles traveled; or hazardous design; or emergency access would not be cumulatively considerable and cumulative impacts would be less than significant.

(F) Project Design Features

Project Design Feature TR-PDF-1 and TR-PDF-2, for Construction Management Plan and a Transportation Demand Management program, are incorporated into the Project and incorporated into these findings as fully set forth herein. These Project Design Features were considered in the analysis of potential impacts.

12. Utilities and Service Systems – Water Supply and Infrastructure

As set forth in Draft EIR Section IV.M.1, Utilities and Service Systems – Water Supply and Infrastructure, pages IV.M.1-37 through IV.M.1-52, Appendix T, and Final EIR III, Revisions, Clarifications, and Corrections to the Draft EIR, pages III-55 through III-59, the Project, either during construction, operation, or cumulative condition, would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. In addition, sufficient water supply is available to serve the Project construction, Project operation, and in the cumulative condition. As such, impacts related to water infrastructure and to water supply would be less than significant.

(A) Project Design Features

Project Design Feature WAT-PDF-1, which identifies the Water Conservation Commitment Letter features, which is incorporated into the Project and incorporated into these findings as fully set forth herein. This Project Design Feature was considered in the analysis of potential impacts.

14. Utilities and Service Systems - Wastewater

As set forth in Draft EIR Section IV.M.2, Utilities and Service Systems – Wastewater, pages IV.M.2-13 – IV.M.2-24, the Project, either during construction, operation, or cumulative condition, would not require or result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. In addition, sufficient wastewater capacity is available to serve the Project construction wastewater demand, Project operation wastewater demand, and in the cumulative condition. As such, impacts related to wastewater infrastructure and to wastewater treatment capacity would be less than significant.

15. Utilities and Service Systems - Energy Infrastructure

As set forth in Draft EIR Section IV.M.3, Utilities and Service Systems – Energy Infrastructure, pages IV.M.3-7 – IV.M.3-13, Project construction and operation, including in the cumulative condition, would not require or result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant effects. Therefore, Project impacts would be less than significant during construction and operation.

VII. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The following impact areas were concluded by the Draft EIR to be less than significant with the implementation of mitigation measures described in the Final EIR. Based on that analysis and other evidence in the administrative record relating to the Project, the City finds and determines that mitigation measures described in the Final EIR reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance. Pursuant to PRC Section 21081, the City finds that changes or alterations have been required in, or incorporated into, the Project, which mitigate or avoid each of the following significant effects on the environment.

1. Air Quality – Construction Emissions (Regional)

(A) Impact Summary

Project construction has the potential to generate air emissions through the use of heavy-duty construction equipment and vehicle trips by construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily nitrogen oxides (NOx), would result from the use of construction equipment, such as dozers, loaders, and cranes. During the building finishing phase, paving, and the application of architectural coatings (e.g., paints) would potentially release volatile organic compounds (VOCs). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary

substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

The emissions levels in Table IV.A-7 of the Draft EIR represent the highest daily emissions projected to occur during each year of construction and take into account overlapping construction phases. As presented in Table IV.A-7, construction-related daily maximum regional construction emissions would exceed SCAQMD daily significance thresholds for VOC and NOx. The regional construction impact would primarily occur from 2023 through 2025 during large concrete pour days with concurrent grading/excavation operations. Therefore, regional construction emissions resulting from the Project would result in a significant short-term impact.

(B) Project Design Features

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

(C) Mitigation Measures

Mitigation Measure AIR-MM-1: Prior to demolition, the Project representative shall submit to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District a comprehensive inventory of all off road construction equipment, equal to or greater than 50 horsepower, that, with the exception of demolition activities, will be used during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off road diesel-powered equipment within the construction inventory list described above shall meet the USEPA Tier 4 Final standards.

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

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment and pursuant to PRC Section 21081(a)(2) that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.

(E) Rationale for Finding

Implementation of the mitigation measures described above would reduce construction emissions below SCAQMD threshold levels. Table IV.A-10 on page IV.A-66 provides the peak daily mitigated regional emissions by construction year. As presented in Table IV.A-10, with full implementation of Mitigation Measures AIR-MM-1 and AIR-MM-2, peak daily regional NOx emissions would be reduced below the SCAQMD regional threshold of 100 pounds per day. As such, Project construction would result in a less-than-significant Project-level and cumulative regional impacts with incorporation of feasible mitigation measures. The City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

(F) Reference

Section IV.A, Air Quality, of the Draft EIR, as well as Appendix C (Air Quality and Greenhouse Gas Emissions).

2. Cultural Resources – Archaeological Resources

(A) Impact Summary

As discussed in the Draft EIR, Section IV.B, Cultural Resources, a limited site survey was conducted, in addition to a search of the Native American Heritage Commission's (NAHC's) Sacred Lands File (SLF) and South Central Coastal Information Center (SCCIC) records. Results of the survey and records searches yielded no Native American resources, but did result in records of archaeological resources on the Project Site or directly adjacent to it. The Project would require excavations to depths of up to 60 feet below grade for construction of the subterranean parking levels, and therefore, the Project could potentially disturb previously unidentified archaeological resources, if present. As such, construction activities associated with the Project could result in substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5, which is a potentially significant impact.

(B) Project Design Features

No project design features are applicable.

(C) Mitigation Measures

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

Mitigation Measure CUL-MM-5: Prior to any excavation activities, an individual qualified in archaeology and Tribal Cultural Resources (Qualified Archaeologist) shall be retained to monitor initial excavation and grading activities within the Project Site. Initial excavation and grading are defined as initial construction-related earth moving of sediments from their place of deposition. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. Due to the complex history of development and disturbance in the area, the terminal depth of potential deposits cannot be determined prior to the start of excavation activities. Monitoring will be continued based on the continued potential for cultural deposits based on the characteristics of subsurface sediments encountered. The Qualified Archeologist, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The Qualified Archeologist shall be responsible for maintaining daily monitoring logs. Within 60 days following completion of ground disturbance, an archaeological monitoring report shall be prepared and submitted to the City for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the SCCIC. In the event that a potential archaeological resource is encountered, the Applicant shall follow the procedures set forth in Mitigation Measure CUL-MM-6. In the event that a potential Tribal Cultural Resource is encountered, the applicant shall instead follow the procedures set forth in Mitigation Measure TCR-MM-1.

Mitigation Measure CUL-MM-6: In the event that historic or prehistoric archaeological resources are unearthed, ground disturbing activities

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

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment, and pursuant to PRC Section 21081(a)(2) that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. .

(E) Rationale for Finding

The City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

As set forth in Mitigation Measures CUL-MM-4 through CUL-MM-6, a Qualified Archaeologist shall be retained to perform periodic inspections of excavation and grading activities of the

Project Site. In the event archaeological resources are encountered, the archaeologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. Therefore, implementation of Mitigation Measures CUL-MM-4 through CUL-MM-6 would ensure that any potential impacts related to archaeological resources would be less than significant.

With regard to potential cumulative impacts related to archaeological resources, the Project and the related projects are located within an urbanized area that has been disturbed and developed over time. In the event that archaeological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering archaeological resources. Therefore, cumulative impacts to archaeological resources would be less than significant and would not be cumulatively considerable.

(F) Reference

Section IV.B, Cultural Resources, of the Draft EIR, as well as Cultural Resources Survey and Extended Phase I Report for the District NoHo Project (Archaeological Report) prepared by Dudek in November 2021, and included in Appendix E of the Draft EIR.

3. Hazards and Hazardous Materials – Construction

(A) Impact Summary

Based on the Recognized Environmental Conditions (RECs) primarily associated with previous uses within the Project Site, a Phase II Environmental Site Assessment was performed to confirm the presence of these RECs (see Appendix J.3 of the Draft EIR). As discussed therein, arsenic was detected at elevated levels at one boring location; lead and zinc were detected at elevated levels at one boring location; and although significant VOC concentrations were not detected in soil samples, results of the soil gas survey indicate that PCE-impacted soil is likely present on the Project Site. Soil gas samples also exceeded Department of Toxic Substances Control (DTSC) screening levels for residential uses and increased at depth. No RECs were identified on the East Lot, but one REC was identified on the West Lot consisting of two signs indicating the presence of contaminated soil. While construction activities would occur in accordance with regulatory requirements, and ground disturbance associated with site clearance, excavation, and grading activities during construction would be required to comply with relevant and applicable federal, state, and local regulations and requirements; the presence of contaminated soil and soil gas beneath the Project Site could exacerbate risk of upset and accident conditions associated with the release of hazardous materials into the environment. In addition, because the potential for residual contamination exists and previously unknown or unidentified underground storage tanks (USTs) may be located on-site, the Project could exacerbate risk of upset and accident conditions associated with the release of hazardous materials into the environment.

(B) Project Design Features

No project design features are applicable.

(C) Mitigation Measures

Mitigation Measure HAZ-MM-1: Soil Management Plan—The Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan for Contaminated Soils (SMP) which shall be prepared with input from Los Angeles County Certified Unified Program Agency (CUPA), County of Los Angeles Fire Department Health and Hazardous Materials Division (HHMD) Site Mitigation Unit (SMU). The SMP shall be submitted to the City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of soil disturbance activities. Potential subsurface contamination likely to be encountered during excavation activities includes metals, PCE (a volatile organic compound [VOC]) or other VOCs. The SMP shall be written such that it can be implemented sitewide or by block. The SMP shall be implemented during soil disturbance activities on each block to ensure that contaminated soils are properly identified, excavated, managed and transported and disposed of off-site.

Elements of the SMP shall include:

- A qualified environmental consultant shall be present on the Project Site at the start of soil disturbance activities (e.g., clearing, grubbing, pavement/asphalt removal, building foundation and other below ground structure removal, excavation, grading, etc.) in the known or suspected locations of contaminated soils and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination (primarily VOCs, which includes PCE, and metals).

- Soil monitoring during soil disturbance, including visual observation (soil staining), representative sampling via a photo ionization detector, and/or VOC monitoring.

- The SMP shall require the timely testing and sampling of soils so that VOC-contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Routine testing includes VOCs and metals. The qualified environmental consultant shall have authority to request additional testing including, but not limited to, total petroleum hydrocarbons (TPH), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs) based on visual observation, the presence of odors, or other factors.

- During excavation, if soil is stockpiled prior to disposal, it shall be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP), prior to transportation for treatment and/or disposal.

- To ensure appropriate containment of excavated soil or demolition debris/materials that exceed state or federal hazardous waste criteria, such materials shall be placed in containers with closures that are properly secured and lined, as appropriate, or wrapped and enclosed by tarps and transported by licensed hazardous waste haulers and disposed of at a licensed hazardous waste management facility approved for the specific disposed hazardous materials.

- During excavation, soils identified as VOC-contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting and securely anchored during periods of inactivity of greater than an hour to prevent contaminated soils from becoming airborne.

- Dust suppression shall be used for any active or inactive stockpile known or suspected to contain contaminants, including metals, above state or federal hazardous waste limits. Active and inactive excavations and stockpiles of soil shall be kept visibly moist by water spray, treated with a vapor suppressant, or covered with a continuous heavy-duty plastic sheeting (4 mm or greater) or other covering. The covering shall be overlapped at the seams and securely anchored.

- The qualified environmental consultant shall perform weekly inspections of all waste (drums and bulk) to document that waste is being managed in accordance with the SMP. Inspection records shall be maintained on-site and shall be made available upon request.

Mitigation Measure HAZ-MM-2: Prior to construction, a limited soil investigation of the soil bordering the West Lot to the south shall be performed. Any identified contamination shall be remediated in accordance with all applicable federal, state, and local regulations and, if necessary, in accordance with Mitigation Measure HAZ-MM-1.

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

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment and pursuant to PRC Section 21081(a)(2) that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency .

(E) Rationale for Finding

Mitigation Measures HAZ-MM-1-HAZ-MM-3 would ensure that impacts related to hazardous materials would be precluded, and that activities that are outside the scope of the City's police powers, such as Metro self-permitting authorities, would be conducted in accordance with the analysis and Mitigation Measures in the District NoHo DEIR. By requiring a Soil Management Plan as part of HAZ-MM-1, Project activities would comply with expert recommendations for hazards, detected or encountered, on site. Mitigation Measures HAZ-MM-2 and HAZ-MM-3 related to possible Metro activity on sites identified to contain possible hazards in soil samples. With the implementation of Mitigation Measures HAZ-MM-1-HAZ-MM-3, impacts related to the release of hazardous materials into the environment would be reduced to a less than significant level.

The City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction

takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

(F) Reference

Section IV.F, Hazards and Hazardous Materials, of the Draft EIR, as well as NoHo Phase I Environmental Site Assessment, March 2020 (Appendix J.1 of the Draft EIR), Metro Phase I Environmental Site Assessment, May 2022 (Revised Appendix J.2 of the Final EIR), Phase II Environmental Site Assessment, May 2020 (Appendix J.3 of the Draft EIR) and Mitigation Memo, January 2022 (Appendix J.4 of the Draft EIR).

4. Noise - Project-Level On-Site Construction Vibration (Building Damage)

(A) Impact Summary

With regard to potential building damage, the Project would generate ground-borne construction vibration during building demolition and site excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. There is one historic structure (Lankershim Depot) located on the Project Site and six historic structures located in the Project vicinity (i.e., Security Trust and Savings Bank, Angelino Valley Mortuary, United States Post Office, Fire Station #60, Air Raid Siren #210, and El Portal Theater). The Lankershim Depot would be relocated on the site during the initial Block 0 construction (e.g., demolition and grading phase). Once the Lankershim Depot is relocated, it would be exposed to vibration associated with construction activities within Block 0 West. As indicated in Table IV.H-31 on page IV.H-97 of the Draft EIR, the estimated vibration levels from the construction equipment would be below the 0.3-PPV building damage significance criterion for the existing commercial and residential buildings on the north side of Cumpston Street and the commercial buildings along Tujunga Avenue and Chandler Boulevard (west of Tujunga Avenue) and the 0.5-PPV building damage significance criterion for the four-story residential buildings along Fair Avenue, Cumpston Street, Chandler Boulevard, and Lankershim Boulevard. The estimated vibration levels would exceed the 0.12-PPV significance criterion for the Lankershim Depot (within Block 0 West), and the Security Trust and Savings Bank building located at 5301 Lankershim Boulevard (adjacent to the Project Block 8). Therefore, the on-site vibration impacts during construction of the Project, pursuant to the significance criteria for building damage at the Lankershim Depot and Security Trust and Savings Bank, would be significant without mitigation measures.

(B) Project Design Features

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

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

(C) Mitigation Measures

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

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

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

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

In the event the warning level (0.10-PPV) is triggered, the contractor shall identify the source of vibration generation, halt construction in the immediate vicinity, and provide technologically feasible steps to reduce the vibration level, including, but not limited to, staggering concurrent activities, utilizing lower vibratory techniques, and limiting high vibration generating equipment (i.e., large bulldozer, drill rig and loaded truck) operating within 20 feet of the building.

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

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

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment and pursuant to PRC Section 21081(a)(2) such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.

(E) Rationale for Finding

Implementation of Mitigation Measure NOI-MM-2 would ensure the vibration levels at the exterior of the Security Trust and Savings Bank building adjacent to the Project Site (Block 8) would not exceed the significance criterion of 0.12-PPV. Therefore, vibration impacts associated with the on-site construction activities would be reduced to a less-than-significant level.

The City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

(F) Reference

Section IV.H, Noise, of the Draft EIR, as well as Appendix L, Noise and Vibration Calculation Worksheets, of the Draft EIR.

5. Tribal Cultural Resources

(A) Impact Summary

The Project would include excavations to a maximum depth of approximately 60 feet below ground surface (bgs), which would extend below the existing fill at the Project Site, and these excavations could potentially encounter and affect any potential unknown subsurface Tribal Cultural Resources (TCRs) that may be present at the Project Site. Despite the low likelihood of resources on Project Site, out of an abundance of caution, mitigation measures related to TCRs are included in the event that such a resource is discovered.

(B) Project Design Features

No project design features are applicable.

(C) Mitigation Measures

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

- Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities in the immediate vicinity of the potential resource and contact the following:

  1. all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project (including but not limited to the Fernandeño Tataviam Band of Mission Indians and Gabrieleño Band of Mission Indians);

  2. and the Department of City Planning at (213) 473-9723.

- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

- If any tribe recommends monitoring of future ground disturbances, and such monitoring is determined to be reasonable and feasible, a culturally affiliated tribal monitor shall be retained by the City at the Applicant's expense, in addition to the archaeological cultural monitoring that is separately required pursuant to Mitigation Measure CUL MM 5.

  The qualified archaeologist identified in Mitigation Measure CUL MM 5 and the culturally affiliated tribal monitor shall determine if the tribal recommendations are reasonable and feasible, at which point the Applicant shall implement the recommendations, in addition to the measures below.

  The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities in the immediate vicinity of the potential resource and any radius identified in the tribal or City recommendations until this plan is approved by the City.

  If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally

affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.

The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.

Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment and pursuant to PRC Section 21081(a)(2) such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.

(E) Rationale for Finding

As a result of Project excavations to a maximum depth of approximately 60 feet below ground surface, which would extend below the existing fill at the Project Site and potentially encounter and affect any potential unknown subsurface TCRs that may be present at the Project Site, out of an abundance of caution, mitigation measures related to TCRs are included in the event that such a resource is discovered. Mitigation Measures identified in Section IV.B, Cultural Resources, of the Draft EIR, include language which also considers potential TCR impacts. Specifically, CUL-MM-4 includes a worker training program that covers tribal cultural resources, in addition to cultural resources, as part of the training program. CUL-MM-5 implements monitoring for Cultural Resources and requires the monitor to be a qualified tribal cultural expert capable of monitoring the site and identifying any potential resources. Finally, in the event that a resource is uncovered and is identified as a potential tribal cultural resource, CUL-MM-6 requires that the procedures set forth below under Tribal Cultural Resources Mitigation Measure TCR-MM-1 be followed. TCR-MM-1 sets forth standard procedures were a resource to be discovered on-site as part of construction activities. Should a potential TCR be inadvertently encountered during Project excavation and grading activities, TCR-MM-1 requires for temporarily halting of construction activities near the encounter and notifying the City and the Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed Project. If the City determines that a potential resource appears to be a TCR (as defined by PRC Section 21074), the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations

regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Applicant would then implement the tribe's recommendations if a Qualified Archaeologist reasonably concludes that the tribe's recommendations are reasonable and feasible. The recommendations would then be incorporated into a TCR monitoring plan and once the plan is approved by the City, ground disturbance activities could re-commence. Additionally, as part of the consultation process, the Fernandeño Tataviam Band of Mission Indians requested to be consulted in the event TCRs are encountered during construction. The City has included a provision in TCR-MM-1 to consult further with both the Fernandeño Tataviam Band of Mission Indians and Kizh Nation in the event TCRs are encountered. Through TCR-MM-1, all activities would be conducted in accordance with regulatory requirements.

The City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

(F) Reference

Section IV.L, Tribal Cultural Resources, of the Draft EIR, as well as the Tribal Cultural Resources Report, March 2022 (Appendix S of the Draft EIR).

VIII. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT EVEN AFTER MITIGATION

The following impact areas were concluded by the Final EIR to remain significant and unavoidable following implementation of all feasible mitigation measures described in the Final EIR. Consequently, in accordance with CEQA Guidelines Section 15093, a Statement of Overriding Considerations has been prepared (see Section XI of these Findings). No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of the project. The City finds and determines that:

a) All significant environmental impacts that can be feasibly avoided have been eliminated, or substantially lessened through implementation of the project design features and/or mitigation measures; and

b) Based on the Final EIR, the Statement of Overriding Considerations set forth below, and other documents and information in the record with respect to the construction and operation of the project, all remaining unavoidable significant impacts, as set forth in these findings, are overridden by the benefits of the project as described in the Statement of Overriding Considerations for the construction and operation of the project and implementing actions.

1. Air Quality

(A) Impact Summary

(i) Operations – Regional Emissions

Table IV.A-8 on page IV.A-63 of the Draft EIR provides Project operational emissions with incorporation of project design features. As shown in Table IV.A-8, regional emissions resulting from operation of the Project would exceed SCAQMD's daily regional operational threshold for NOx. The NOx regional operational impact is primarily from vehicular trips to and from the Project Site. Therefore, regional operational emissions resulting from the Project would result in a significant impact. Further, mitigation measures would not reduce impacts to less than significant. Therefore, impacts would remain significant and unavoidable after implementation of feasible mitigation.

(ii) Concurrent Construction and Operational Regional Emissions

Portions of the Project Site would be completed and occupied while construction of the later Project components would be ongoing. Therefore, concurrent construction and operational impacts were evaluated. Based on a review of the Project, the reasonably anticipated maximum concurrent emissions are expected to occur in Year 2025 during operation of East and West Lots and Blocks 0, 7, and 8, and construction of Blocks 5/6. This development scenario results in the maximum amount of operational activity in terms of square footage developed on the Project Site and resultant daily vehicle trips. It also assumes maximum daily activity (i.e., peak on-site heavy-duty construction equipment usage and haul truck trips) occurring during construction of Blocks 5/6. As summarized in Table IV.A-9 on page IV.A-64 of the Draft EIR, regional emissions of NOx during concurrent construction and operation would exceed the SCAQMD regional operational threshold. Therefore, regional concurrent construction and operational emissions of NOx resulting from the Project would result in a significant impact. Further, mitigation measures would not reduce impacts to less than significant. Therefore, impacts would remain significant and unavoidable after implementation of feasible mitigation.

(B) Project Design Features

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

(C) Mitigation Measures

Mitigation Measure AIR-MM-1: Prior to demolition, the Project representative shall submit to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District a comprehensive inventory of all off road construction equipment, equal to or greater than 50 horsepower, that with the exception of demolition activities will be used during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or South Coast Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off road diesel-powered equipment within the construction inventory list described above shall meet the USEPA Tier 4 Final standards.

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

(D) Finding

(i) Operations – Regional Emissions

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(ii) Concurrent Construction and Operational Regional Emissions

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(E) Rationale for Finding

(i) Operations – Regional Emissions

As shown in Table IV.A-8 on page IV.A-63 of the Draft EIR, the NOx regional operational impact is primarily from vehicular trips to and from the Project Site (VMT) or approximately 83 percent of operational emissions. The Project is a Transit Oriented Development (TOD) located within a TPA. It is located adjacent to a major public transit hub, including a stop for the Metro B (Red) Line and G (Orange) Line stations, and would develop uses, including housing, office, retail, and open space, in one location which would reduce daily trips and VMT. In addition, the Project also would incorporate project design features, such as Project Design Feature AIR-PDF-1, to support and promote environmental sustainability, as well as those discussed in Section IV.E, Greenhouse Gas Emissions, of the Draft EIR. While these features are designed

primarily to reduce GHG emissions, they would also serve to reduce the criteria air pollutants. Furthermore, the estimated emissions also include implementation of a Transportation Demand Management (TDM) program that would include providing carpool/vanpool loading areas, reduced parking supply, secure bicycle parking, and pedestrian network improvements. As shown in Appendix C-3.2, these measures would reduce operational VOC emissions by 17 percent, NOx emissions by 46 percent, CO emissions by 29 percent, PM_{10} by approximately 42 percent, and $PM_{2.5}$ by approximately 42 percent.

As shown in Table IV.A-11 on page IV.A-68 of the Draft EIR, with the incorporation of all feasible mitigation measures, the operational NOx emissions still would exceed SCAQMD thresholds. Feasible measures were included to reduce Project-related VMT, which would result in a 41-percent reduction in VMT. As the maximum TDM reductions possible were taken, there are no other feasible measures to reduce NOx emissions.

The City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

The City further finds above that specific economic, legal, social, technological, or other considerations make infeasible additional mitigation measures that would reduce impacts further, as technological limitations preclude the City from implementing such measures.

Therefore, Project operations would result in significant and unavoidable Project-level and cumulative impacts with respect to regional NOx air quality even with incorporation of all feasible mitigation measures. As such, the Project would result in a cumulatively considerable net increase of a criteria pollutant (NO_2 as NOx) for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.

(ii) Concurrent Construction and Operational Regional Emissions

Implementation of Mitigation Measures AIR-MM-1 and AIR-MM-2 would reduce construction emissions for all pollutants. Table IV.A-11 provides the mitigated regional emissions during concurrent operations and construction. As presented in Table IV.A-11, with full implementation of Mitigation Measures AIR-MM-1 and AIR-MM-2, peak daily regional emissions of NOx would exceed the SCAQMD regional threshold.

The City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

The City further finds above that specific economic, legal, social, technological, or other considerations make infeasible additional mitigation measures that would reduce impacts further, as technological limitations preclude the City from implementing such measures.

As such, concurrent Project construction and operations would result in significant and unavoidable Project-level and cumulative regional impacts even with incorporation of all feasible mitigation measures.

(F) Reference

Section IV.A, Air Quality, of the Draft EIR, as well as the Appendix C, Technical Appendix for Air Quality and Greenhouse Emission, of the Draft EIR.

2. Cultural Resources – Historic Resources

(A) Impact Summary

The only historic resource within the Project Site is the Lankershim Depot. However, the Project could also potentially impact the Security Trust and Savings Bank, which is adjacent to the Project Site. Additional historic resources in the vicinity are located at a greater distance from the Project Site and would not be impacted by the Project. Relocation of the Lankershim Depot within the Project Site approximately 44-feet to the west and 2.5-feet to the south to accommodate expansion and consolidation of transit services would have a direct impact on its location, setting, and association, resulting in a significant impact. The Project would implement Mitigation Measures CUL MM-1 through CUL-MM-3 and NOI-MM-2 to mitigate direct impacts to the Lankershim Depot to the extent possible. Mitigation Measure NOI-MM-2 discussed in Section IV.H, Noise, of the Draft EIR, would fully mitigate direct impacts to the Security Trust and Savings Bank. However, direct impacts to the Lankershim Depot would remain significant and unavoidable because the relationship to the intersection of Lankershim and Chandler Boulevards would be lost. Indirect impacts to historic resources would be less than significant without mitigation.

(B) Project Design Features

No project design features are applicable.

(C) Mitigation Measures

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

landscaped plaza for conformance with the Secretary's Standards, submitted to the City of Los Angeles Office of Historic Resources for concurrence. After work is complete, the Architectural Historian shall document, through photographs, that work was completed in conformance with the approved report. Photographic documentation shall be submitted to the City of Los Angeles Office of Historic Resources.

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

Mitigation Measure CUL-MM-3: Interpretive Design—The Applicant shall prepare and implement a site-specific, art-in-public-places program on Block 0 that illustrates and interprets the important history of the Lankershim Depot to the development of North Hollywood. The public art program shall include feature(s) that are lasting and permanent and shall be integrated into the new architecture and/or new landscape features of the Project, to the maximum extent feasible, thus ensuring its longevity, and shall be accessible by all members of the public. While the public art program may incorporate a plaque or interpretative panel or display, the program overall shall include features that are of a size, scale, and design in relation to the architecture and/or landscape features that it can be immediately viewed, recognized, and appreciated at a distance, where the text or images on a plaque or interpretive panel or display may not be legible while maintaining a scale compatible with the Lankershim Depot. Content and design of the public art shall be created by an artist, in collaboration with the selected art consultant, a representative from Metro, and the architectural historian meeting the Secretary of the Interior's Professional Qualification Standards to ensure that the art-in-public-places program on Block 0 accurately interprets the history of the site. Installation of art elements shall be completed no more than one year after relocation and rehabilitation of the Lankershim Depot. Prior to commencement of construction on Block 0, as approved by Metro, a budget will

be established for the public art that will be sufficient to cover design fees and fabrication.

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or potential significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(E) Rational for Finding

The City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and the activity that results in an impact takes place entirely under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

Mitigation Measures CUL-MM-1 through CUL-MM-3 would mitigate direct impacts to the Lankershim Depot to the extent possible. Mitigation Measure NOI-MM-2 discussed in Section IV.H, Noise, of the Draft EIR, would fully mitigate direct impacts to the Lankershim Depot and Security Trust and Savings Bank. As discussed in the Draft EIR, Section IV.B, Cultural Resources indirect impacts to historic resources would be less than significant without mitigation. However, direct impacts to the Lankershim Depot would remain significant and unavoidable because the relationship to the intersection of Lankershim and Chandler Boulevards would be lost. Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant.

(F) Reference

Section IV.B, Cultural Resources, of the Draft EIR, as well as the Appendix D, Cultural Resources Technical Appendix, December 2020, of the Draft EIR.

3. Noise

(A) Impact Summary

(i) Project-Level On-Site Construction Noise

As detailed in Draft EIR Section H, Noise, pages IV.H-35 through IV.I-46 and Tables IV.H-11-14, noise impacts from Project-related construction activities occurring within or adjacent to the Project Site and Off-Site Metro Parking Areas would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of

the noise-generating construction activities, and the relative distance to noise-sensitive receptors.

As provided in Project Design Feature NOI-PDF-1, construction equipment would have proper noise muffling devices per the manufacturers' standards. Individual pieces of construction equipment anticipated to be used during construction of the Project could produce maximum noise levels (Lmax) of up to 90 dBA at a reference distance of 50 feet from the noise source, as shown in Table IV.H-11 on page IV.H-37 of the Draft EIR. As indicated in Table IV.H-12 on page IV.H-38, the estimated noise levels at all receptor locations, with the exception of receptor location R2, would exceed the significance criteria during multiple phases of construction throughout the Project Site.

In addition, the construction of the Project would have the potential to overlap for some phases. Construction noise impacts associated with the overlapping construction are provided in Table IV.H-14 on page on page IV.H-46. As indicated therein, the overlapping construction would exceed the significance threshold at all receptor locations, with the exception of receptor locations R4 and R12. The estimated overlapping construction noise would exceed the significance threshold from 7.1 dBA at receptor location R5 to 24.0 dBA at receptor location R9. Therefore, temporary noise impacts associated with the Project's on-site construction would be significant without mitigation measures.

(ii) Project-Level Off-Site Construction Noise

As detailed in Draft EIR Section H, Noise, pages IV.H-47 through IV.I-58 and the Tables therein, off-site construction noise levels, including from overlapping construction, could exceed the 5-dBA significance criterion along certain roadway segments. Therefore, noise impacts from off-site construction traffic would be significant without mitigation measures.

(iii) Project-Level On-Site Construction Vibration (Human Annoyance)

As detailed in Draft EIR Section H, Noise, page IV.H-99 and Table IV.H-32, the estimated ground-borne vibration levels from construction equipment would be below the significance criteria for human annoyance at off-site sensitive receptor locations R3, R4, R6, R8, R10, R11, and R12. The estimated ground-borne vibration levels at receptor locations R1, R2, R5, R7, R13, and R14 would exceed the 72-VdB significance criterion. In addition, the estimated ground-borne vibration levels at receptors location R9 would exceed the 65-VdB significance criterion. Therefore, on-site vibration impacts related to human annoyance during construction of the Project would be significant without mitigation measures.

(iv) Project-Level Off-Site Construction Vibration (Human Annoyance)

Per Federal Transit Authority (FTA) guidance, the significance criteria for human annoyance are 72 VdB for sensitive uses, including residential, hotel and theater uses, 75 VdB for school use, and 65 VdB for studio (recording). The vibration generated by a typical heavy-duty truck would be approximately 63 VdB at a distance of 50 feet from the truck. Vibration sensitive uses (e.g., residential and hotel) along Chandler Boulevard, Vineland Avenue, and Riverside Drive are located a minimum of 30 feet from the anticipated truck route(s). The temporary vibration levels from trucks passing by would be approximately 70 VdB, as provided in the Noise and Vibration Calculation Worksheets included in Appendix L of the Draft EIR, which would be below the 72-VdB significance criterion. However, the residential uses along

Burbank Boulevard, Lankershim Boulevard, Cumpston Street, Fair Avenue, Tujunga Avenue, Colfax Avenue, and Magnolia Boulevard are located approximately 24 feet from the anticipated truck route(s) and would be exposed to ground-borne vibration of approximately 72.6 VdB, which would exceed the 72-VdB significance criterion. In addition, there are studios (recording) located along Lankershim Boulevard, which would also be exposed to vibration level up to 74 VdB, exceeding the 65-VdB significance criterion. As such, vibration impacts with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks traveling along the anticipated truck route(s) would be significant without mitigation measures.

(v) Cumulative On-Site Construction Noise

Thirty four related projects have been identified in the vicinity of the Project Site and Off-Site Metro Parking Areas. Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction-site, based on the L.A. CEQA Thresholds Guide screening criteria. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction-sites. Of the 34 related projects, 23 related projects are located more than 1,000 feet from the Project and with intervening building structures, which would not contribute to the cumulative on-site construction noise impacts. Construction-related noise levels from the related projects would be intermittent and temporary, and it is anticipated that, as with the Project, the related projects would comply with the construction hours and other relevant provisions set forth in the LAMC. Noise associated with cumulative construction activities would be reduced to the degree technologically feasible through proposed mitigation measures for each individual related project that is required to implement them and compliance with locally adopted and enforced noise ordinances. There would be potential cumulative noise impacts at the nearby sensitive uses (e.g., residential uses) located in proximity to the Project Site and Off-Site Metro Parking Areas, Related Project Nos. 1, 2, and 5, in the event of concurrent construction activities. The analysis conservatively assumes such exceedances would occur. Therefore, the Project's contribution would be cumulatively considerable, and cumulative noise impacts from on-site construction would be significant.

(vi) Cumulative Off-Site Construction Noise

The estimated off-site construction traffic noise levels along Colfax Avenue, Tujunga Avenue, and Riverside Drive (used for haul routes associated with Block 7 and West Lot) would be below the 5-dBA significance criterion. However, it is estimated that if the total number of trucks from the Project and the related projects were to add up to 54, 63, and 74 truck trips per hour along Colfax Avenue [Options A and B], Tujunga Avenue (Option B], and Riverside Drive [Option B], respectively, these trucks would result in a 5-dBA noise increase along these roadway segments. There are related projects in the vicinity of the Project Block 7 and West Lot and near Colfax Avenue, including Related Project Nos. 1, 12, and 24, which could contribute to the cumulative truck trips. Related Project Nos. 1, 7, 16, 17, 18, 22, 27, 28, and 29 are located in the vicinity of Tujunga Avenue and Riverside Drive, which could contribute to the cumulative truck trips with the Project. Since the Project generates up to 50 truck trips per hour, the cumulative truck trips, including the noted related projects, could add up to 54, 63, and 74 truck trips per hour along Colfax Avenue, Tujunga Avenue, and Riverside Drive, respectively, which has the potential to increase the ambient noise by 5dBA. Therefore, cumulative noise due to construction truck traffic from the Project and other related projects could increase the ambient noise levels at certain segments along the haul route by 5 dBA. As such, the Project's

contribution would be cumulatively considerable, and cumulative noise impacts from off-site construction would be significant.

(vii) Cumulative On-Site Construction Vibration (Human Annoyance)

Potential vibration impacts associated with Project-related on-site construction activities would be significant with respect to human annoyance at receptor location R5 (the closest sensitive receptor between the Project and Related Project No. 1). Related Project No. 1 is approximately 25 feet from the receptor location R5. Therefore, the ground-borne vibration from Related Project No. 1 to the receptor location R5 would be similar to the Project and would exceed the 72-VdB significance thresholds. The next closest related project, Related Project No. 2, is located on the south side of Chandler Boulevard, approximately 90 feet south of the East Lot. The nearest sensitive receptor to Related Project No. 2 is receptor location R3. The estimated vibration levels from the Project to the receptor location R3 would be 69 VdB, which is below the 72 VdB. In addition, construction activities at Related Project No. 2 would be more than 80 feet from the receptor location R3. Therefore, the Project construction would not contribute to the cumulative construction vibration impacts at receptor location R3. All other related projects would be located at a further distance and would not contribute to the cumulative vibration impacts. Therefore, because of the potential impact associated with Related Project No. 1, the Project's contribution to a potential construction vibration impact with respect to human annoyance associated with on-site construction would be cumulatively considerable, and cumulative impacts would be considered significant.

(viii) Cumulative Off-Site Construction Vibration (Human Annoyance)

Potential vibration impacts associated with temporary and intermittent vibration from project-related construction trucks traveling along the anticipated truck routes (i.e., Burbank Boulevard, Lankershim Boulevard, Cumpston Street, Fair Avenue, Tujunga Avenue, Colfax Avenue, and Magnolia Boulevard) would be significant with respect to human annoyance. As related projects would be anticipated to use similar truck routes as the Project (i.e., Burbank Boulevard, Lankershim Boulevard, Tujunga Avenue, Colfax Avenue, and Magnolia Boulevard), it is anticipated that construction trucks would generate similar vibration levels along the anticipated truck route(s). Therefore, to the extent that other related projects use the same truck route as the Project, the Project's contribution to potential cumulative vibration impacts with respect to human annoyance associated with temporary and intermittent vibration from haul trucks traveling along the designated truck route(s) would be cumulatively considerable, and cumulative impacts would be considered significant.

(A) Project Design Features

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

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

(B) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below and shown on Figure IV.H 5 on page IV.H-80. Prior to any demolition work conducted for each phase being permitted, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

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

- Along the western property line of the Project Site (Block 0 West) between the construction areas and residential use at the corner of Tujunga Avenue and Chandler Boulevard (receptor location R7) and the northern portion of the park on the south side of Chandler Boulevard and approximately 300 west of Tujunga Avenue (receptor location R8). The temporary sound barrier (minimum 15 feet high) shall be designed to provide a minimum 13-dBA noise reduction at the ground level of receptor location R7 and 8 dBA at receptor location R8.

- Along the southern property line of the Project Site (Block 0 West) between the construction areas and noise sensitive uses along Chandler Boulevard (receptor locations R9, R10, and R11). The temporary sound barrier shall be designed to provide a minimum 9-dBA noise reduction (minimum 12 feet high) at the ground level of receptor locations R9, R10, and R11.

- Along the northern property line of the Project Site (Block 0 West) between the construction areas and residential use at the corner of Lankershim Boulevard and Cumpston Street (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor location R5.

- Along the northern, southern, western, and eastern property lines of the Project Site (Block 0 East) between the construction areas and residential use along Cumpston Street (receptor location R1), Fair Avenue (receptor location R2), Chandler Boulevard (receptor R3), and Lankershim Boulevard (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R1, R2, R3, and R5.

During Block 1 Construction:

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

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

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

During Block 2 Construction:

- Along the northern edge of the Project Site (Block 2) between the construction areas and the residential use along Cumpston Street (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level of the residential use (receptor location R1).

- Along the eastern edge of the Project Site (Block 2) between the construction areas and residential use along Fair Avenue (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction (minimum 10 feet high) at the ground level of receptor location R2. Note, this temporary sound barrier would not be required if Block 3 and Block 4 are substantially completed, prior to Block 2 construction.

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

During Block 3 Construction:

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

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

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

During Block 4 Construction:

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

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

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

During Block 5/6 Construction:

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

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

- Along the eastern edge of the Project Site (Block 5/6) between the construction areas and residential use along Fair Avenue (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 9-dBA noise reduction (minimum 12 feet high) at the ground level of receptor location R2.

- Along the western edge of the Project Site (Block 5/6) between the construction areas and sensitive uses along Weddington Street (receptor locations R9, R10, and R11). The temporary sound barrier shall be designed

to provide a minimum 5 dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R9, R10, and R11.

During Block 7 Construction:

- Along the northern property line of the Project Site (Block 7) between the construction areas and residential use at the corner of Lankershim Boulevard and Cumpston Street (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction (minimum 12 feet high) at the ground level of receptor location R5.

- Along the western property line of the Project Site (Block 7) between the construction areas and residential use on Cumpston Street, west of Tujunga Avenue (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 9-dBA noise reduction (minimum 12 feet high) at the ground level of receptor location R6.

- Along the southern property line of the Project Site (Block 7) between the construction areas and residential use at the corner of Tujunga Avenue and Chandler Boulevard (receptor location R7) and at receptor location R9. The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor locations R7 and R9.

- Along the eastern property line of the Project Site (Block 7) between the construction areas and future residential use at the corner of Lankershim Boulevard and Chandler Boulevard (Related Project No. 1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at the ground level. Note, this temporary sound barrier would only be required if the construction for the Related Project No. 1 would be completed and occupied prior the Project construction.

During Block 8 Construction:

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

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

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

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

- Along the northern property line of the West Lot between the construction areas and residential use on Cumpston Street (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 13-dBA noise reduction (minimum 16 feet high) at the ground level of receptor location R6.

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

- Along the western and portion of the southern property line of the West Lot between the construction areas and the residential use on the north side of Chandler Boulevard (receptor location R14). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction (minimum 18 feet high) at receptor location R14.

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

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

- Along the southern property line between the construction areas and the residential use along Chandler Boulevard (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction (minimum 8 feet high) at the ground level of receptor location R3.

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

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

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

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

In the event the warning level (0.10-PPV) is triggered, the contractor shall identify the source of vibration generation, halt construction in the immediate vicinity, and provide technologically feasible steps to reduce the vibration level, including but not limited to staggering concurrent activities, utilizing lower vibratory techniques, and limiting high vibration generating equipment (i.e., large bulldozer, drill rig and loaded truck) operating within 20 feet of the building.

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

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

(C) Finding

(i) Project-Level On-Site Construction Noise

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the

agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(ii) Project-Level Off-Site Construction Noise

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or potential significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(iii) Project-Level On-Site Vibration (Human Annoyance)

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(iv) Project-Level Off-Site Vibration (Human Annoyance)

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(v) Cumulative On-Site Construction Noise

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of

employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(vi) Cumulative Off-Site Construction Noise

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(vii) Cumulative On-Site Vibration (Human Annoyance)

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(viii) Cumulative Off-Site Vibration (Human Annoyance)

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid significant effects on the environment. Pursuant to PRC Section 21081(a)(2), the City also finds that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency. Pursuant to PRC Section 21081(a)(3), the City also finds that specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(D) Rationale for Finding

(i) Project-Level On-Site Construction Noise

Implementation of Mitigation Measure NOI-MM-1 would reduce the Project's construction noise levels to the extent technologically feasible. As indicated in Table IV.H-29 on page IV.H-87, implementation of Mitigation Measure NOI-MM-1 (installation of temporary sound barrier) would reduce the noise generated by on-site construction activities at the off-site sensitive uses, by up to 15 dBA at receptor locations R1, R2, R7, R9, R10, R13, and R14, by up to 13 dBA at receptor location R6 and R11, by up to 12 dBA at receptor location R3, by up to 11 dBA at receptor location R8, and by up to 9 dBA at receptor location R5, which would reduce the construction noise impacts at receptor locations R6 and R8 to a less-than-significant level. However, the temporary noise barrier would only be effective at the ground level of receptor

locations R1, R2, R3, R5, R7, R11, and R13 because the barriers block line-of-sight to these receptors, and thereby attenuates noise levels at grade level. The residential uses at these receptors are contained in multi-story high-rise buildings. The line-of-sight from the upper floors at these receptors to the Project Site would remain unobstructed because it is not technologically feasible to construct temporary noise barriers, including moveable barriers, that would extend to the height of the buildings at these receptor locations.

In addition, noise attenuation from temporary construction noise barriers is typically limited to a maximum 15-dBA noise reduction. Other mitigation measures to reduce noise include reducing the number of construction equipment and providing a buffer zone. Construction noise levels are dependent on the number of construction equipment in use. Reducing the construction equipment utilized by the Project by 50 percent would increase the number of days that sensitive receptors would be impacted by construction activities and, therefore, would prolong the duration of the impact without reducing it to less-than-significant levels. The noise impacts would still exceed the significance criteria with a 50 percent reduction in construction equipment, because the exceedances are greater than 3 dBA at receptor locations R9, R10, R13, and R14. Construction noise levels can also be reduced by providing an additional buffer zone between the receptor and the construction equipment. Noise levels from construction equipment would attenuate approximately 6 dBA per doubling of distance. However, it would not be technologically feasible to provide a greater buffer zone, as the construction activities (e.g., site demolition) would be up to the property line.

Therefore, there are no other technologically feasible mitigation measures that could be implemented to reduce the temporary noise impacts from on-site construction.

Additionally, the City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant. Therefore, construction noise impacts associated with on-site noise sources would remain significant and unavoidable.

(ii) Project-Level Off-Site Construction Noise

As shown in Table IV.H-15 and Table IV.H-16 of the Draft EIR, the short-term noise impacts associated with off-site construction traffic would be significant along Burbank Boulevard, Lankershim Boulevard, Cumpston Street, Chandler Boulevard, and Fair Avenue, under Haul Route Option A and along Vineland Avenue, Lankershim Boulevard, Chandler Boulevard, Fair Avenue, Cumpston Street, and Magnolia Boulevards under Haul Route Option B. As discussed above, there are no technologically feasible mitigation measures that could be implemented to reduce this short-term impact. Additionally, the City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-

permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles. Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant Therefore, construction noise impacts associated with off-site noise sources would remain significant and unavoidable.

(iii) Cumulative On-Site Construction Noise

Thirty four related projects have been identified in the vicinity of the Project Site and Off-Site Metro Parking Areas. Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction-site, based on the L.A. CEQA Thresholds Guide screening criteria. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction-sites. Of the 34 related projects, 23 related projects are located more than 1,000 feet from the Project and with intervening building structures, which would not contribute to the cumulative on-site construction noise impacts. Construction-related noise levels from the related projects would be intermittent and temporary, and it is anticipated that, as with the Project, the related projects would comply with the construction hours and other relevant provisions set forth in the LAMC. Noise associated with cumulative construction activities would be reduced to the degree technologically feasible through proposed mitigation measures for each individual related project that is required to implement them and compliance with locally adopted and enforced noise ordinances. Based on the above, there would be potential cumulative noise impacts at the nearby sensitive uses (e.g., residential uses) located in proximity to the Project Site and Off-Site Metro Parking Areas, Related Project Nos. 1, 2, and 5, in the event of concurrent construction activities. It should be noted that the timing of the construction activities for these related projects are uncertain and are beyond the control of the City and the Applicant. Accordingly, it is uncertain if the concurrent construction activities identified above would result in the exceedances identified herein. Nevertheless, the analysis conservatively assumes such exceedances would occur. Additionally, the City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant. Therefore, the Project's contribution would be cumulatively considerable, and cumulative noise impacts from on-site construction would be significant and unavoidable.

(ii) Cumulative Off-Site Construction Noise

Off-site construction haul trucks would have a potential to result in cumulative impacts if the trucks for the related projects and the Project were to utilize the same truck routes. As analyzed above in Subsection 3.d. under Threshold (a) (see Table IV.H-15 and Table IV.H-16 on pages IV.H-38 and IV.H-53, respectively of the Draft EIR), the estimated off-site construction noise levels from the Project would exceed the significance criteria along the anticipated truck

routes (along Burbank Boulevard [Option A], Lankershim Boulevard [Options A and B], Chandler Boulevard [Options A and B], Fair Avenue [Options A and B], Cumpston Street [Options A and B], Vineland Avenue [Option B], and Magnolia Boulevard [Option B]). Therefore, any additional truck trips along these roadways would have the potential to increase the traffic noise and contribute to the cumulative noise impacts. The estimated off-site construction traffic noise levels along Colfax Avenue, Tujunga Avenue, and Riverside Drive (used for Block 7 and West Lot) would be below the 5-dBA significance criterion. However, it is estimated that if the total number of trucks from the Project and the related projects were to add up to 54, 63, and 74 truck trips per hour along Colfax Avenue [Options A and B], Tujunga Avenue (Option B], and Riverside Drive [Option B], respectively, these trucks would result in a 5-dBA noise increase along these roadway segments. There are related projects in the vicinity of the Project Block 7 and West Lot and near Colfax Avenue, including Related Project Nos. 1, 12, and 24, which could contribute to the cumulative truck trips. Related Project Nos. 1, 7, 16, 17, 18, 22, 27, 28, and 29 are located in the vicinity of Tujunga Avenue and Riverside Drive, which could contribute to the cumulative truck trips with the Project. Since the Project generates up to 50 truck trips per hour, the cumulative truck trips, including the noted related projects, could add up to 54, 63, and 74 truck trips per hour along Colfax Avenue, Tujunga Avenue, and Riverside Drive, respectively, which has the potential to increase the ambient noise by 5 dBA.

Therefore, cumulative noise due to construction truck traffic from the Project and other related projects could increase the ambient noise levels at certain segments along the haul route by 5 dBA. Additionally, the City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant. As such, the Project's contribution would be cumulatively considerable, and cumulative noise impacts from off-site construction would be significant and unavoidable.

(iii) Project-Level On-Site Vibration (Human Annoyance)

Project-level vibration impacts from on-site construction activities would still exceed the 72-VdB human annoyance significance criterion at the residential uses within 80 feet of the Project Site (receptor locations R1, R2, R5, R7, R13, and R14) and the studio use (receptor location R9) during certain phases of construction. It is concluded that there are no technologically feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction associated with human annoyance to a less-than-significant level. Additionally, the City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant. Therefore, Project-level vibration impacts from on-site construction activities with respect to human annoyance would remain significant and unavoidable.

(iv) Project-Level Off-Site Vibration (Human Annoyance)

Project-level vibration impacts from on-site construction activities would still exceed the 72-VdB human annoyance significance criterion at the residential uses within 80 feet of the Project Site (receptor locations R1, R2, R5, R7, R13, and R14) and the studio use (receptor location R9) during certain phases of construction. It is concluded that there are no technologically feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from off-site construction associated with human annoyance to a less-than-significant level. Additionally, the City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant. Therefore, Project-level vibration impacts from off-site construction activities with respect to human annoyance would remain significant and unavoidable.

(v) Cumulative On-Site Vibration (Human Annoyance)

Potential vibration impacts associated with Project-related on-site construction activities would be significant with respect to human annoyance at receptor location R5 (the closest sensitive receptor between the Project and Related Project No. 1). Related Project No. 1 is approximately 25 feet from the receptor location R5. Therefore, the ground-borne vibration from Related Project No. 1 to the receptor location R5 would be similar to the Project and would exceed the 72-VdB significance thresholds. The next closest related project, Related Project No. 2, is located on the south side of Chandler Boulevard, approximately 90 feet south of the East Lot. The nearest sensitive receptor to Related Project No. 2 is receptor location R3. As analyzed above, the estimated vibration levels from the Project to the receptor location R3 would be 69 VdB, which is below the 72 VdB. In addition, construction activities at Related Project No. 2 would be more than 80 feet from the receptor location R3. Therefore, the Project construction would not contribute to the cumulative construction vibration impacts at receptor location R3. All other related projects would be located at a further distance and would not contribute to the cumulative vibration impacts. Additionally, the City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant. Therefore, because of the potential impact associated with Related Project No. 1, the Project's contribution to a potential construction vibration impact with respect to human annoyance associated with on-site construction would be cumulatively considerable, and cumulative impacts would be considered significant and unavoidable.

(vi) Cumulative Off-Site Vibration (Human Annoyance)

Potential vibration impacts associated with temporary and intermittent vibration from project-related construction trucks traveling along the anticipated truck routes (i.e., Burbank Boulevard, Lankershim Boulevard, Cumpston Street, Fair Avenue, Tujunga Avenue, Colfax Avenue, and Magnolia Boulevard) would be significant with respect to human annoyance. As related projects would be anticipated to use similar trucks as the Project (i.e., Burbank Boulevard, Lankershim Boulevard, Tujunga Avenue, Colfax Avenue, and Magnolia Boulevard), it is anticipated that construction trucks would generate similar vibration levels along the anticipated truck route(s). Additionally, the City finds above that the Mitigation Measures identified are the responsibility of another agency as Metro is a Responsible Agency for the Project EIR and some construction takes place under Metro's self-permitting authority; where the implementation, monitoring, and enforcement of the Mitigation Measures outlined above are the responsibility of Metro when activity occurs under Metro self-permitting authority. Project activities outside the Metro self-permitting authority would implement the identified Mitigation Measures as conditions of approval required by the City of Los Angeles.

Accordingly, the City finds above that, despite incorporation of Mitigation Measures, that economic, legal, social, technological, or other considerations, make infeasible mitigation measures that would reduce impacts to less than significant. Therefore, to the extent that other related projects use the same truck route as the Project, the Project's contribution to potential cumulative vibration impacts with respect to human annoyance associated with temporary and intermittent vibration from haul trucks traveling along the designated truck route(s) would be cumulatively considerable, and cumulative impacts would be considered significant and unavoidable.

(E) Reference

Section IV.H, Noise, of the Draft EIR, as well as noise and vibration calculation worksheets contained in Revised Appendix L, of the Final EIR.

IX. ALTERNATIVES TO THE PROJECT

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (PRC Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location, which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The Draft EIR evaluated a reasonable range of six alternatives to the

Project in detail, which include the No Project/No Build Alternative; No Project/Development Alternative; Development in Accordance with Existing Zoning Alternative; Reduced Density Alternative; Historic Preservation Alternative; and Alternative Land Use Mix Alternative. In accordance with CEQA requirements, the alternatives to the Project include a "No Project" alternative and alternatives capable of eliminating the significant adverse impacts of the project. These alternatives and their impacts, which are summarized below, are more fully described in Section V of the Draft EIR.

1. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure will substantially lessen any significant effect of the project, reduce the significant unavoidable impacts of the project to a level that is less than significant, or avoid any significant effect the project would have on the environment.

2. Project Objectives

An important consideration in the analysis of alternatives to the Project is the degree to which such alternatives would achieve the objectives of the Project. As more thoroughly described in Section II, Project Description, of the Draft EIR, pages II-7 – II-8, both the City and Applicant have established specific objectives concerning the Project, which are incorporated by reference herein and discussed further below.

3. Project Alternatives Analyzed

(A) Alternative 1 - No Project/No Build Alternative

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

(i) Impact Summary

Alternative 1 would avoid the Project's significant and unavoidable impacts associated with historic resources, NOx emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance). Alternative 1 would also avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to NOx emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance), as well as concurrent construction and operational NOx emissions. All other environmental impacts would also be less than the Project.

(ii) Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible the No Project Alternative, as described in the Draft EIR.

(iii) Rationale for Findings

No changes to existing land uses or operations on-site would occur under Alternative 1. Alternative 1 would avoid all of the Project's significant environmental impacts associated with historic resources, NOx emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance). Alternative 1 would also avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to NOx emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance), as well as concurrent construction and operational NOx emissions. Alternative 1 would not result in greater impacts for any environmental issue. Under Alternative 1, the existing uses would remain on the Project Site and no new development would occur. As such, Alternative 1 would not meet the Project's underlying purpose or any of its objectives. Specifically, Alternative 1 would not meet the underlying purpose of the Project to redevelop the area around the Metro North Hollywood Station with a high-density, mixed-use development, which is transit and pedestrian oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area, nor would it meet any of the Project objectives.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(B) Alternative 2 – No Project/Development Alternative

In accordance with the CEQA Guidelines, the No Project/Development Alternative for a development project on an identifiable property consists of the circumstance under which a proposed project does not proceed. CEQA Guidelines Section 15126.6(3)(B) states that "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained." In addition, CEQA Guidelines Section 15126.6(e)(3)(C) states that "the lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Accordingly, for purposes of this analysis, Alternative 2, the No Project/Development Alternative, assumes that the Project would not be approved and no new development would occur within the Project Site or Off-site Metro Parking Areas, with the exception of the development of the Consolidated Transit Center (including the movement of the Lankershim Depot) on Block 0 West which was previously approved by Metro, and 709 square feet of office uses on the Project Site which would be used as a security office and employee breakroom. Thus, the physical conditions of the Project Site would generally remain as they are today. Under Alternative 2, the Project Site would continue to be developed with existing industrial/warehouse buildings and the Lankershim Depot, together totaling 25,145 square feet along with surface parking; the West Lot would continue to be developed with an existing industrial/warehouse building totaling 25,691 square feet and surface parking; and the East Lot

would continue to be developed with an existing surface parking. New construction would occur only on Block 0 West associated with construction of the previously approved Consolidated Transit Center, which would consist of additional discharge, boarding, and layover bays for the G (Orange) Line and future bus rapid transit services; new bays for local/regional buses; electric bus charging facilities; and an expanded portal to the subsurface B (Red) Line station. Local bus traffic would move from the east to west side of Lankershim Boulevard following completion. Similar to the Project, the Consolidated Transit Center would include one vehicular access point off Tujunga Boulevard. Also similar to the Project, this would include relocation of the Lankershim Depot within Block 0 West to accommodate the expanded station portal. No development beyond the previously approved Consolidated Transit Center would occur.

(i) Impact Summary

As shown in Table V-2 on page V-11 of the Draft EIR, Alternative 2 would avoid the Project's significant unavoidable concurrent construction/operational and operational air quality (NOx) impacts. However, similar to the Project, Alternative 2 would result in significant unavoidable impacts with respect to historic resources, on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 2 would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). The balance of the impacts would be similar under Alternative 2 or would be less, owing to a substantially reduced development under this alternative. Overall, Alternative 2 would be less impactful than the Project.

(ii) Finding

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible Alternative 2, as described in the Draft EIR.

(iii) Rationale for Finding

Alternative 2 would result in significant unavoidable impacts with respect to historic resources, on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 2 would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). The balance of the impacts would be similar under Alternative 2 or would be less owing to substantially reduced development under this alternative. Overall, Alternative 2 would be less impactful than the Project. Under Alternative 2, the existing uses would remain on the Project Site, but Metro would proceed with development of the Consolidated Transit Center on Block 0 West as approved by Metro on April 23, 2020. As such, Alternative 2 would not meet the underlying purpose of the Project to redevelop the area around the Metro North Hollywood Station with a high density, mixed-use development, which is transit and pedestrian oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area or many of the Project objectives.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(C) Alternative 3 – Development in Accordance with Existing Zoning Alternative

Under this Alternative, the Project Site would be developed in accordance with the existing C4-2D (Commercial, Height District 2), C4-2D-CA (Commercial, Height District 2, Commercial and Artcraft District), C2 2D-CA (Commercial, Height District 2, Commercial and Artcraft District), CM-1VL (Commercial Manufacturing, Height District 1VL), and PF 1VL (Public Facilities, Height District 1VL) zoning of the Project Site. Specifically, Alternative 3 would develop the previously approved Consolidated Transit Center on Block 0 West, including 709 square feet of office uses which would be used as a security office and employee breakroom. Block 8, which is currently an empty lot, would be developed with 358 residential units, 90 of which would be Low Income units (25% of total density) and 36 of which would be live/work units in accordance with the Commercial and Artcraft District overlay (10% of total density), compared to 1,216 market rate units and 311 affordable units with the Project. Under this Alternative, the Lankershim Depot would also be retained as a restaurant use, but would be relocated within Block 0 West under the previously approved Consolidated Transit Center similar to the Project. Blocks 1 through 5/6 would remain as surface parking lots and Block 7 would continue with industrial/warehouse uses. Because Metro's existing parking would not be removed, the Off-Site Metro Parking Areas would not be redeveloped under this Alternative. The proposed residential uses would be located within a seven-story, 85-foot tall building within Block 8, compared to multiple buildings ranging from one-story and 36 feet to 28 stories and 325 feet under the Project. Overall, Alternative 3 would provide 288,044 net square feet of new development (including 358 residential units and 5,000 square feet of retail) versus 2,158,191 net square feet (including 1,527 residential units) under the Project.

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

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

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

(i) Impact Summary

As shown in Table V-2 on page V-11 of the Draft EIR, Alternative 3 would avoid the Project's significant unavoidable concurrent construction/operational and operational air quality (NOx) impacts. However, similar to the Project, Alternative 3 would result in significant unavoidable impacts with respect to historic resources, on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 3 would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). The balance of the impacts under Alternative 3 would be similar to the Project or less owing to less development under this alternative. Overall, impacts under Alternative 3 would be reduced when compared to the Project.

(ii) Finding

The City finds, pursuant to PRC Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible Alternative 3, as described in the Draft EIR.

(iii) Rationale for Findings

Alternative 3 would result in significant unavoidable impacts with respect to historic resources, on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 3 would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). The balance of the impacts under Alternative 3 would be similar to the Project or less owing to less development under this alternative. Overall, impacts under Alternative 3 would be reduced when compared to the Project. Under Alternative 3, the existing uses would remain on the Project Site and Off-Site Metro Parking Areas with the exception of the development of the Consolidated Transit Center on Block 0 West and development of 358 residential units and 5,000 square feet of retail uses in Block 8. As such, Alternative 3 would not meet the underlying purpose of the Project, which is to redevelop the area around the Metro North Hollywood Station with a high-density, mixed-use development which is transit and pedestrian oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area.

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

- The orderly development of residential uses, commercial uses, office uses, and transit uses, as a unified site in furtherance of Metro's commitment to creating transit-oriented communities that offer compact, bikeable, and walkable communities centered around public transit.

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

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

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

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

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

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

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

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

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

Alternative 3 would also meet the following Project objective related to sustainable building design:

- Promote resource and energy conservation through incorporating sustainable and green building design and construction above Title 24 (CALGreen) code requirements.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(D) Alternative 4 – Reduced Density Alternative

Alternative 4 would develop the same mix of uses as the Project on the same blocks, but all development would be reduced by 42 percent, which is the percentage reduction required to avoid the Project's significant unavoidable operational air quality (e.g., regional NOx) impact. Specifically, under Alternative 4, 61,787 square feet of retail/restaurant uses (44,000 square feet

of which would be restaurant uses), 885 residential units (including 708 market rate and 177 affordable units or 20 percent of total density), 336,617 square feet of office uses, and the Consolidated Transit Center, would be developed. All development would occur within the same footprint as the Project, and the heights of the proposed buildings would be reduced by 42 percent compared to those under the Project (e.g., ranging from one-story and 36 feet to 16 stories and 155 feet under Alternative 4, compared to one-story and 36 feet to 28 stories and 325 feet under the Project). In all, 1,282,050 square feet of net new floor area (including 885 residential units) would be developed under Alternative 4, as compared to 2,158,191 square feet (including 1,527 residential units) under the Project. Alternative 4 also would include Off-Site Metro Parking Areas located at the southwest corner of N. Chandler Boulevard and Tujunga Avenue and on the north side of Chandler Boulevard between Fair Avenue and Vineland Avenue.

Based on a 42 percent reduction of the requirements of the Specific Plan proposed as part of the Project, Alternative 4 would provide: 2,124 vehicle parking spaces, compared to 3,313 vehicle parking spaces under the Project; and a total of 837 bicycle parking spaces with 126 short-term spaces and 712 long-term spaces, compared to 1,158 bicycle parking spaces consisting of 188 short-term and 970 long-term spaces under the Project. Like the Project, up to 274 Metro parking spaces would also be provided on the Project Site. Fewer subterranean and above-grade parking levels would be provided under Alternative 4 than under the proposed Project, as a result of the reduced development under this alternative. With the overall reduction in development, the central open space areas would not be provided. A total of 96,191 square feet of open space would be provided in accordance with the LAMC compared to 211,280 square feet under the Project.

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

(i) Impact Summary

As shown in Table V-2 on page V-11, Alternative 4 would avoid the Project's significant unavoidable operational air quality (NOx) impacts. However, similar to the Project, Alternative 4 would result in significant unavoidable impacts with respect to concurrent construction/operational air quality (NOx), historic resources, on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 4 would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). The balance of the impacts under this alternative would be similar to the Project or less, owing to the overall reduction in development. The exception is transportation (specifically, VMT) for which the impact would be greater, but still less than significant under Alternative 4. Overall, Alternative 4 would be less impactful than the Project.

(ii) Finding

The City finds, pursuant to PRC Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII

of these findings (Statement of Overriding Considerations), make infeasible Alternative 4, as described in the Draft EIR.

(iii) Rationale for Findings

Alternative 4 would result in significant unavoidable impacts with respect to concurrent construction/operational air quality (NO_X), historic resources, on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 4 would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). The balance of the impacts under this alternative would be similar to the Project or less, owing to the overall reduction in development. The exception is transportation (specifically, VMT) for which the impact would be greater, but still less than significant under Alternative 4. Overall, Alternative 4 would be less impactful than the Project.

Alternative 4 would develop the same mix of uses as the Project, but all development would be reduced by 42 percent. As such, Alternative 4 would meet the underlying purpose of the Project, which is to redevelop the area around the Metro North Hollywood Station with a high-density, mixed-use development, which is transit and pedestrian oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area. Because the same mix of uses would be provided, Alternative 4 would also meet the following Project objectives set forth below to the same extent as the Project:

- The orderly development of residential uses, commercial uses, office uses, and transit uses, as a unified site in furtherance of Metro's commitment to creating transit-oriented communities that offer compact, bikeable, and walkable communities centered around public transit.

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

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

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

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

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

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

Alternative 4 would meet the Project objectives as set forth below to a lesser extent than the Project due to the 42 percent reduction in development and due to the fact the publicly accessible plaza areas would not be provided:

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

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

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

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(E) Alternative 5 – Historic Preservation Alternative

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

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

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

(i) Impact Summary

As shown in Table V-2 on page V-11, Alternative 5 would avoid the Project's significant unavoidable historical resources impact and significant unavoidable operational air quality (NOx) impacts. However, similar to the Project, Alternative 5 would result in significant unavoidable impacts with respect to concurrent construction/operational air quality (NOx), on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 5 would also result in significant cumulative impacts that cannot feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Alternative 5 would result in similar impacts to the Project for the balance of the environmental issues, or less impacts ,owing to let development under this alternative. The exception would be for transportation (VMT) where the impact would be greater than the Project, but still less than significant. Overall, Alternative 5 would be less impactful than the Project.

(ii) Finding

The City finds, pursuant to PRC Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible Alternative 5, as described in the Draft EIR.

(iii) Rationale for Findings

Alternative 5 would result in significant unavoidable impacts with respect to concurrent construction/operational air quality (NOx), on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 5 would also result in significant cumulative impacts that cannot feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Alternative 5 would result in similar impacts to the Project for the balance of the environmental issues, or less impacts owing to let development under this alternative. The exception would be for transportation (VMT) where the impact would be greater than the Project, but still less than significant. Overall, Alternative 5 would be less impactful than the Project.

Under Alternative 5, the same residential, office, and retail/restaurant uses as proposed by the Project would be developed, but within Blocks 0 East, 1, 2, 3, 7, and 8 only. As such, Alternative 5 would only partially meet the underlying purpose of the Project, which is to redevelop the area around the Metro North Hollywood Station with a high-density, mixed-use development which is transit and pedestrian oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area. Furthermore, Alternative 5 would not meet the following Project objectives because the proposed transit improvements are not included:

- Promote and enhance transit ridership by consolidating and revitalizing the Metro transit center and providing enhancements to the G (Orange) Line terminus property, including an improved terminal and security office, Metro employee break room,

other support structures, new Metro portal structures on the West and East sides of Lankershim, and the retention of the historic Lankershim Depot.

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

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

Alternative 5 would meet the following Project objectives to a lesser extent, due to the fact that Blocks 0 West, 4, and 5/6 would not be developed and the central open space areas would not be provided:

- The orderly development of residential uses, commercial uses, office uses, and transit uses, as a unified site in furtherance of Metro's commitment to creating transit-oriented communities that offer compact, bikeable, and walkable communities centered around public transit.

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

- Provide housing in furtherance of the goals of the City's Housing Element, City's Regional Housing Needs Assessment, and which serves the surrounding area and citywide market, by providing housing in a range of unit types, affordability levels, and sizes adjacent to public transit. Promote local and regional mobility objectives and reduce VMT by providing a mix of higher density housing and commercial uses that are in close proximity to public transportation, including numerous bus lines, as well as rail transit, which are supported by recreational amenities, commercial services, and enhancements to bicycle and pedestrian amenities.

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

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

Alternative 5 would, however, meet the following objective to the same extent as the Project:

- Promote resource and energy conservation through incorporating sustainable and green building design and construction above Title 24 (CALGreen) code requirements.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(F) Alternative 6 - Alternative Land Use Mix Alternative

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

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

Alternative 6 would provide: 167,794 square feet of open space, compared to 211,280 square feet of open space under the Project; 3,737 vehicle parking spaces within subterranean and above ground levels, compared to 3,313 vehicle parking spaces within subterranean and above ground parking areas under the Project; and a total of 925 bicycle parking spaces with 203 short-term spaces and 722 long-term spaces compared to 1,158 bicycle parking spaces consisting of 970 long-term and 188 short-term spaces under the Project. Like the Project, up to 274 parking spaces for Metro uses would also be provided within the Project Site. This alternative would require two additional subterranean parking levels on Blocks 2 and 3 because no above ground parking would be provided with the proposed studio use.

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

(i) Impact Summary

As shown in Table V-2 on page V-11, Alternative 6 would not avoid any of the significant unavoidable impacts of the Project (e.g., concurrent construction/operational and operational

regional air quality [NOx] impacts, cumulative operational regional/localized air quality [NOx] impacts, historic resources impacts, on- and off-site construction noise and vibration impacts, and cumulative construction noise and vibration impacts). Operational NOx impacts would, in fact, be greater than the Project. However, Alternative 6 would reduce some of these impacts (e.g., construction noise/vibration impacts) owing to the less development under this alternative, although these impacts would remain significant and unavoidable. Alternative 6 would result in greater impacts with respect to archeological resources, paleontological resources, hazards and hazardous materials during construction, and tribal cultural resources because of the additional subterranean parking levels, though these impacts would remain less than significant (paleontological resources) or less than significant with mitigation (archeological resources, hazards and hazardous materials, and tribal cultural resources). Alternative 6 would also result in greater impacts associated with operational hazardous materials owing to the anticipated greater use of hazardous materials associated with the interior studio use under this alternative. Alternative 6 would result in similar impacts to the Project for the balance of the environmental issues, or less impacts owing to less development under this alternative. Overall, Alternative 6 would be more impactful than the Project.

(ii) Finding

The City finds, pursuant to PRC Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XIII of these findings (Statement of Overriding Considerations), make infeasible Alternative 6, as described in the Draft EIR.

(iii) Rationale for Findings

Alternative 6 would not avoid any of the significant unavoidable impacts of the Project (e.g., concurrent construction/operational and operational regional air quality [NOx] impacts, cumulative operational regional/localized air quality [NOx] impacts, historic resources impacts, on- and off-site construction noise and vibration impacts, and cumulative construction noise and vibration impacts). Operational NOx impacts would, in fact, be greater than the Project. However, Alternative 6 would reduce some of these impacts (e.g., construction noise/vibration impacts) owing to the less development under this alternative, although these impacts would remain significant and unavoidable. Alternative 6 would result in greater impacts with respect to archeological resources, paleontological resources, hazards and hazardous materials during construction, and tribal cultural resources because of the additional subterranean parking levels, though these impacts would remain less than significant (paleontological resources) or less than significant with mitigation (archeological resources, hazards and hazardous materials, and tribal cultural resources). Alternative 6 would also result in greater impacts associated with operational hazardous materials owing to the anticipated greater use of hazardous materials associated with the interior studio use under this alternative. Alternative 6 would result in similar impacts to the Project for the balance of the environmental issues, or less impacts owing to less development under this alternative. Overall, Alternative 6 would be more impactful than the Project.

Alternative 6 would develop the same uses on the same Project Site blocks and Off-Site Metro Parking Areas as the Project, except that Blocks 2 and 3 would be developed with interior studio instead of residential uses resulting in 286,008 square feet less development (but still over 1.8 million square feet of new mixed uses). As such, Alternative 6 would meet the underlying purpose of the Project, which is to redevelop the area around the Metro North Hollywood Station with a high-density, mixed-use development, which is transit and pedestrian

oriented and provides housing and jobs in the North Hollywood Valley Village Community Plan Area. Furthermore, Alternative 6 would meet most of the Project objectives as set forth below:

- The orderly development of residential uses, commercial uses, office uses, and transit uses, as a unified site in furtherance of Metro's commitment to creating transit-oriented communities that offer compact, bikeable, and walkable communities centered around public transit.

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

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

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

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

- Promote resource and energy conservation through incorporating sustainable and green building design and construction above Title 24 (CALGreen) code requirements.

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

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

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

While Alternative 6 would meet all of the project objectives, it would meet the following objective to a lesser extent than the Project because 772 fewer residential units are provided:

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

(iv) Reference

Section V, Alternatives, of the Draft EIR.

4. Project Alternatives Considered and Rejected

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis, but rejected as infeasible, and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible include the following:

(A) Alternative Project Site

Metro already owns the Project Site and has authorized the Applicant to act on its behalf regarding development of the Project Site. The Project Site is located in the heart of North Hollywood, which is characterized by a mix of uses, including residential, commercial, office, and industrial uses. These uses make the Project Site particularly suitable for development of a mixed-use development that provides new residential units, office space, and retail/restaurant uses that serve the community and promote walkability. The Project Site is also well-served by transit, including the on-site Metro North Hollywood Station. Furthermore, Metro cannot reasonably acquire, control, or access an alternative site in a timely fashion that would result in implementation of a project with similar uses and square footage, nor would Metro acquire a property solely for the purpose of a real estate development. Given its urban location, if an alternative site in North Hollywood that could accommodate the Project could be found, it would be expected to result in significant and unavoidable impacts associated with construction noise and vibration, similar to the proposed Project on the Project Site. Additionally, considering the mix of uses in North Hollywood, which include sensitive uses, it is possible that development of the Project at an alternative site could potentially be closer to sensitive uses and, thus, may produce other environmental impacts that would otherwise not occur at the current Project Site or result in greater environmental impacts when compared with the Project. An alternative site also has the potential to displace existing people or housing, given the makeup of North Hollywood, which would not occur under the Project. Therefore, an alternative site is not considered feasible, as Metro does not own another suitable site that would achieve the underlying purpose and objectives of the Project, and an alternative site would not likely avoid many of the Project's significant impacts. Thus, this alternative was rejected from further consideration.

(B) Alternative To Eliminate Significant Noise and Vibration Impacts During Construction

Various alternatives (Approaches a-d) were considered with the goal of avoiding the Project's short-term significant unavoidable on-site construction noise (Project-level and cumulative), off-site construction noise (Project-level and cumulative), and on- and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). However, none of the approaches would substantially reduce or avoid the significant construction-related noise and vibration (human annoyance) impacts of the Project. Furthermore, Approaches (a) through (d) would not achieve the Project's underlying purpose and objectives to the same extent as the Project; Approach (b) would extend the construction period, meaning impacts would affect sensitive receptors for a longer period of time, making this

approach infeasible; Approaches (a) and (d) would provide less housing and fewer jobs near transit, which would be inconsistent with City land use objectives and requirements for the Project Site; and, in addition to meeting the Project's underlying objective to a lesser extent than the Project, Approach (c) would not allow for the development of the public plazas, which would serve as open space for the community. Therefore, an alternative that includes one or more of these approaches has been rejected from further consideration in the Draft EIR. Therefore, an alternative that includes one or more of the considered approaches would not substantially reduce or eliminate the significant noise and vibration impacts of the Project.

5. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

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

Alternative 2, the No Project/Development Alternative, would avoid the Project's significant unavoidable concurrent construction/operational and operational air quality (NOx) impacts. However, similar to the Project, Alternative 2 would result in significant unavoidable impacts with respect to historic resources, on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Like the Project, Alternative 2 would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to on- and off-site construction noise, and on- and off-site construction vibration (human annoyance). Alternative 2 would not result in greater impacts for any environmental issue.

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

promote local and regional mobility objectives and reducing VMT by intensifying urban uses in close proximity to transit).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

XI. Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines indicates that an EIR should evaluate any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the Project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation. The Project Site contains no energy resources that would be precluded from future use through Project implementation. For the reasons set forth in Section VI, Other CEQA Considerations, of the Draft EIR, the Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant, and the limited use of nonrenewable resources is justified.

(1) Building Materials and Solid Waste

Construction of the Project would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials

used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), and petrochemical construction materials (e.g., plastics).

The Project's potential impacts related to solid waste are addressed in the Initial Study prepared for the Project, which is included as Appendix A of the Draft EIR. As discussed therein, during construction of the Project, a minimum of 75 percent of construction and demolition debris would be diverted from landfills. In addition, during operation, the Project would provide on-site recycling containers within a designated recycling area for Project residents to facilitate recycling in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687) and the Los Angeles Green Building Code. In accordance with AB 1826, the Project would also provide for the recycling of organic waste. The Project would adhere to state and local solid waste policies and objectives that further goals to divert waste. Thus, the consumption of non-renewable building materials, such as aggregate materials and plastics, would be reduced and would not result in significant irreversible environmental changes.

(2) Water

Consumption of water during construction and operation of the Project is addressed in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR. As evaluated therein, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be less than the net new water consumption estimated for the Project at buildout. During operation, the estimated water demand for the Project would not exceed the available supplies projected by the City of Los Angeles Department of Water and Power (LADWP), as confirmed by the Water Supply Assessment and Utility Report prepared for the Project and included as Appendices T and G of the Draft EIR, respectively. Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. In addition, the Project would implement a variety of sustainability features related to water conservation to reduce indoor water use, as set forth in Section II, Project Description, and Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR. Furthermore, the Project would be required to reduce indoor water use by at least 20 percent, in accordance with the City of Los Angeles Green Building Code. The Project would also implement Project Design Feature WAT-PDF-1, which includes block-by-block water conservation measures in excess of code requirements. Thus, as evaluated in Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, while Project construction and operation would result in some irreversible consumption of water, such would not result in significant irreversible environmental changes related to water supply.

(3) Energy Consumption

During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source, and thus the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Project consumption of non-renewable fossil fuels for energy use during construction and operation of the Project is addressed in Section IV.C, Energy, of the Draft EIR. As discussed therein, construction activities for the Project would not require the consumption of natural gas, but would require the use of fossil fuels and electricity. On- and off-road vehicles would consume an estimated 482,116 gallons of gasoline and approximately 1,361,915 gallons of diesel fuel throughout the Project's construction. For comparison purposes, the fuel usage during Project construction would represent approximately 0.01 percent of the 2038 annual on-road gasoline-related energy consumption and 0.2 percent

of the 2038 annual diesel fuel-related energy consumption in Los Angeles County. Furthermore, as detailed in Section IV.C, Energy, of the Draft EIR, a total of approximately 177,558 kWh of electricity is anticipated to be consumed during Project construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. In addition, trucks and equipment used during construction activities would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. Further, on-road vehicles (i.e., haul trucks, worker vehicles) would be subject to federal fuel efficiency requirements. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Thus, impacts related to the consumption of fossil fuels during construction of the Project would be less than significant.

During operation, the Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and the Southern California Gas Company (SoCalGas), respectively. Specifically, the Project's electricity demand would represent less than 0.07 percent of LADWP projected sales in the 2037-2038 fiscal year. Furthermore, the Project's natural gas demand would represent approximately 0.005 percent of SoCalGas' forecasted consumption in 2035 (2035 is the latest projected year in the 2020 Gas Report). In addition, as discussed in Section IV.C, Energy, of the Draft EIR, the Project would comply with 2019 Title 24 standards and applicable 2019 CALGreen Code requirements. Gasoline and diesel fuel consumption during operation are estimated to be 955,733 gallons and 211,206 gallons, respectively, which would account for 0.03 percent of gasoline and diesel fuel consumption in Los Angeles County in 2038. In addition, as noted above, the Project is located in an HQTA and includes a number of features that would reduce the number of VMT, such as increase density, a mixed-use development, and increased destination and transit accessibility.

Therefore, based on the above, the Project would not cause a significant and irreversible environmental change related to the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines. In addition, Project operations would not conflict with adopted energy conservation plans. Refer to Section IV.C, Energy, of the Draft EIR, for further analysis regarding the Project's consumption of energy resources.

(4) Environmental Hazards

The Project's potential use of hazardous materials is addressed in Section IV.F, Hazards and Hazardous Materials, of the Draft EIR. As evaluated therein, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in commercial, office, and residential uses. Specifically, operation of the Project would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced to a less than significant level through compliance with these standards and regulations. As such, compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

XII. Growth Inducing Impacts

Section 15126.2(e) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth, or increases in the population which may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Additionally, consideration must be given to characteristics of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

(1) Population

As discussed in Section II, Project Description, of the Draft EIR, the Project includes 1,527 residential units comprised of 1,216 market rate units and 311 affordable units. Based on persons per residential unit factors from the LADOT VMT Calculator, development of the proposed residential units would result in an increase of an estimated 3,717 new residents. According to SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS), the estimated population of 3,717 persons generated by the Project would represent approximately 0.16 percent of the projected growth in the SCAG region between 2020 and 2038 (i.e., the Project's baseline and buildout years), and 0.72 percent of the projected growth in the City during the same period. As such, the 3,717 new residents generated by the Project would be within and, thus, consistent with SCAG growth forecasts, constituting a small percentage of projected City and regional growth. Therefore, the Project's residents would be well within SCAG's population projections in the 2020–2045 RTP/SCS for the Subregion and would not result in a significant direct growth-inducing impact.

(2) Employment

The Project would have the potential to generate indirect population growth in the vicinity of the Project Site, as a result of the employment opportunities generated by the Project. During construction, the Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized, such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be expected to relocate to the Project vicinity, as a direct consequence of working on the Project. Therefore, given the availability of construction workers, the Project would not be considered growth-inducing from a short-term employment perspective. Rather, the Project would provide a public benefit by providing new employment opportunities during the construction period.

Based on employee generation factors from LADOT's VMT calculator, conservatively assuming 100 percent of the restaurant uses would be fast food (identified by the LADOT as a higher employee generation rate), the proposed commercial and office uses would result in approximately 2,882 employees. When accounting for the industrial/warehouse uses to be removed from the Project Site and Off-Site Metro Parking Areas, the Project would result in a net increase of 2,821 jobs. Based on a linear interpretation of employment data from the 2020–2045 RTP/SCS, the Project's net increase of 2,821 jobs would represent approximately 0.27 percent of the projected employment growth in the SCAG Region between 2020 and 2038, and 1.58 percent of the projected employment growth in the City during the same period. Therefore,

the Project would not cause an exceedance of SCAG's employment projections contained in the 2020–2045 RTP/SCS.

In addition, the proposed office, restaurant, and retail uses would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. Therefore, given that some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. Although it is possible that some of the employment opportunities offered by the Project would be filled by persons moving into the surrounding area, which could increase demand for housing, it is anticipated that most of this demand would be filled by then-existing vacancies in the housing market and others by any new residential developments that may occur in the vicinity of the Project Site. As such, the Project's office, restaurant, and retail uses would be unlikely to create an indirect demand for additional housing or households in the area.

XIII. Energy Conservation

The Project would be designed and constructed to incorporate features to support and promote environmental sustainability. This Transit Oriented Development would be located adjacent to a major public transit hub, including a stop for the Metro's B (Red) Line and G (Orange) Line stations, and would develop uses, including housing, office, retail, and open space, in one location.

"Green" principles would be incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards. These include energy conservation, water conservation, and waste reduction features to support and promote environmental sustainability, including, but not limited to: Energy Star appliances; plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) that comply with the performance requirements specified in the City of Los Angeles Green Building Code; weather-based irrigation system; and water-efficient landscaping. In addition, the Project would also set aside an area as required by Title 24 for potential installation of solar panels on high-rise multi-family buildings and non-residential buildings at a later date. Furthermore, the Project would provide parking facilities capable of supporting future electric vehicle supply equipment (EVSE), as well as parking spaces equipped with electric vehicle (EV) charging stations and/or outlets for plugin. The consolidated transit center would incorporate electric bus charging infrastructure and charging masts for the Metro G (Orange) Line and allow for future electric bus infrastructure improvements in furtherance of Metro's commitment to convert to an all-electric fleet by 2040, with 100 percent of annual new bus purchases at zero emissions by 2029.

The Project would also include a variety of other measures to reduce energy usage, including passive solar building design, daylight harvesting, natural ventilation, and building orientation; and covering building roofs with either vegetation or cool roof systems to help reduce energy use. Stormwater treatment would occur through a variety of means based on the adjacent building requirements.

XIV. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR identifies unavoidable significant impacts that would result from implementation of the project. PRC Section 21081 and Section 15093(b) of the CEQA Guidelines provide that when a decision of a public agency allows the occurrence of significant impacts that are identified in the EIR, but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. The State CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project, if it finds that significant adverse environmental effects have been identified in the EIR that cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the documents and materials that constitute the record of proceedings, including, but not limited to, the Final EIR and all technical appendices attached thereto.

Based on the analysis provided in Section IV, Environmental Impact Analysis, of the Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to: historic resources, NOx emissions during operation, on site construction noise, off site construction noise, on site construction vibration (pursuant to the threshold for human annoyance), and off site construction vibration (pursuant to the threshold for human annoyance). Implementation of the Project would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to NOx emissions during operation, on-site construction noise, off-site construction noise, on-site construction vibration (pursuant to the threshold for human annoyance), and off-site construction vibration (pursuant to the threshold for human annoyance). The Project would also result in a significant and unavoidable impact related to concurrent construction and operational NOx emissions.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible the alternatives to the project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the project against the project's significant and unavoidable impacts, the City hereby finds that each of the project's benefits, as listed below, outweigh and override the significant unavoidable impacts listed above.

The below stated reasons summarize the benefits, goals, and objectives of the Project, and provide the detailed rationale for the benefits of the Project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and certification of the completed EIR. Each of the listed Project benefits set forth in this Statement of Overriding Considerations provides a separate and independent ground for the City's decision to approve the Project despite the Project's identified significant and unavoidable environmental impacts. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

- **Supports City's Housing Goals**. The Project will support the City's critical housing needs, as well as General Plan goals and objectives, General Plan Framework Element goals and objectives, and Housing Element goals and objectives to provide housing available to varied income levels and household sizes by constructing 1,216

market rate and 311 Lower Income affordable units, consisting of a variety of housing types, including studio, one-, two-, and three-bedroom units. The various unit types allow rents to be offered at different price points, thereby providing options to meet the needs of potential residents and enhancing the stock of housing units in the area.

- **Site Redevelopment and Smart Growth.** The Project will substantially improve the area around the Metro North Hollywood Station with a high-density, mixed-use development, incorporating pedestrian-oriented building design, providing ground-level outdoor plazas and improved streetscape, increasing onsite landscaping, improving security and building lighting, The Project would also be providing housing and jobs on the same site as multiple transit lines in the North Hollywood Valley Village Community Plan Area, and creating a mix of uses to support pedestrian activity and transit ridership with access to the greater region.

- **Transit Infrastructure Improvements.** The Project will revitalize and expand transit facilities at Metro's North Hollywood Station, including improving the existing Metro B (Red) Line portal entry, a new B Line portal entry to the west of Lankershim Boulevard, bus terminal for the Metro G (Orange) Line, the LADOT Commuter Express, and local/regional buses with integration of public plazas and incorporation of retail uses within the historic Lankershim Depot. These improvements will help to improve efficiency, connection, and access.

- **Employment and Tax Revenue.** The Project will generate employment opportunities for the local community and surrounding area. Development and construction of the Project will generate approximately 10,098 full- and part-time construction jobs, and 2,528[1] long-term operational jobs at full buildout. These jobs will be generated both on-site and elsewhere in the City of Los Angeles, as the Project's construction and operation stimulate and support businesses in the local economy. In addition, the Project would introduce new residents into the neighborhood to patronize local retail, services, and restaurants. Moreover, the Project would provide economic benefits for the City, as it will generate approximately $1.0 billion in total economic output from construction-related activity, $1.1 billion in total economic output annually from Project operations, as well as $5.3 million in one-time revenues during construction and $9 million annually in net new revenues to the City's General Fund. (All dollar values are in constant 2021 dollars.)

- **Sustainability.** The Project will be consistent with the State's SB 375 plans and greenhouse gas emission (GHG) targets, the City's Green Building Code, and the City's Green New Deal. The Project will also be designed to achieve the standards of the Silver Rating under the USGBC's Leadership in Energy Efficiency and Design ("LEED") green building program, or equivalent green building standards, and include numerous sustainability measures to promote resource conservation.

---

[1] *The EIR addressed the impacts from the generation of 2,821 permanent jobs. This figure was based on employee generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1 which is based on employees per 1,000 square feet. 2,528 employees was estimated in the Fiscal and Economic Impact Report which used the IMPLAN model to estimate jobs, an economic model which is more realistic for determining employee generation for fiscal impact purposes.*

- **Pedestrian and Bicycle Amenities.** The Project will provide two acres of publicly accessible plaza areas and open space, which would provide amenities and programming for the benefit of the public. Public open space could be programmed for a variety of functions, including open-air concerts, farmers markets, civic events, and passive and organized recreation. In addition, the Project will improve pedestrian and bicycle safety in the area through improvements to the public right of way, as well as expanded bicycle infrastructure in the form of a planned Metro Bikeshare Hub on site.

XV. GENERAL FINDINGS.

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project that is evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR, which was circulated for public review, reflected its independent judgment, and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential project and cumulative environmental impacts: Air Quality; Cultural Resources; Energy; Geology and Soils, Greenhouse Gas Emissions; Hazards and Hazardous Materials, Land Use; Noise; Population and Housing, Public Services; Transportation; Tribal Cultural Resources; and Utilities. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the Project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

4. Textual refinements were compiled and presented to the decision-makers for review and consideration. Staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with Project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.

5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith, and reasoned response to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

6. The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA, and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:

- The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

- The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

- None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

- The mitigation measures identified for the project were included in the Draft EIR and Final EIR. The final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.

7. CEQA requires the Lead Agency approving a project to adopt an MMP or the changes to the project which it has adopted or made a condition of project approval to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City serve that function. The MMP includes all the mitigation measures and project design features adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of PRC Section 21081.6, the City hereby adopts the MMP.

8. In accordance with the requirements of PRC Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

9. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the Department of City Planning, Environmental Review Section, 221 North Figueroa Street, Room 1350, Los Angeles, California 90012.

10. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

11. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.

12. The EIR is a project EIR for purposes of environmental analysis of the Project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City and other regulatory jurisdictions.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 82868, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows. All references to the Project Site below are referring to the Tract Map Project Site.

(a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision and merger of land is regulated pursuant to Article 7 of the LAMC. The LAMC implements the goals, objectives, and policies of the General Plan through zoning regulations, including Specific Plans. The zoning regulations contained within the LAMC regulate, but are not limited to, the maximum permitted density, height, parking, and the subdivision of land. Specifically, LAMC Section 17.05 C requires that a vesting tentative tract map be designed in compliance with the zoning applicable to the project site.

The Project Site contains approximately 12.5-acre (544,887 square-foot) site and 50 ground lots, currently occupied by industrial uses/warehouses, the Metro B Line Portal, a bus facility, and associated surface parking. The Vesting Tentative Tract Map (VTTM) proposes to merge these lots into 11 ground lots and 33 airspace lots, including merging portions of public rights-of-way along Cumpston Street, Weddington Street, and Bakman Avenue; and a Haul Route for the export of up to 587,300 cubic yards of soil.

The Project Site is located within the North Hollywood - Valley Village Community Plan, which designates the Project Site for Community Commercial, Commercial Manufacturing, and Public Facilities land uses, and has corresponding zones of C2-2D-CA, C4-2D, C4-2D-CA, CM-1VL, and PF-1VL, respectively. Under concurrent Case No. CPC-2019-7239-GPAJ-ZVCJ-HD-SP-SN-BL, the applicant is requesting a General Plan Amendment to redesignate the Project Site as Regional Center Commercial, the establishment of the new District NoHo Specific Plan, and a Zone Change and Height

District Change to rezone the Project Site to the District NoHo Specific Plan (DNSP) Zone with a corresponding Sign District, in order to allow the development of a multi-phased, mixed-use development, to include up to 1,527 residential units (including 1,216 market-rate units and 311 affordable units), 105,125 sf of retail/restaurant uses, and 580,374 sf of office space, for an overall, total of 2,209,027 sf, resulting in a FAR of 3.16:1. The Specific Plan would govern zoning for the Project Site, including residential unit limits, height, FAR, use, yards, open space, parking, parking, public ROW improvements, streetscape regulations, dedications and mergers of land, and design standards. The Project is a Joint Development and Option Agreement by and between the Developer and LA Metro and would include transit improvements conducted by Metro as part of the Project. These are not included in the entitlement requests, but Metro approval to develop the Site is contingent upon their completion. The improvements include but are not limited to, G Line terminus improvements, a remodeled B Line portal, and a new B Line portal.

LAMC Section 17.06 B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The VTTM was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information as required by the LAMC.

Additionally, LAMC Section 17.15 B requires that vesting tentative tract maps provide the proposed building envelope, height, size, and number of units, as well as the approximate location of buildings, driveways, and proposed exterior garden walls. The VTTM provides the building envelope, height, number of units, and approximate location of the building and driveways among other required map elements.

Therefore, in conjunction with the approval of the related entitlements and, as conditioned, the Project will be consistent with the zoning regulations of the site and the North Hollywood – Valley Village Community Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term “design” as follows: “Design” means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirement in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the General Plan or any applicable Specific Plan.

LAMC Section 17.05 C enumerates design standards for Subdivisions and requires that each tentative map be designed in conformance with the Street Design Standards and in conformance to the General Plan. LAMC Section 17.05 C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (“net area”).

LAMC Section 17.06 B and 17.15 list the map requirements for a tentative tract map and vesting tentative tract map.

The VTTM proposes to merge these lots into 11 ground lots and 33 airspace lots, including merging portions of public rights-of-way along Cumpston Street, Weddington Street, and Bakman Avenue; and a Haul Route for the export of up to 587,300 cubic yards of soil.

The VTTM reflects individual ground lots that are to function as private driveways, but which would serve as a continuation of the street grid, with through street access along Klump Avenue. While these are private driveways and not public or private streets, they will in effect serve largely as extensions of the existing public streets to which they connect. These private driveways would be privately maintained and not be subject to City regulations related to standard requirements for streets.

As described above in within Finding (a), LAMC Section 17.05 C requires that a vesting tentative tract map be designed in compliance with the zoning applicable to the project site. The Project Site is located within the North Hollywood - Valley Village Community Plan, which designated the Project Site for Community Commercial, Commercial Manufacturing, and Public Facilities land uses, and zones of C2-2D-CA, C4-2D, C4-2D-CA, CM-1VL, and PF-1VL. Under concurrent Case No. CPC-2019-7239-GPAJ-ZVCJ-HD-SP-SN-BL, the applicant is requesting a General Plan Amendment to redesignate the Project Site as Regional Center Commercial, the establishment of the new District NoHo Specific Plan, and a Zone Change and Height District Change to rezone the Project Site to the Specific Plan Zone with a corresponding Sign District, in order to allow the development of a multi-phased, mixed-use development, to include up to 1,527 residential units (including 1,216 market-rate units and 311 affordable units), 105,125 sf of retail/restaurant uses, and 580,374 sf of office space, for an overall total of 2,209,027 sf, resulting in an FAR of 3.16:1. The Specific Plan would govern zoning for the Project Site, including residential unit limits, height, FAR, use, yards, open space, parking, parking, public ROW improvements, streetscape regulations, dedications and mergers of land, and design standards. In conjunction with this request and, as conditioned, the Project will be consistent with the zoning regulations of the site and the North Hollywood – Valley Village Community Plan.

The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC, as the VTTM was distributed to and reviewed by the various City agencies of the Subdivision Committee that have the authority to make dedication, and/or improvement recommendations, including, but not limited to, BOE, LADBS - Grading Division and Zoning Divisions, Bureau of Street Lighting, RAP. Several public agencies found the subdivision design satisfactory, with imposed improvement requirements and/or conditions of approval. Specifically, BOE reviewed the VTTM for compliance with the Street Design Standards and has recommended improvements to the public rights-of-ways in accordance with the proposed Specific Plan, or in the event it is not approved, with Mobility Plan 2035. All necessary street improvements will be made to comply with the American Disabilities Act (ADA). In addition, BOE reviewed the sewer/storm drain lines serving the subject VTTM and found no potential problems to structures or maintenance. As noted in the Conditions of Approval, the LADBS - Grading Division has reviewed the geology/soils reports prepared for the Project and issued a Soils Approval Letter dated July 13, 2022. The Soils Approval Letter includes specific design and

engineering conditions that will ensure the Project can be built safely and that the site will be suitable for the proposed development.

Therefore, in conjunction with the approval of the related entitlements and, as conditioned, the design and improvement of the proposed subdivision is consistent with the intent and purpose of the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The Project Site is located in a developed urban area within the North Hollywood – Valley Village Community Plan, and is comprised of two non-contiguous generally rectangular groups of parcels, where Ground Lots 1-6 are bounded by Cumpston Street to the north, Fair Avenue to the east, Chandler Boulevard to the south, and Lankershim Boulevard to the west, while Ground Lot 7 is bounded by Chandler Boulevard to the north, Lankershim Boulevard to the east, Weddington Street and an adjacent existing building to the south, and Bakman Avenue to the west. Surrounding properties are within the C2-2D, C2-2D-CA, C4-2D, C4-2D-CA, CM-1VL, R4P-1L, R4-1L, and PF-1XL Zones. Surrounding uses near the Project Site include medium- to high-density, low- and high-rise commercial and multi-family buildings, and public facilities.

The Project Site is currently improved with the Metro B Line Portal, a transit facility, and associated surface parking. Under concurrent Case No. CPC-2019-7239-GPAJ-ZVCJ-HD-SP-SN-BL, the applicant is requesting a General Plan Amendment to redesignate the Project Site as Regional Center Commercial, the establishment of the new District NoHo Specific Plan, and a Zone Change and Height District Change to rezone the Project Site to the Specific Plan Zone with a corresponding Sign District. All improvements and the surface parking would be demolished to allow the development of a multi-phased, mixed-use development, to include up to 1,527 residential units (including 1,216 market-rate units and 311 affordable units), 105,125 sf of retail/restaurant uses, and 580,374 sf of office space, for an overall total of 2,209,027 sf, resulting in an FAR of 3.16:1. The site would be physically suitable to allow for the proposed development.

Regarding biological resources on-site, there are currently 126 trees onsite and 46 street trees. A total of 114 on-site trees and 33 street trees would be removed as part of the VTTM. There are no protected trees on the Project Site. The Specific Plan includes tree replacement standards, as well as a Streetscape Plan. The LAMC would require the planting of 68 replacement trees, whereas the Specific Plan would require the planting of 373 new trees, including 91 new street trees. These replacement trees would be able to be physically accommodated on the site.

In terms of soil stability and grading activities, the Project Site is on a minor grade generally from the highest elevation at the southeast corner of Lankershim Boulevard and Cumpston Street sloping downward gradually to the to the southeast across both sides of Lankershim Boulevard, with both parts of the non-contiguous Project Site remaining level. The Project would include excavation up to 60 feet below grade but maintain the prevailing grade after construction. The depth of excavation and improvements from the Project would not conflict with, be precluded by, or physically compromise the transit station below the Project Site.

Other hazards and existing conditions have been considered in review of the physical suitability of the site. The Project Site is not located within a Methane Zone and would not be subject to the requirements of the City Methane Requirements. The Site is not located in a hillside area, or Alquist-Priolo Fault Zone, landslide area, or preliminary fault rupture study area. The Project Site is located outside of a hillside area, earthquake induced landslide, or fault-rupture hazard zone. The Project Site is located in a Liquefaction Zone, but as discussed in the EIR, regulatory compliance measures and a required final geotechnical report, subject to LADBS review, would ensure no risks from liquefaction would occur onsite. LADBS - Grading Division has reviewed the geology/soils reports prepared for the Project and issued a Soils Approval Letter dated July 13, 2022. The Soils Approval Letter includes specific design and engineering conditions that will ensure the Project can be built safely and that the site will be suitable for the proposed development. The recommendations from the Soils Approval Letter have been imposed as Conditions of Approval of the VTTM. Finally, prior to the issuance of any permits, the Project would be required to be reviewed and approved by the LADBS and LAFD to ensure compliance with building, fire, and safety codes. The Project Site is also listed in databases compiled pursuant to Government Code Section 65962.5. The Draft EIR concluded these listings, Phase I, and Phase II findings collectively constitute a Recognized Environmental Concern (REC). The analysis, however, determined that with implementation of mitigation measures, the impacts related to hazardous materials would be less than significant. Mitigation measures related to hazardous materials are incorporated into the Mitigation Monitoring Program for the Project, discussed above in the CEQA Findings, and as part of standard City conditions, are also a condition of approval required for any construction.

Therefore, in conjunction with the approval of the related entitlements and, as conditioned, the Project Site would be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning applied to subject sites throughout the City are allocated based on the type of land use, physical suitability, and population growth that is expected to occur.

The Project Site is located in a developed urban area within the North Hollywood – Valley Village Community Plan, and is comprised of two non-contiguous generally rectangular groups of parcels, where Ground Lots 1-6 are bounded by Cumpston Street to the north, Fair Avenue to the east, Chandler Boulevard to the south, and Lankershim Boulevard to the west, while ground Lot 7 is bounded by Chandler Boulevard to the north, Lankershim Boulevard to the east, Weddington Street and an adjacent existing building to the south, and Bakman Avenue to the west. Surrounding properties are within the C2-2D, C2-2D-CA, C4-2D, C4-2D-CA, CM-1VL, R4P-1L, R4-1L, and PF-1XL Zones. Surrounding uses near the Project Site include medium- to high-density, low- and high-rise commercial and multi-family buildings, and public facilities.

The Project Site is designated for Community Commercial, Commercial Manufacturing, and Public Facilities land uses, and includes the following zones: C2-2D-CA, C4-2D, C4-2D-CA, CM-1VL, and PF-1VL. Under concurrent Case No. CPC-2019-7239-GPAJ-

ZVCJ-HD-SP-SN-BL, the applicant is requesting a General Plan Amendment to redesignate the Project Site as Regional Center Commercial, the establishment of the new District NoHo Specific Plan, and a Zone Change and Height District Change to rezone the Project Site to a Specific Plan Zone with a corresponding Sign District, in order to allow the development of a multi-phased, mixed-use development, to include up to 1,527 residential units (including 1,216 market-rate units and 311 affordable units), 105,125 sf of retail/restaurant uses, and 580,374 sf of office space, for an overall total of 2,209,027 sf, resulting in an FAR of 3.16:1. The Specific Plan would govern zoning for the Project Site, including residential unit limits, height, FAR, use, yards, open space, bicycle parking, vehicle parking, alcohol sales, public right-of-way improvements, streetscape regulations, dedications, and design standards. The Specific Plan would regulate density on site, guide development through the planned phases of the Project, and require various improvements be implemented as part of each phase of the Project. The depth of excavation and improvements from the Project would not conflict with, be precluded by, or physically compromise the transit station below the Project Site.

The Project's floor area, density, and massing is appropriately scaled and situated given the uses in the surrounding area. The subject site is a relatively flat, infill lot in a developed urban area with adequate infrastructure. The area is easily accessible via improved streets, highways, and transit systems. The environmental review conducted by the Department of City Planning under Case No. ENV-2019-7241-EIR (SCH No. 2020060573), establishes that the physical characteristics of the site and the proposed density of development are generally consistent with existing development and urban character of the surrounding community. Therefore, in conjunction with the approval of the related entitlements and, as conditioned, the project site is physically suitable for the proposed density of development.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project proposes an infill development within the North Hollywood – Valley Village Community Plan area in the City of Los Angeles. The VTTM includes the merger of 50 existing ground lots into 11 ground lots and 33 airspace lots, including merging portions of public right-of-way along Cumpston Street, Weddington Street, and Bakman Avenue. Under concurrent case No. CPC-2019-7239-GPAJ-ZVCJ-HD-SP-SN-BL, the applicant is requesting a General Plan Amendment to redesignate the Project Site as Regional Center Commercial, the establishment of the new District NoHo Specific Plan, and a Zone Change and Height District Change to rezone the Project Site to a Specific Plan Zone with a corresponding Sign District, in order to allow the development of a multi-phased, mixed-use development, to include up to 1,527 residential units (including 1,216 market-rate units and 311 affordable units), 105,125 sf of retail/restaurant uses, and 580,374 sf of office space, for an overall total of 2,209,027 sf, resulting in an FAR of 3.16:1.

The Project Site is currently improved with industrial uses/warehouses, the Metro B Line Portal, a bus facility and associated surface parking and does not provide a natural habitat for either fish or wildlife. The EIR prepared for the Project identifies no potential adverse impacts on fish or wildlife resources. The Project Site does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat,

migratory corridors, conflict with any protected tree ordinance, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. Impacts related to conflict with any local policies or ordinances protecting biological resources would be less than significant. Existing landscaping on the Project Site is limited and does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with any protected tree ordinance, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. There are currently 126 trees onsite and 46 street trees. A total of 114 on-site trees and 33 street trees would be removed as part of the VTTM. There are no protected trees on the Project Site.

Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish, wildlife, or their habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

No adverse impacts to the public health or safety would occur because of the design and improvement of the site. The proposed subdivision and subsequent improvements are subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management). The Project Site is listed in databases compiled pursuant to Government Code Section 65962.5. The Draft EIR concluded these listings, Phase I, and Phase II findings collectively constitute a REC. The analysis, however, determined that with implementation of mitigation measures, the impacts related to hazardous materials would be less than significant. Mitigation measures related to hazardous materials are incorporated into the Mitigation Monitoring Program for the Project, discussed above in the CEQA Findings, and as part of standard City conditions, are also a condition of approval required for any construction.

The Project Site is located in a Liquefaction Zone, but as discussed in the EIR, regulatory compliance measures and a required final geotechnical report, subject to LADBS review, would ensure no risks from liquefaction would occur onsite. LADBS - Grading Division has reviewed the geology/soils reports prepared for the Project and issued a Soils Approval Letter dated July 13, 2022. The Soils Approval Letter includes specific design and engineering conditions that will ensure the Project can be built safely and that the site will be suitable for the proposed development. The recommendations from the Soils Approval Letter have been imposed as Conditions of Approval of the VTTM.

The development of the Project does not propose substantial alteration to the existing topography. The Project is not located within a flood hazard area, a hillside area, earthquake induced landslide, or fault-rupture hazard zone; and does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards. Further, the Project can be adequately served by existing utilities, and the Project Applicant has paid, or committed to pay, all applicable in lieu fees. The development is required to be connected to the City’s sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which has been upgraded to

meet statewide ocean discharge standards and has adequate capacity to serve the project. Moreover, as required by LAMC Section 64.15, further detailed gauging and evaluation will be conducted as part of the required building permit process for the project, including the requirement to obtain final approval of an updated Sewer Capacity Availability Report demonstrating adequate capacity. In addition, Project-related sanitary sewer connections and on-site water and wastewater infrastructure will be designed and constructed in accordance with applicable LASAN and California Plumbing Code standards.

No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are no recorded instruments identifying easements encumbering the Project Site for the purpose of providing public access. The site is surrounded by public streets and private properties that adjoin improved public streets designed and improved for the specific purpose of providing public access throughout the area. The Project Site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. No streams or rivers cross the Project Site. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract. The Project is a Joint Development and Option Agreement by and between the Developer and LA Metro, and as a result, the land will not transfer to the Applicant, but remain Metro land for the duration of the agreement. The VTTM also divides the property such that the land around the subway portal is an individual lot. The Project and the proposed subdivision will, therefore, not preclude the public access to the existing public transit infrastructure.

Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the Project Applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

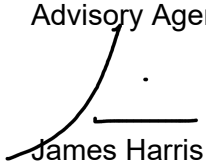
Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the Site has been considered in the maximization of passive or

natural heating and cooling opportunities. In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for VTTM No. 82868.

VINCENT P. BERTONI, AICP
Advisory Agency



James Harris
Deputy Advisory Agency
MZ: JH: MN: JM

Note: This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (https://planning.lacity.org/oas) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at http://planning.lacity.org/development-services/forms. Public offices are located at:

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012
planning.figcounter@lacity.org

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401
planning.mbc2@lacity.org

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West LA, CA 90025
planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's BuildLA portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.

QR Code to Online Appeal Filing

QR Code to Forms for In-Person Appeal Filing

QR Code to BuildLA Appointment Portal for Condition Clearance

VESTING TENTATIVE TRACT MAP NO. 82868

FOR SUBDIVISION, AIRSPACE AND MERGER PURPOSES

LEGAL DESCRIPTION:

(PER CHICAGO TITLE COMPANY ORDER NO. 00073130-994-LT2-DB DATED JUNE 3, 2019)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: (APN 2350-012-925)

LOTS 1 AND 2 IN BLOCK 9 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2: (APN 2350-012-927)

LOT 4 IN BLOCK 9 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3: (APN 2350-012-928)

LOT 5, IN BLOCK 9 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4: (APN 2350-012-929)

LOT 6 IN BLOCK 9 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5: (APN 2350-012-930)

LOT 7 IN BLOCK 9 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 6: (APN 2350-012-931)

LOT 8 IN BLOCK 9, OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 7A: (APN 2350-012-923)

THE NORTH 50 FEET OF LOTS 16 AND 18, IN BLOCK 9, TOWN OF TOLUCA, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON RECORDER'S FILED MAP NO. 515, ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THE WEST 30 FEET OF LOT 19 IN SAID BLOCK 9.

EXCEPT THE SOUTH 100 FEET OF SAID LOT 19.

PARCEL 7B: (APN 2350-012-924)

LOTS 16, 17 AND 18 IN BLOCK 9, TOWN OF TOLUCA, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP OF THE TOWN OF TOLUCA FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY ON JANUARY 31, 1895.

EXCEPT THE NORTH 50 FEET OF LOTS 16 AND 18, MEASURED AT RIGHT ANGLES TO THE NORTH LINE OF SAID LOT 16 AND THE WEST 30 FEET OF THE SOUTH 100 FEET OF SAID LOT 19.

PARCEL 8: (APNS 2350-012-932, 933, 934, 935,936, 937)

LOTS 9, 10, 11, 12, 13, 14 AND 15 IN BLOCK 9 OF LANKERSHIM, IN THE CITY OF LOS ANELES, COUNTY OF LOS ANELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 9: (APN 2350-012-926)

LOT 3 IN BLOCK 9 OF LANKERSHIM, IN THE CITY OF LOS ANELES, COUNTY OF LOS ANELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 10: (APN 2350-012-938)

ALL OF LOTS 19 TO 29, INCLUSIVE, EXCEPT THE WEST 30 FEET OF SAID LOT 19, ALL IN BLOCK 9 OF TOLUCA, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS DESIGNATED ON MAP FILED IN THE OFFICE OF THE RECORDER OF SAID COUNTY ON JANUARY 31, 1895, TOGETHER WITH THAT PORTION OF THE VACATED STREETS AND ALLEY ADJOINING SAID LOTS ON THE NORTH, SOUTH AND EAST AS VACATED BY RESOLUTION TO VACATE NO. 02-1400494, RECORDED AUGUST 6, 2003 AS INSTRUMENT NO. 03-2267607 AND BY RESOLUTION TO VACATE NO. 04-1400494-R, RECORDED JULY 8, 2004 AS INSTRUMENT NO. 04-1743825, BOTH OF OFFICIAL RECORDS.

PARCEL 11: (APN 2350-012-922)

ALL THAT CERTAIN PIECE OF PARCEL OF LAND SITUATED IN THE RANCHO EX-MISSION DE SAN FERNANDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF THE 100 FOOT STRIP OF LAND CONVEYED TO SOUTHERN PACIFIC RAILROAD COMPANY, BY PACIFIC IMPROVEMENT COMPANY, BY DEED DATED DECEMBER 30, 1893, RECORDED IN BOOK 946 PAGE 317 OF DEEDS, RECORDS OF SAID COUNTY, BLOCK 160 OF THE LANKERSHIM RANCH LAND AND WATER COMPANY, SUBDIVISION OF THE EAST 12,000 ACRES OF THE RANCHO EX-MISSION OF SAN FERNANDO, ACCORDING TO THE MAP RECORDED IN BOOK 31 PAGE 39 TO 44 INCLUSIVE OF MAPS, RECORDS OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE NORTHEASTERLY LINE OF LANKERSHIM BOULEVARD, 80 FEET WIDE (FORMERLY FERNANDO AVENUE) , AS SHOWN IN SAID BLOCK 160 ON SAID MAP OF SAID LANKERSHIM RANCHO LAND AND WATER COMPANY, SUBDIVISION WITH THE SOUTHERLY LINE OF SAID STRIP OF LAND 100 FEET IN WIDTH; THENCE EASTERLY ALONG THE SAID SOUTHERLY LINE OF SAID 100 FOOT STRIP OF LAND, A DISTANCE OF 300 FEET TO THE TRUE POINT OF BEGINNING; THENCE FROM SAID TRUE POINT OF BEGINNING NORTHERLY AT RIGHT ANGLES 100 FEET TO A POINT IN THE NORTHERLY LINE OF SAID 100 FOOT STRIP OF LAND, SAID NORTHERLY LINE BEING PARALLEL WITH AND 30 FEET SOUTHERLY AT RIGHT ANGLES FROM THE CENTER LINE OF THE MAIN TRACK OF THE SOUTHERN PACIFIC RAILROAD COMPANY; THENCE EASTERLY ALONG SAID NORTHERLY LINE, 60 FEET; THENCE SOUTHERLY AT RIGHT ANGLES 100 FEET TO A POINT IN SAID SOUTHERLY LINE; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 60 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 12: (APN 2350-012-921)

ALL THAT CERTAIN PIECE OF PARCEL LAND SITUATED IN RANCHO EX-MISSION DE SAN FERNANDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF THE 100-FOOT STRIP OF LAND CONVEYED TO SOUTHERN PACIFIC RAILROAD COMPANY BY PACIFIC IMPROVEMENT COMPANY, BY DEED DATED DECEMBER 30, 1893, RECORDED IN BOOK 946 PAGE 317 OF DEEDS, RECORDS OF SAID COUNTY, IN BLOCK 160 OF THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION OF THE EAST 12,000 ACRES OF THE RANCHO EX-MISSION OF SAN FERNANDO, ACCORDING TO THE MAP RECORDED IN BOOK 31 PAGES 39 TO 44 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE NORTHEASTERLY LINE OF LANKERSHIM BOULEVARD, 80 FEET WIDE (FORMERLY SAN FERNANDO AVENUE), AS SHOWN IN SAID BLOCK 160 ON SAID MAP OF SAID LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, WITH THE SOUTHERLY LINE OF SAID STRIP OF LAND, 100 FEET IN WIDTH; THENCE EASTERLY ALONG THE SAID SOUTHERLY LINE OF SAID 100-FOOT STRIP OF LAND, DISTANCE OF 300 FEET; THENCE NORTHERLY AT RIGHT ANGLES, 100 FEET TO A POINT IN THE NORTHERLY LINE OF SAID 100-FOOT STRIP OF LAND; THENCE WESTERLY ALONG SAID NORTHERLY LINE 350.32 FEET TO A POINT IN THE SAID NORTHEASTERLY LINE OF LANKERSHIM BOULEVARD; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE OF LANKERSHIM BOULEVARD, 111.94 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 13: (APN 2350-012-906)

THE WEST 150 FEET OF LOT 1, BLOCK 12 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 14: (APN 2350-012-907)

THE WESTERLY 150 FEET OF THAT PORTION OF LOT 1 IN BLOCK 2 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT, 206.88 FEET TO THE SOUTH LINE OF THE NORTH 262 FEET OF SAID LOT; THENCE EASTERLY ALONG SAID SOUTH LINE 242.54 FEET; THENCE SOUTHERLY IN A DIRECT LINE TO A POINT IN THE SOUTH LINE OF SAID LOT, DISTANT EASTERLY 241.60 FEET FROM THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTH LINE 241.60 FEET TO THE POINT OF BEGINNING.

PARCEL 15: (APN 2350-012-908)

THE WEST 150.00 OF THE NORTH 262.00 FEET OF LOT 1 IN BLOCK 2 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 16: (PTNS 2350-012-920)

INTENTIONALLY DELETED

PARCEL 17: (2350-013-920)

THE SOUTHERLY 30 FEET OF LOT 146 AND THE NORTHERLY 30 FEET OF LOT 161, OF THE LANKERSHIM RANCH LAND AND WATER CO'S SUBDIVISION OF THE EAST 12,000 ACRES, OF THE SOUTH HALF OF THE RANCHO EX-MISSION OF SAN FERNANDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39 ET SEQ. OF MISCELLANEOUS RECORDS.

EXCEPT THEREFROM THAT PORTION OF SAID LOTS 146 AND 161 LYING WESTERLY OF THE SOUTHERLY PROLONGATION OF THE WEST LINE OF LOT 1 IN BLOCK 2 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LOTS 146 AND 161 LYING EASTERLY OF THE WESTERLY LINE OF PARCEL A OF PARCEL MAP NO. 2002-6229, AND ITS SOUTHERLY PROLONGATION, AS PER MAP FILED IN BOOK 345 PAGES 80-81 OF PARCEL MAPS.

LEGAL DESCRIPTION:

(PER CHICAGO TITLE COMPANY ORDER NO. 00073133-994-LT2-DB DATED JUNE 3, 2019)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOTS 1, 2, 3, 4, 5, 6, 7 AND 8 IN BLOCK 13 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

LOT 12 OF BLOCK 13 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LOT 12 INCLUDED WITHIN THE LAND AS DESCRIBED IN THE DEED TO SECURITY TRUST AND SAVINGS BANK RECORDED JUNE 22, 1923 AS INSTRUMENT NO. 523, IN BOOK 2707 PAGE 331 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF LANKERSHIM BOULEVARD DISTANT NORTHERLY 25 FEET MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID LOT 12, WHICH POINT IS 28.01 FEET MORE OR LESS NORTHERLY FROM THE SOUTHEASTERLY CORNER OF SAID LOT 12; THENCE ALONG SAID LANKERSHIM BOULEVARD NORTH 26° 32' 45" WEST 67.22 FEET MORE OR LESS TO A POINT DISTANT NORTHERLY 85 FEET MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID LOT 12; THENCE WESTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 12, 75 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO THE LAST MENTIONED LINE 60 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 12, 105.30 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL 3:

LOTS 9, 10 AND 11 OF BLOCK 13 OF LANKERSHIM, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES 114 AND 115 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF THE VACATED ALLEY ADJOINING SAID LOT 9 ON THE NORTH AS VACATED BY RESOLUTION TO VACATE NO. 02-1400785, RECORDED APRIL 14, 2006 AS INSTRUMENT NO. 2006-826646, OF OFFICIAL RECORDS.

APN: 2350-016-905, 2350-016-906, 2350-016-907

EXCEPTIONS:

(PER CHICAGO TITLE COMPANY ORDER NO. 00073130-994-LT2-DB DATED JUNE 3, 2019)

1. COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, CITIZENSHIP, IMMIGRATION STATUS, PRIMARY LANGUAGE, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT

   RECORDING DATE: IN BOOK 4536 PAGE 28, OF DEEDS

   AFFECTS: PARCEL 8

2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

   PURPOSE: CROSS-ARMS AND WIRES
   RECORDING DATE: JANUARY 20, 1942
   RECORDING NO: IN BOOK 19007 PAGE 316, OF OFFICIAL RECORDS
   AFFECTS: A PORTION OF SAID LAND

   AFFECTS: PARCEL 11

3. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

   ENTITLED: AGREEMENT
   RECORDING DATE: JANUARY 27, 1966
   RECORDING NO: 3276, OF OFFICIAL RECORDS

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   AFFECTS: PARCEL 7

4. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

   ENTITLED: NOTICE OF NON-CONFORMING BUILDING USE
   RECORDING DATE: FEBRUARY 15, 1973
   RECORDING NO: 3280, OF OFFICIAL RECORDS

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   AFFECTS: PARCEL 5

5. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR

   PURPOSE(S): PUBLIC STREET
   RECORDING DATE: SEPTEMBER 11, 1973
   RECORDING NO: 1851, OF OFFICIAL RECORDS
   AFFECTS: A PORTION OF SAID LAND

   SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 22, 1974 AS INSTRUMENT NO. 3140, OF OFFICIAL RECORDS.

   AFFECTS: PARCEL 12

6. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

   ENTITLED: COVENANT AND AGREEMENT
   RECORDING DATE: NOVEMBER 19, 1973
   RECORDING NO: 3083, OF OFFICIAL RECORDS

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   AFFECTS: PARCEL 12, AND PORTIONS OF PARCELS 13 THROUGH 17

7. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

   ENTITLED: COVENANT AND AGREEMENT REGARDING MAINTENANCE OF BUILDING AND USES
   RECORDING DATE: APRIL 4, 1974
   RECORDING NO: 2512, OF OFFICIAL RECORDS

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   AFFECTS: PARCEL 5

8. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

   ENTITLED: AGREEMENT
   RECORDING DATE: JUNE 3, 1982
   RECORDING NO: 82-566098, OF OFFICIAL RECORDS

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   AFFECTS: PARCEL 2

9. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

   ENTITLED: AGREEMENT
   RECORDING DATE: JULY 21, 1982
   RECORDING NO: 82-732720, OF OFFICIAL RECORDS

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   AFFECTS: PARCEL 3

10. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

    RECORDING DATE: MARCH 24, 1988
    RECORDING NO.: 88-401471, OF OFFICIAL RECORDS

    REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    AFFECTS: PARCEL 7 LOTS 16 AND 17

11. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

    ENTITLED: COVENANT AND AGREEMENT
    RECORDING DATE: APRIL 22, 1988
    RECORDING NO: 88-556485, OF OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    AFFECTS: PARCEL 7 LOTS 16 AND 17

EXCEPTIONS:

(PER CHICAGO TITLE COMPANY ORDER NO. 00073130-994-LT2-DB DATED JUNE 3, 2019)

12. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

    RECORDING DATE: MARCH 7, 1989
    RECORDING NO.: 89-354428, OF OFFICIAL RECORDS

    REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    NOTE: THE ABOVE DOCUMENT WAS EXECUTED BY YOUNG PROPERTIES, WHICH DEEDED OUT ON JUNE 2, 1988 AS INSTRUMENT NO. 88-874601, OF OFFICIAL RECORDS.

    AFFECTS: PARCEL 1

13. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR

    PURPOSE(S): PUBLIC STREET
    RECORDING DATE: JULY 11, 1989
    RECORDING NO: 89-1100445, OF OFFICIAL RECORDS
    AFFECTS: A PORTION OF SAID LAND

    SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED MAY 30, 1990 AS INSTRUMENT NO. 90-964074, OF OFFICIAL RECORDS.

    AFFECTS: PARCEL 1

14. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR

    PURPOSE(S): PUBLIC STREET
    RECORDING DATE: AUGUST 16, 1990
    RECORDING NO: 90-1426167, OF OFFICIAL RECORDS
    AFFECTS: A PORTION OF SAID LAND

    AFFECTS: PARCEL 1

15. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

    ENTITLED: NOTICE OF BUILDING WITHIN THE SCOPE OF DIVISION 88 EARTHQUAKE HAZARD REDUCTION IN EXISTING BUILDINGS
    RECORDING DATE: JULY 30, 1992
    RECORDING NO: 92-1393087, OF OFFICIAL RECORDS

    REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

    AFFECTS: PARCEL 8

16. WAIVER OF ANY CLAIMS FOR DAMAGES TO SAID LAND BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF THE STREET OR HIGHWAY ADJOINING SAID LAND, AS CONTAINED IN THE DEED TO

    RECORDING DATE: JANUARY 19, 2001
    RECORDING NO: 01-109088, OF OFFICIAL RECORDS

17. A FINANCING STATEMENT AS FOLLOWS:

    DEBTOR: L AND R AUTO PARTS, INC.
    SECURED PARTY: MAZUMA CAPITAL CORP.
    RECORDING DATE: APRIL 12, 2017
    RECORDING NO: 2017-405895, OF OFFICIAL RECORDS

    A CHANGE TO THE ABOVE FINANCING STATEMENT WAS FILED

    NATURE OF CHANGE: FULL ASSIGNMENT
    RECORDING DATE: JUNE 7, 2017
    RECORDING NO: 2017-0629782 OF OFFICIAL RECORDS

18. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

    PURPOSE: DRIVEWAY
    RECORDING NO: IN BOOK 19897 PAGE 372, OF OFFICIAL RECORDS
    AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

19. COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, CITIZENSHIP, IMMIGRATION STATUS, PRIMARY LANGUAGE, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT

    RECORDING DATE: AUGUST 31, 1990
    RECORDING NO: 90-1517168, OF OFFICIAL RECORDS

20. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

21. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

22. COVENANTS OF NON-DISCRIMINATION CONTAINED IN GRANT DEED FROM COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES TO LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DATED DECEMBER 22, 2003, RECORDED DECEMBER 23, 2003 AS INSTRUMENT NO. 03-3851360, OF OFFICIAL RECORDS.

23. ANY CLAIM THAT THE TRANSACTION VESTING THE TITLE AS SHOWN IN SCHEDULE A OR CREATING THE LIEN OF THE INSURED MORTGAGE, OR ANY OTHER TRANSACTION OCCURRING ON OR PRIOR TO DATE OF POLICY IN WHICH THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES OR ITS SUCCESSORS TRANSFERRED, ACQUIRED, OR MADE ANY AGREEMENT AFFECTING THE TITLE TO OR ANY INTEREST IN THE LAND, IS VOID OR VOIDABLE, OR SUBJECT TO TERMINATION, RENEGOTIATION, OR JUDICIAL REVIEW, UNDER CALIFORNIA ASSEMBLY BILL 26 (CHAPTER 5, STATUTES OF 2011-12, FIRST EXTRAORDINARY SESSION) AND CALIFORNIA ASSEMBLY BILL 1484 (CHAPTER 26, STATUTES OF 2011-12).

23A. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

23B. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

23C. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

23D. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

23E. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

23F. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

23G. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

23H. THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

23I. 10 THIS EXCEPTION HAS BEEN INTENTIONALLY DELETED.

24. A NOTICE THAT SAID LAND IS INCLUDED WITHIN THE NORTH HOLLYWOOD REDEVELOPMENT PROJECT AREA, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT

    RECORDING DATE: OCTOBER 1, 1979
    RECORDING NO: 79-1095202, OF OFFICIAL RECORDS

    AMENDMENTS OF THE ABOVE WERE RECORDED NOVEMBER 30, 1995 AS INSTRUMENT NO. 95-1904107 AND NOVEMBER 17, 1997 AS INSTRUMENT NO. 97-1814940, BOTH OF OFFICIAL RECORDS.

    AN AGREEMENT TO MODIFY THE TERMS AND PROVISIONS OF THE SAID DOCUMENT, AS THEREIN PROVIDED

    RECORDING DATE: NOVEMBER 30, 2007
    RECORDING NO: 2007-2636439, OF OFFICIAL RECORDS

25. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

    GRANTED TO: CITY OF LOS ANGELES
    PURPOSE: PUBLIC STREETS AND PUBLIC UTILITY
    RECORDING DATE: SEPTEMBER 19, 2002
    RECORDING NO: 02-2204529, OF OFFICIAL RECORDS
    AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

26. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

27. INTENTIONALLY DELETED.

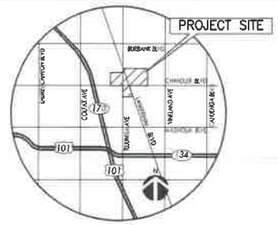
28. MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/NSPS LAND TITLE SURVEY OF SAID LAND THAT IS SATISFACTORY TO THE COMPANY, AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.

29. ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.

    THE COMPANY WILL REQUIRE, FOR REVIEW, A FULL AND COMPLETE COPY OF ANY UNRECORDED AGREEMENT, CONTRACT, LICENSE AND/OR LEASE, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS THERETO, BEFORE ISSUING ANY POLICY OF TITLE INSURANCE WITHOUT EXCEPTING THIS ITEM FROM COVERAGE.

    THE COMPANY RESERVES THE RIGHT TO EXCEPT ADDITIONAL ITEMS AND/OR MAKE ADDITIONAL REQUIREMENTS AFTER REVIEWING SAID DOCUMENTS.

    THE COMPANY WILL REQUIRE THAT A FULL COPY OF ANY UNRECORDED LEASE REFERRED TO HEREIN BE FURNISHED TO THE COMPANY, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS FOR REVIEW.



VICINITY MAP
NOT TO SCALE

EXCEPTIONS:

(PER CHICAGO TITLE COMPANY ORDER NO. 00073133-994-LT2-DB DATED JUNE 3, 2019)

1. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

   PURPOSE: SEPTEMBER 14, 1923
   RECORDING DATE: 1423 IN BOOK 2559 PAGE 286, OF OFFICIAL RECORDS
   AFFECTS: A PORTION OF SAID LAND

3. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

   ENTITLED: PARTY WALL AGREEMENT
   RECORDING DATE: JULY 25, 1930
   RECORDING NO: IN BOOK 10223 PAGE 11, OF OFFICIAL RECORDS

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

4. THE LAND DESCRIBED HEREIN IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY SHOWN BELOW, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW (SUCH REDEVELOPMENT TO PROCEED ONLY AFTER THE ADOPTION OF THE REDEVELOPMENT PLAN) AS DISCLOSED BY A DOCUMENT.

   REDEVELOPMENT AGENCY: NORTH HOLLYWOOD REDEVELOPMENT PROJECT
   RECORDING DATE: OCTOBER 1, 1979
   RECORDING NO: 79-1095202, OF OFFICIAL RECORDS

   AN AGREEMENT TO MODIFY THE TERMS AND PROVISIONS OF THE SAID DOCUMENT, AS THEREIN PROVIDED

   RECORDING DATE: NOVEMBER 30, 1995
   RECORDING NO: 95-1904107, OF OFFICIAL RECORDS

5. A NOTICE OF SUBSTANDARD PROPERTY AS DISCLOSED BY A DOCUMENT

   RECORDING DATE: MARCH 3, 1987
   RECORDING NO: 87-319497, OF OFFICIAL RECORDS

   REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

6. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

   PURPOSE: PUBLIC STREET AND PUBLIC UTILITIES
   RECORDING DATE: SEPTEMBER 19, 2002
   RECORDING NO: 02-2204529, OF OFFICIAL RECORDS
   AFFECTS: A PORTION OF SAID LAND

7. PLEASE BE ADVISED THAT OUR SEARCH DID NOT DISCLOSE ANY OPEN DEEDS OF TRUST OF RECORD. IF YOU SHOULD HAVE KNOWLEDGE OF ANY OUTSTANDING OBLIGATION, PLEASE CONTACT THE TITLE DEPARTMENT IMMEDIATELY FOR FURTHER REVIEW PRIOR TO CLOSING.

8. MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/NSPS LAND TITLE SURVEY OF SAID LAND THAT IS SATISFACTORY TO THE COMPANY, AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.

9. ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.

   THE COMPANY WILL REQUIRE, FOR REVIEW, A FULL AND COMPLETE COPY OF ANY UNRECORDED AGREEMENT, CONTRACT, LICENSE AND/OR LEASE, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS THERETO, BEFORE ISSUING ANY POLICY OF TITLE INSURANCE WITHOUT EXCEPTING THIS ITEM FROM COVERAGE.

   THE COMPANY RESERVES THE RIGHT TO EXCEPT ADDITIONAL ITEMS AND/OR MAKE ADDITIONAL REQUIREMENTS AFTER REVIEWING SAID DOCUMENTS.

   THE COMPANY WILL REQUIRE THAT A FULL COPY OF ANY UNRECORDED LEASE REFERRED TO HEREIN BE FURNISHED TO THE COMPANY, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS FOR REVIEW.

   THE COMPANY RESERVES THE RIGHT TO ADD ADDITIONAL ITEMS OR MAKE FURTHER REQUIREMENTS AFTER REVIEW OF THE REQUESTED DOCUMENTATION.

LOS ANGELES DEPT. OF CITY PLANNING
SUBMITTED FOR FILING
☐ TENTATIVE MAP

JAN 19 2023

☒ REVISED MAP ☐ EXTENSION OF TIME
☐ FINAL MAP UNIT ☐ MODIFIED
DEPUTY ADVISORY AGENCY

PREPARED UNDER THE DIRECTION OF:

CHRISTOPHER JONES, LS 8193 01/16/2023

CHRISTOPHER M. JONES No.8193

kpff
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com

GENERAL NOTES:

OWNER:

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP: 99-22-4
LOS ANGELES, CA 90012
ATTN: WELLS M. LAWSON
LAWSONW@METRO.NET

APPLICANT:

NOHO DEVELOPMENT ASSOCIATES, LLC
2221 ROSECRANS AVENUE, SUITE 200
EL SEGUNDO, CA 90245
ATTN: GREG AMES
(310) 363-4706

LAND SURVEYOR:

KPFF CONSULTING ENGINEERS, INC.
700 FLOWER ST., SUITE 2100
LOS ANGELES, CA 90017
ATTN: CHRISTOPHER JONES, PLS 8193
(213) 418-0201

REVISIONS

DATE	△	ISSUED FOR

DATE	11/21/2022
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION

METRO NOHO
TRACT NO. 82868

SHEET NUMBER

SHEET 1 OF 16

VESTING TENTATIVE TRACT MAP NO. 82868

COMMENTS

DATES OF SURVEY . . SEPTEMBER & OCTOBER, 2018

BOUNDARY LINES . BOUNDARY INFORMATION, ROAD RIGHT OF WAY WIDTHS, EASEMENT LOCATIONS, LOT LINES, ETC... SHOWN HEREON IS BASED ON A CLIENT PROVIDED ALTA/NSPS SURVEY PREPARED BY KIMLEY HORN, DATED 9-12-2017, AND REVIEWED BY KPFF.

THE INTERSECTION OF LANKERSHIM BLVD AND WEDDINGTON STREET POSITION WAS FOUND OFF LINE BY 1.5 FEET. THE POSITION WAS ADJUSTED WHICH AFFECTED THE CENTERLINE OF CHANDLER BLVD AND THE BLOCK BORDERED BY LANKERSHIM, WEDDINGTON, BAKMAN, CHANDLER.

FAIR AVE WAS FOUND TO BE DEFICIENT BY 0.18 FEET, THE INTERSECTION OF CUMPSTON AND FAIR AVE WAS ADJUSTED NORTHERLY BY 0.18 FEET AND THE BLOCK AND STREET RIGHT OF WAY WIDTH ADJUSTED ACCORDINGLY.

NO OTHER BOUNDARY ADJUSTMENTS WERE MADE.

BASIS OF BEARINGS . . THE BEARING OF N 0°05'27" E ALONG THE CENTERLINE OF FAIR AVENUE WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK . . . . CITY OF LA BM# 08-02640. WIRE SPK IN W CURB TUJUNGA AVE 17.5FT S OF CENTER LINE PROD WEDDINGTON ST

ELEV. = 632.890 FT;
ADJUSTMENT 2000. DATUM NAVD88

(#) . . . . INDICATES PRELIMINARY TITLE REPORT EXCEPTION NUMBER PLOTTED HEREON.

LAND AREA . . . . . .

GROSS (TO STREET CENTERLINES)

LOT 1	130,431 SQ. FT. OR 2.994 ACRES, MORE OR LESS.
LOT 2	60,879 SQ. FT. OR 1.398 ACRES, MORE OR LESS.
LOT 3	74,801 SQ. FT. OR 1.717 ACRES, MORE OR LESS.
LOT 4	103,715 SQ. FT. OR 2.381 ACRES, MORE OR LESS.
LOT 5	144,383 SQ. FT. OR 3.315 ACRES, MORE OR LESS.
LOT 6	47,837 SQ. FT. OR 1.098 ACRES, MORE OR LESS.
LOT 7	128,629 SQ. FT. OR 2.953 ACRES, MORE OR LESS.
LOT 8	5,547 SQ. FT. OR 0.127 ACRES, MORE OR LESS.
LOT 9	7,766 SQ. FT. OR 0.178 ACRES, MORE OR LESS.
LOT 10	15,051 SQ. FT. OR 0.346 ACRES, MORE OR LESS.
LOT 11	10,736 SQ. FT. OR 0.246 ACRES, MORE OR LESS.

GROSS (PRE-DEDICATIONS & PRE-VACATIONS)

LOT 1	94,062 SQ. FT. OR 2.159 ACRES, MORE OR LESS.
LOT 2	51,441 SQ. FT. OR 1.181 ACRES, MORE OR LESS.
LOT 3	55,630 SQ. FT. OR 1.277 ACRES, MORE OR LESS.
LOT 4	78,221 SQ. FT. OR 1.796 ACRES, MORE OR LESS.
LOT 5	117,690 SQ. FT. OR 2.702 ACRES, MORE OR LESS.
LOT 6	33,348 SQ. FT. OR 0.766 ACRES, MORE OR LESS.
LOT 7	79,895 SQ. FT. OR 1.834 ACRES, MORE OR LESS.
LOT 8	4,687 SQ. FT. OR 0.108 ACRES, MORE OR LESS.
LOT 9	6,562 SQ. FT. OR 0.151 ACRES, MORE OR LESS.
LOT 10	14,155 SQ. FT. OR 0.325 ACRES, MORE OR LESS.
LOT 11	9,196 SQ. FT. OR 0.211 ACRES, MORE OR LESS.

NET (POST-DEDICATIONS & POST-VACATIONS)

LOT 1	98,533 SQ. FT. OR 2.262 ACRES, MORE OR LESS.
LOT 2	53,636 SQ. FT. OR 1.231 ACRES, MORE OR LESS.
LOT 3	58,040 SQ. FT. OR 1.332 ACRES, MORE OR LESS.
LOT 4	78,195 SQ. FT. OR 1.795 ACRES, MORE OR LESS.
LOT 5	116,564 SQ. FT. OR 2.676 ACRES, MORE OR LESS.
LOT 6	33,348 SQ. FT. OR 0.766 ACRES, MORE OR LESS.
LOT 7	81,106 SQ. FT. OR 1.862 ACRES, MORE OR LESS.
LOT 8	4,887 SQ. FT. OR 0.112 ACRES, MORE OR LESS.
LOT 9	6,842 SQ. FT. OR 0.157 ACRES, MORE OR LESS.
LOT 10	14,155 SQ. FT. OR 0.325 ACRES, MORE OR LESS.
LOT 11	9,196 SQ. FT. OR 0.211 ACRES, MORE OR LESS.

UTILITIES . . . ALL VISIBLE ABOVE-GROUND UTILITY FEATURES SHOWN ON THIS MAP WERE OBTAINED BY CONVENTIONAL AND AERIAL PHOTOGRAMMETRIC MEANS. NO REPRESENTATION IS MADE AS TO THE COMPLETENESS OF SAID UTILITY INFORMATION AND ANY USER OF THIS INFORMATION SHOULD CONTACT THE UTILITY OR GOVERNMENT AGENCY DIRECTLY.

FLOOD NOTE. . . . . . . THE SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" – AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, COMMUNITY PANEL NUMBER 06037C1320F AND 06037C1340F WHICH BEARS AN EFFECTIVE DATE OF SEPTEMBER 26, 2008.

SURVEY METHOD. . . . . GROUND SURVEY WAS PERFORMED WITH TRADITIONAL METHODS USING TOTAL STATION, AS WELL AS GPS RTK METHODS.

AERIAL SURVEY . . . TOPOGRAPHIC INFORMATION SHOWN IN GRAYSCALE WAS OBTAINED BY AERIAL PHOTOGRAMMETRY METHODS, DATED OCTOBER 4, 2017.

PROJECT NOTES:

MAIN SITE ADDRESS:
5430 N LANKERSHIM BLVD, LOS ANGELES, CA 91601

APN NO.:
2350-012-920
2350-012-921
2350-012-922
2350-012-923
2350-012-924
2350-012-925
2350-012-926
2350-012-927
2350-012-928
2350-012-929
2350-012-930
2350-012-931
2350-012-932
2350-012-933
2350-012-934
2350-012-935
2350-012-936
2350-012-937
2350-012-938
2350-013-906
2350-013-907
2350-013-908
2350-013-920
2350-016-905
2350-016-906
2350-016-907

THOMAS BROS. GUIDE:	562-J2
DISTRICT MAP:	CD 2 – PAUL KREKORIAN
COMMUNITY PLAN AREA:	NORTH HOLLYWOOD – VALLEY VILLAGE
GENERAL PLAN LAND USE:	PUBLIC FACILITIES, COMMUNITY COMMERCIAL & COMMERCIAL MANUFACTURING
SPECIFIC PLAN AREA:	NONE
EXISTING ZONING:	PF-1VL, C2-2D-CA, CM-1VL & C4-2D
PROPOSED ZONING:	SPECIFIC PLAN ZONE

THE SUBJECT SITE IS LOCATED IN THE FOLLOWING HAZARD AREAS:
LIQUEFACTION
HISTORIC PRESERVATION REVIEW

STREET DESIGNATIONS:

CHANDLER BLVD	=	BOULEVARD II (110' DESIGNATED)
LANKERSHIM BLVD	=	BOULEVARD II (110' DESIGNATED)
CUMPSTON ST	=	COLLECTOR (66' DESIGNATED)
FAIR AVE	=	LOCAL STREET – STANDARD (60' DESIGNATED)
BAKMAN AVE	=	LOCAL STREET – STANDARD (60' DESIGNATED)
WEDDINGTON ST	=	LOCAL STREET – STANDARD (60' DESIGNATED)

THE SITE SHALL TIE INTO EXISTING SEWER INFRASTRUCTURE.

EXISTING UTILITIES: UNDERGROUND UTILITIES SHOWN HEREON WERE OBTAINED FROM CITY SUBSTRUCTURE MAPS. CERTAIN UTILITIES SUCH AS TRAFFIC SIGNAL LINES AND ABANDONED LINES MAY NOT BE SHOWN HEREON.

PROPOSED UTILITIES: SEWAGE AND DRAINAGE WILL BE PROVIDED BY THE CITY OF LOS ANGELES INFRASTRUCTURE SYSTEMS.

LOT CONFIGURATIONS, ELEVATIONS AND SIZES ARE APPROXIMATE IN NATURE AND WILL BE FINALIZED DURING THE FINAL MAP PHASE.

WE RESERVE THE RIGHT TO CONSOLIDATE LOTS.

WE RESERVE THE RIGHT TO PHASE THE FINAL MAPS.

THE PROPERTY COVERED BY THIS MAP IS SUBJECT TO THE GOVERNING PLANNING AND ZONING REGULATIONS. PURSUANT TO THE PROJECT APPROVALS, THE AMOUNT OF DEVELOPMENT ALLOCATED TO A PARTICULAR LOT WILL BE IN ACCORDANCE WITH THE DISTRICT NOHO SPECIFIC PLAN, AND MAY CHANGE OVER TIME WITHOUT AMENDMENT TO THIS MAP, AS LONG AS THE OVERALL AGGREGATE MAXIMUM PROGRAM FOR THE PROJECT IS NOT EXCEEDED.

PROPOSED RECIPROCAL INGRESS/EGRESS EASEMENTS (IF ANY) ARE YET TO BE DETERMINED.

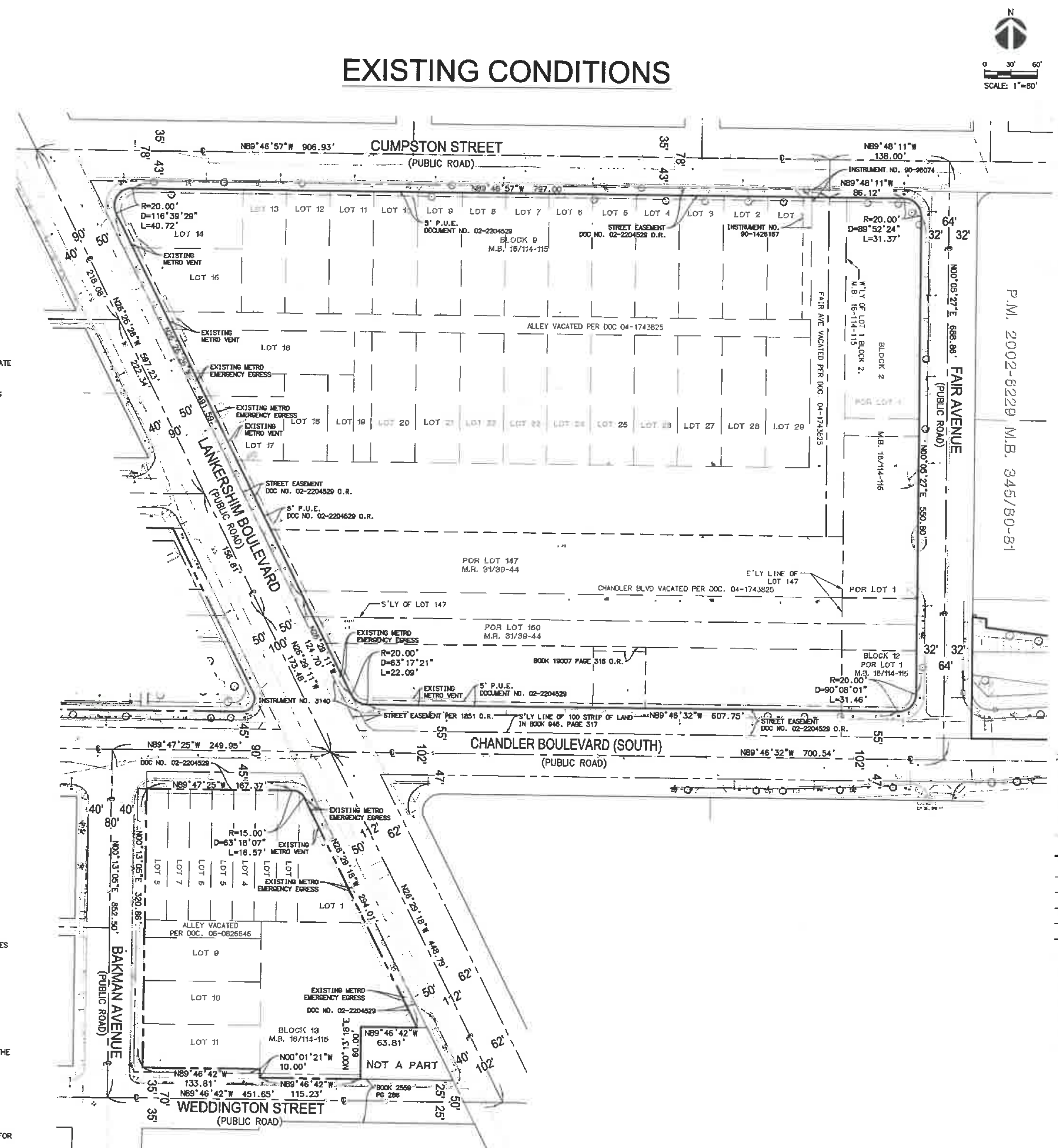
REQUEST IS MADE FOR A HAUL ROUTE.

THE SITE DOES NOT CONTAIN PROTECTED TREES. ALL TREES PLANNED TO BE REMOVED. PLEASE REFER TO ARBORIST REPORT FOR MORE DETAILED INFORMATION.

METRO DISPUTES EXCEPTION ITEM 16 LISTED HEREON.

THE VTTM PROPOSES RESUBDIVISION INTO 11 GROUND LOTS AND 33 AIRSPACE LOTS AND MERGER OF SURPLUS CITY RIGHT-OF-WAY ON CUMPSTON STREET, BAKMAN STREET, AND WEDDINGTON STREET ASSOCIATED WITH A PROPOSED MIXED-USE DEVELOPMENT WITH UP TO 1,527 MULTI-FAMILY RESIDENTIAL UNITS AND UP TO 685,499 SQUARE FEET OF COMMERCIAL DEVELOPMENT ('PROJECT'). THE BOUNDARIES OF THE VTTM DO NOT INCLUDE ALL LOTS PROPOSED WITHIN THE PROJECT AND INCLUDE ONLY THOSE LOTS PROPOSED FOR SUBDIVISION PURPOSES.

EXISTING CONDITIONS



LEGEND

- AREA DRAIN
- AREA LIGHT
- BOLLARD
- CLEANOUT
- COMMUNICATIONS MANHOLE
- CURB DRAIN
- ELECTRIC MANHOLE
- ELECTRIC PULLBOX
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- FLAG POLE
- GAS METER
- GAS VALVE
- GUY ANCHOR
- IRRIGATION CONTROL PULLBOX
- IRRIGATION CONTROL VALVE
- PARKING METER
- POWER POLE
- SANITARY SEWER MANHOLE
- SIGN
- STORM DRAIN MANHOLE
- STREET LIGHT
- STREET LIGHT PULLBOX
- TELEPHONE MANHOLE
- TELEPHONE PULLBOX
- TRAFFIC SIGNAL LIGHT
- TRAFFIC SIGNAL PULLBOX
- UNKNOWN MANHOLE
- UNKNOWN PULLBOX
- WATER METER
- WATER VALVE
- PALM
- TREE

LINETYPES

- BUILDING FOOTPRINT
- BUILDING OVERHANG
- CHAINLINK FENCE
- CONCRETE CURB
- FLOWLINE
- WALL
- SUBJECT PROPERTY (SHOWN AS EXISTING IN THIS SHEET)
- LOT LINE
- RIGHT OF WAY LINE
- POTENTIAL RIGHT OF WAY LINE
- STREET CENTERLINE
- EASEMENT LINE
- COMM UNDERGROUND
- ELECTRIC UNDERGROUND
- NATURAL GAS
- OVERHEAD UTILITIES
- SANITARY SEWER
- STORMDRAIN SEWER
- WATER LINE

ABBREVIATIONS

AC	ASPHALT CONCRETE
AD	AREA DRAIN
ASPH	ASPHALT
BK	BIKE RACK
BL	BOLLARD
BOV	BLOW OFF VALVE
℄	CENTERLINE
CAB	CABINET
CATV	CABLE/TV
CB	CATCH BASIN
CD	CURB DRAIN
CO	CLEANOUT
COM	COMMUNICATIONS
CONC	CONCRETE
CPT	CP TEST PULLBOX
DI	DRAIN INLET
DR	DOOR
DWY	DRIVEWAY
EG	EDGE OF GUTTER
ELEC	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESTAB	ESTABLISHED
EVT	ELECTRIC VAULT
FD	FOUND
FF	FINISHED FLOOR
FL	FLOWLINE
GB	GRADE BREAK
GI	GREASE INTERCEPTOR
ICV	IRRIGATION CONTROL VALVE
INV	INVERT
LA	LANDSCAPE AREA
LP	LIGHT POLE
LT&T	LEAD TACK AND TAG
MB	MAILBOX
MH	MANHOLE
NG	NATURAL GROUND
NRK	NEWSPAPER RACK
OH	OVERHANG
℘	PROPERTY LINE
PB	PULLBOX
PED	PEDESTRIAN WALK POLE
PM	PARKING METER
PP	POWERPOLE
R/W	RIGHT-OF-WAY
RSR	RISER
SCO	SEWER CLEANOUT
SD	STORM DRAIN
SL	STREET LIGHT
SN	SIGN
SNF	SEARCHED NOTHING FOUND
SS	SANITARY SEWER
SWK	SIDEWALK
TEL	TELEPHONE
TG	TOP OF GRATE
TP	TRANSFORMER PAD
TRANS	TRANSFORMER
TRWL	TREE WELL
TS	TRAFFIC SIGNAL
TVT	TELEPHONE VAULT
TW	TOP OF WALL
TYP	TYPICAL
UNK	UNKNOWN
UP	UTILITY POLE
UTIL	UTILITY
UVT	UNKNOWN VAULT
WDF	WOOD FENCE
WIF	WROUGHT IRON FENCE
WV	WATER VALVE
WVT	WATER VAULT
VT	VAULT
N'LY	NORTHERLY
S'LY	SOUTHERLY
E'LY	EASTERLY
W'LY	WESTERLY
NE'LY	NORTHEASTERLY
NW'LY	NORTHWESTERLY
SE'LY	SOUTHEASTERLY
SW'LY	SOUTHWESTERLY

kpff
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com

REVISIONS DATE	△	ISSUED FOR

DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

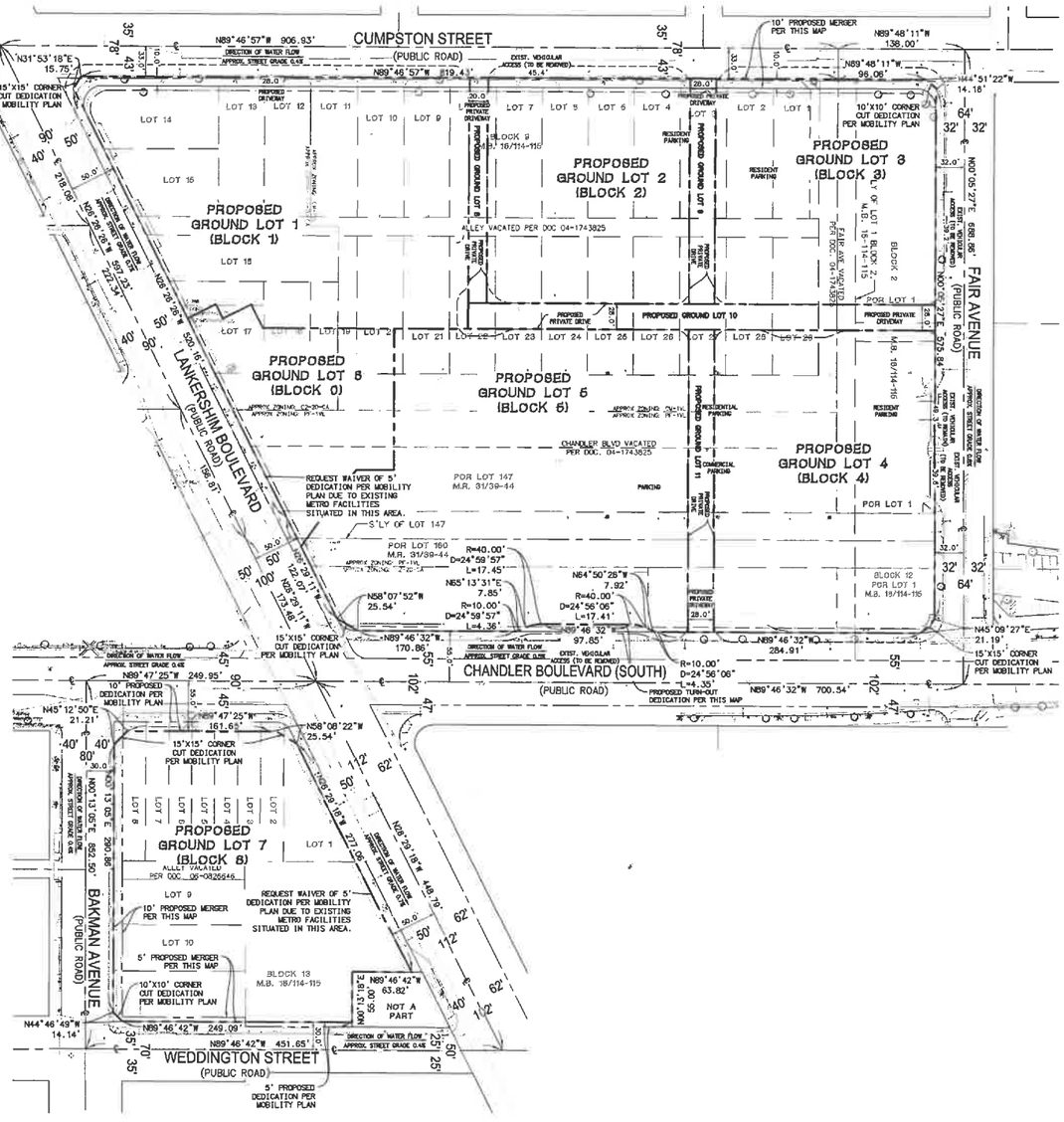
PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER

VESTING TENTATIVE TRACT MAP NO. 82868

kpff
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com

PROPOSED CONDITIONS



LEGEND

- AREA DRAIN
- AREA LIGHT
- BOLLARD
- CLEANOUT
- COMMUNICATIONS MANHOLE
- CURB DRAIN
- ELECTRIC MANHOLE
- ELECTRIC PULLBOX
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- FLAG POLE
- GAS METER
- GAS VALVE
- GUY ANCHOR
- IRRIGATION CONTROL PULLBOX
- IRRIGATION CONTROL VALVE
- PARKING METER
- POWER POLE
- SANITARY SEWER MANHOLE
- SIGN
- STORM DRAIN MANHOLE
- STREET LIGHT
- STREET LIGHT PULLBOX
- TELEPHONE MANHOLE
- TELEPHONE PULLBOX
- TRAFFIC SIGNAL LIGHT
- TRAFFIC SIGNAL PULLBOX
- UNKNOWN MANHOLE
- UNKNOWN PULLBOX
- WATER METER
- WATER VALVE
- PALM
- TREE

LINETYPES

- BUILDING FOOTPRINT
- BUILDING OVERHANG
- CHAINLINK FENCE
- CONCRETE CURB
- FLOWLINE
- WALL
- SUBJECT PROPERTY (SHOWN AS PROPOSED IN THIS SHEET)
- LOT LINE
- RIGHT OF WAY LINE
- POTENTIAL RIGHT OF WAY LINE
- STREET CENTERLINE
- EASEMENT LINE
- COMM UNDERGROUND
- ELECTRIC UNDERGROUND
- NATURAL GAS
- OVERHEAD UTILITIES
- SANITARY SEWER
- STORMDRAIN SEWER
- WATER LINE

ABBREVIATIONS

AC	ASPHALT CONCRETE
AD	AREA DRAIN
ASPH	ASPHALT
BK	BIKE RACK
BL	BOLLARD
BOV	BLOW OFF VALVE
℄	CENTERLINE
CAB	CABINET
CATV	CABLE/TV
CB	CATCH BASIN
CD	CURB DRAIN
CO	CLEANOUT
COM	COMMUNICATIONS
CONC	CONCRETE
CPT	CP TEST PULLBOX
DI	DRAIN INLET
DR	DOOR
DWY	DRIVEWAY
EG	EDGE OF GUTTER
ELEC	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESTAB	ESTABLISHED
EVT	ELECTRIC VAULT
FD	FOUND
FF	FINISHED FLOOR
FL	FLOWLINE
GB	GRADE BREAK
GI	GREASE INTERCEPTOR
ICV	IRRIGATION CONTROL VALVE
INV	INVERT
LA	LANDSCAPE AREA
LP	LIGHT POLE
LT&T	LEAD TACK AND TAG
MB	MAILBOX
MH	MANHOLE
NG	NATURAL GROUND
NRK	NEWSPAPER RACK
OH	OVERHANG
ℙ	PROPERTY LINE
PB	PULLBOX
PED	PEDESTRIAN WALK POLE
PM	PARKING METER
PP	POWERPOLE
R/W	RIGHT-OF-WAY
RSR	RISER
SCO	SEWER CLEANOUT
SD	STORM DRAIN
SL	STREET LIGHT
SN	SIGN
SNF	SEARCHED NOTHING FOUND
SS	SANITARY SEWER
SWK	SIDEWALK
TEL	TELEPHONE
TG	TOP OF GRATE
TP	TRANSFORMER PAD
TRANS	TRANSFORMER
TRWL	TREE WELL
TS	TRAFFIC SIGNAL
TVT	TELEPHONE VAULT
TW	TOP OF WALL
TYP	TYPICAL
UNK	UNKNOWN
UP	UTILITY POLE
UTIL	UTILITY
UVT	UNKNOWN VAULT
WDF	WOOD FENCE
WIF	WROUGHT IRON FENCE
WV	WATER VALVE
WVT	WATER VAULT
VT	VAULT
N'LY	NORTHERLY
S'LY	SOUTHERLY
E'LY	EASTERLY
W'LY	WESTERLY
NE'LY	NORTHEASTERLY
NW'LY	NORTHWESTERLY
SE'LY	SOUTHEASTERLY
SW'LY	SOUTHWESTERLY

REVISIONS

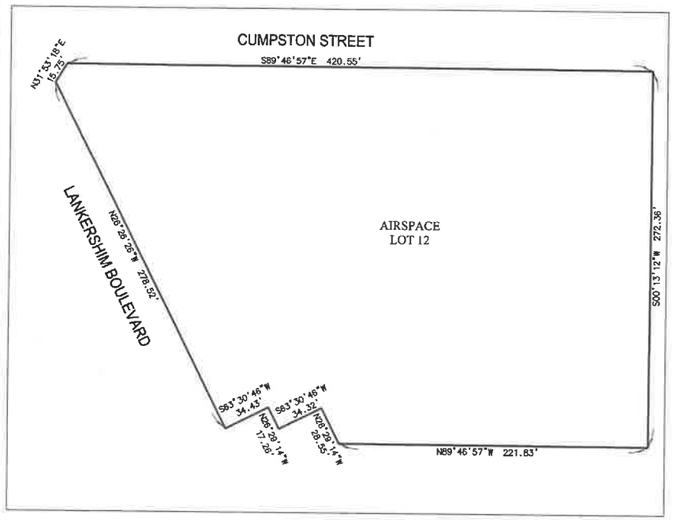
DATE	△	ISSUED FOR

DATE	01/04/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

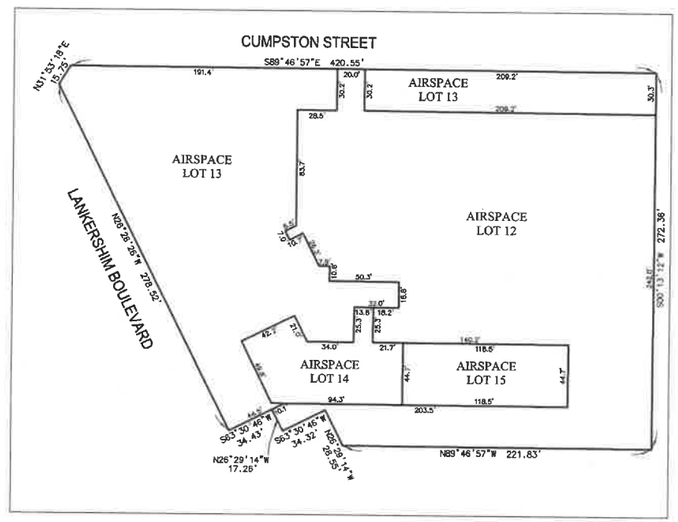
SHEET NUMBER
SHEET 3 OF 16

VESTING TENTATIVE TRACT MAP NO. 82868



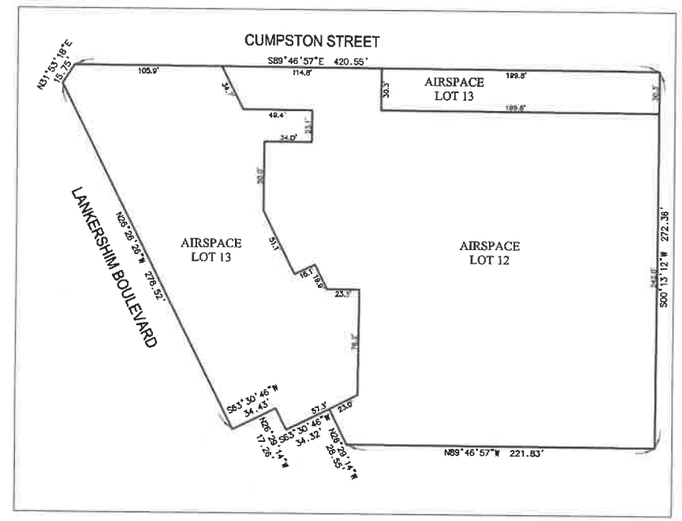
BLOCK 1 : LEVELS B1 - B2

L.E. = 590.00', U.E. = 636.00'



BLOCK 1 : GROUND LEVEL

L.E. = 636.00', U.E. = 653.00'



BLOCK 1 : LEVELS 2 - 4

L.E. = 653.00', U.E. = 687.00'

N

0 20' 40'

SCALE: 1"=40'

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

MAP INDEX
[NOT TO SCALE]

REVISIONS :

DATE	ISSUED FOR

DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

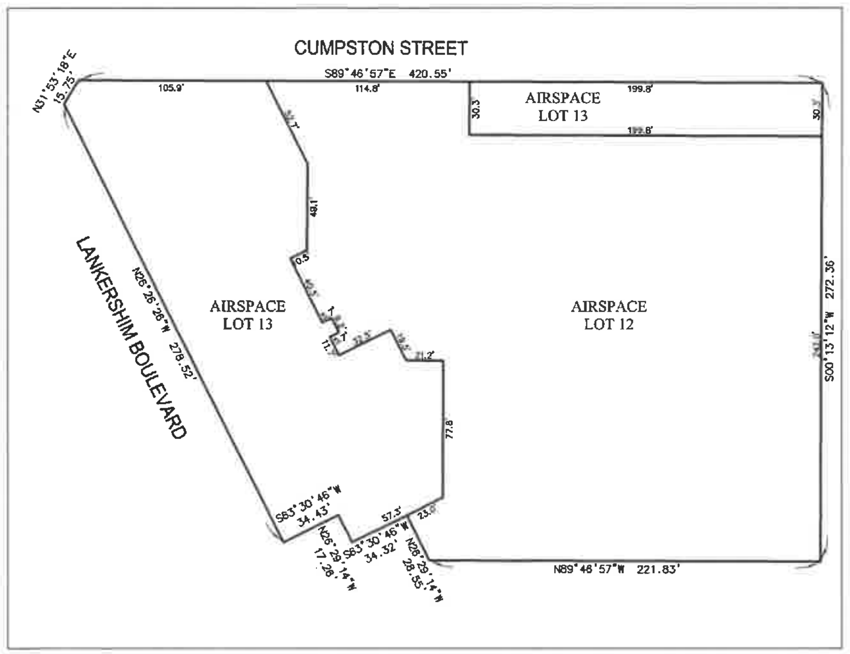
PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER

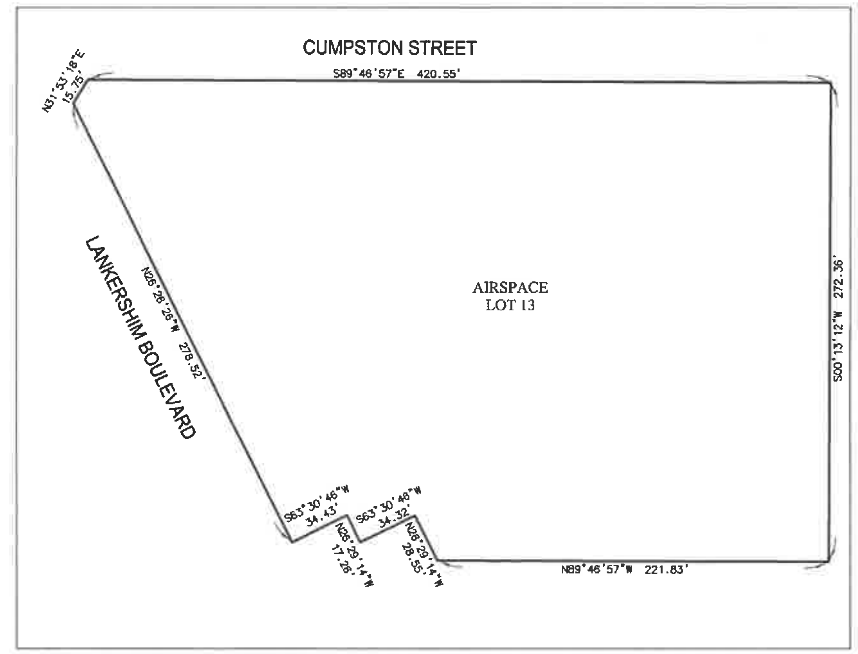
SHEET 4 0F 16

VESTING TENTATIVE TRACT MAP NO. 82868

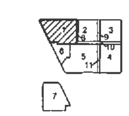
kpff



BLOCK 1 : LEVEL 5
L.E. = 687.00', U.E. = 698.33'



BLOCK 1 : LEVELS 6 - ROOF
L.E. = 698.33', U.E. = 880.00'



MAP INDEX
(NOT TO SCALE)

SCALE: 1"=40'

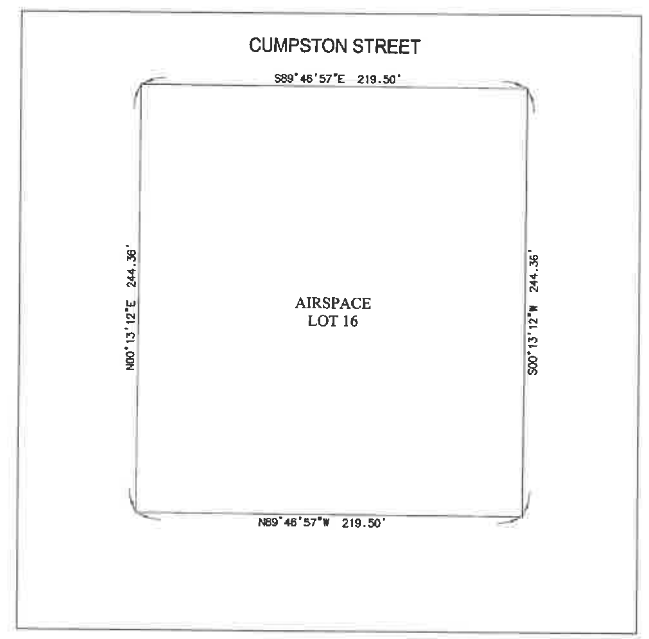
ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

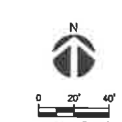
PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER
SHEET 5 OF 16

VESTING TENTATIVE TRACT MAP NO. 82868

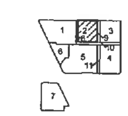


BLOCK 2
L.E. = 550.00', U.E. = 900.00'



ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff



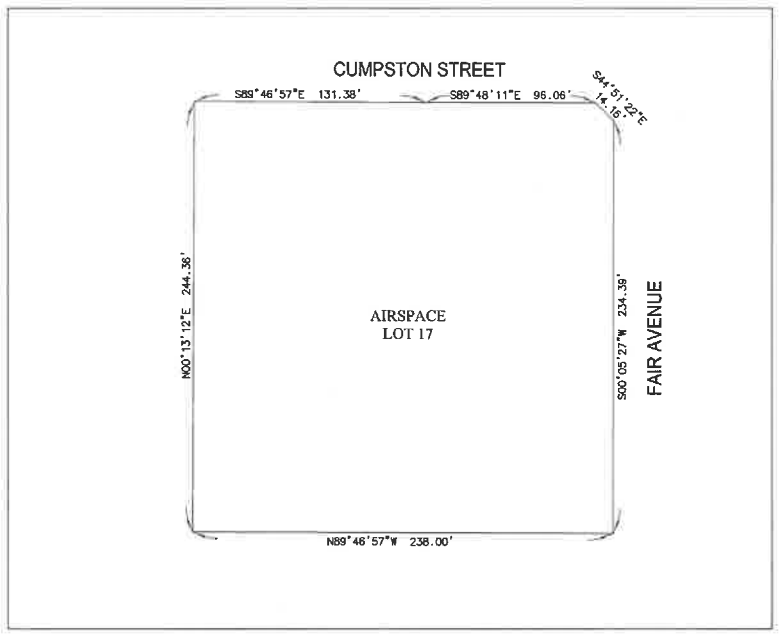
MAP INDEX
(NOT TO SCALE)

DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

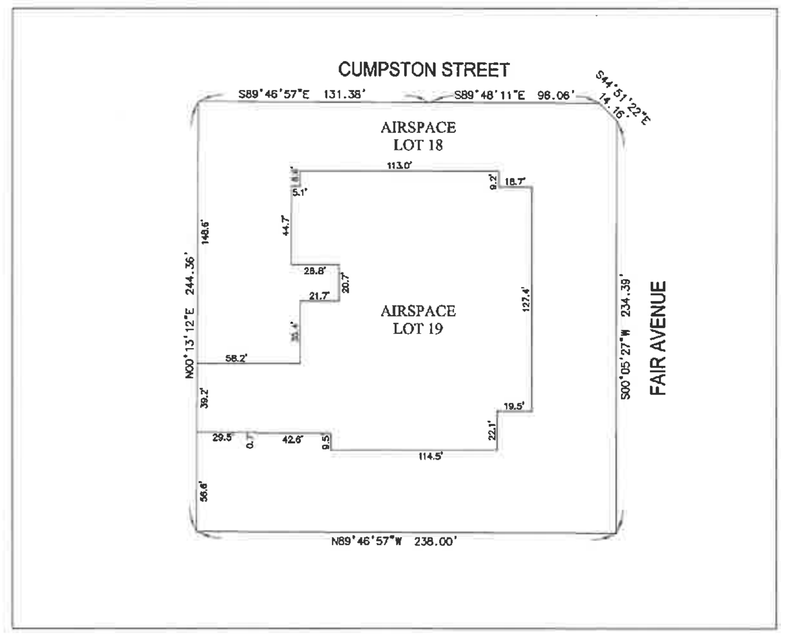
PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER
SHEET 6 0F 16

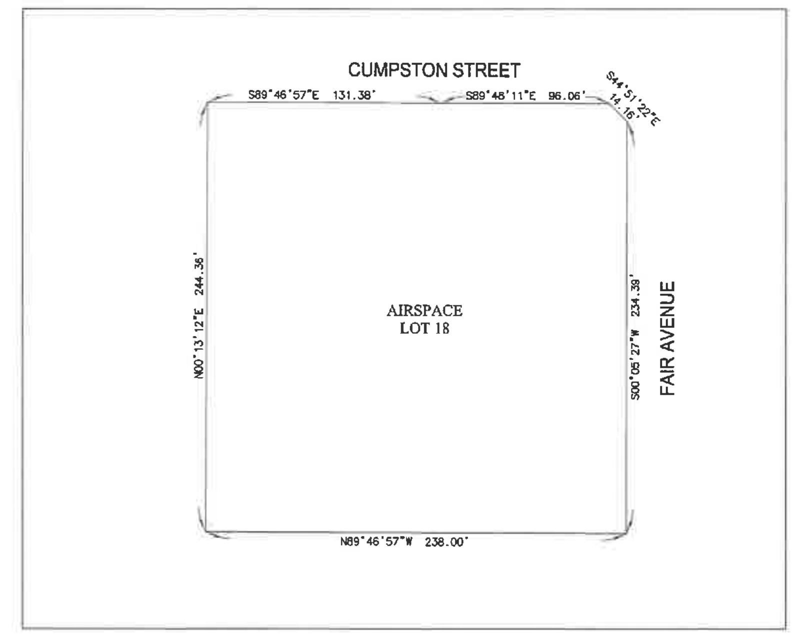
VESTING TENTATIVE TRACT MAP NO. 82868



BLOCK 3 : LEVEL B1
L.E. = 550.00', U.E. = 632.00'

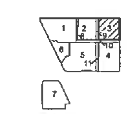


BLOCK 3 : GROUND LEVEL
L.E. = 632.00', U.E. = 646.00'



BLOCK 3 : LEVELS 2 - ROOF
L.E. = 646.00', U.E. = 750.00'

kpff



MAP INDEX
(NOT TO SCALE)

SCALE: 1"=40'

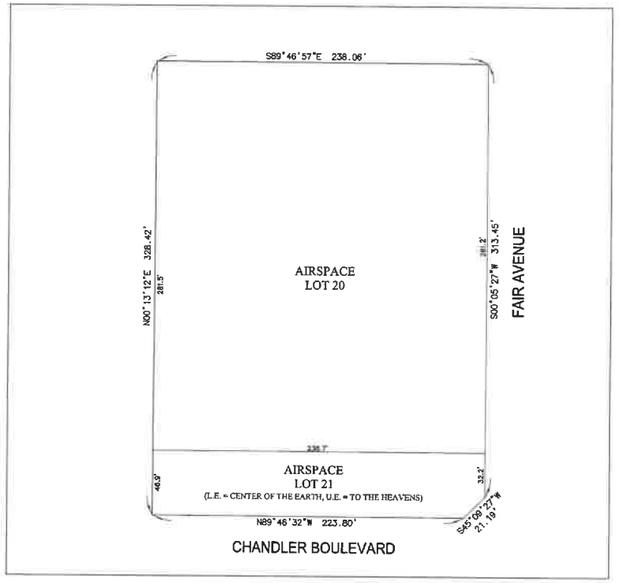
ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER
SHEET 7 OF 16

VESTING TENTATIVE TRACT MAP NO. 82868



BLOCK 4

L.E. = 593.75', U.E. = 750.00'
(UNLESS NOTED OTHERWISE)

N

0 20' 40'
SCALE: 1"=40'

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff
700 FLOWER ST., Suite 3100
Los Angeles, CA 90017
P: 213.418.0201
F: 213.341.1494
www.kpff.com

MAP INDEX
(NOT TO SCALE)

REVISIONS
DATE | ISSUED FOR

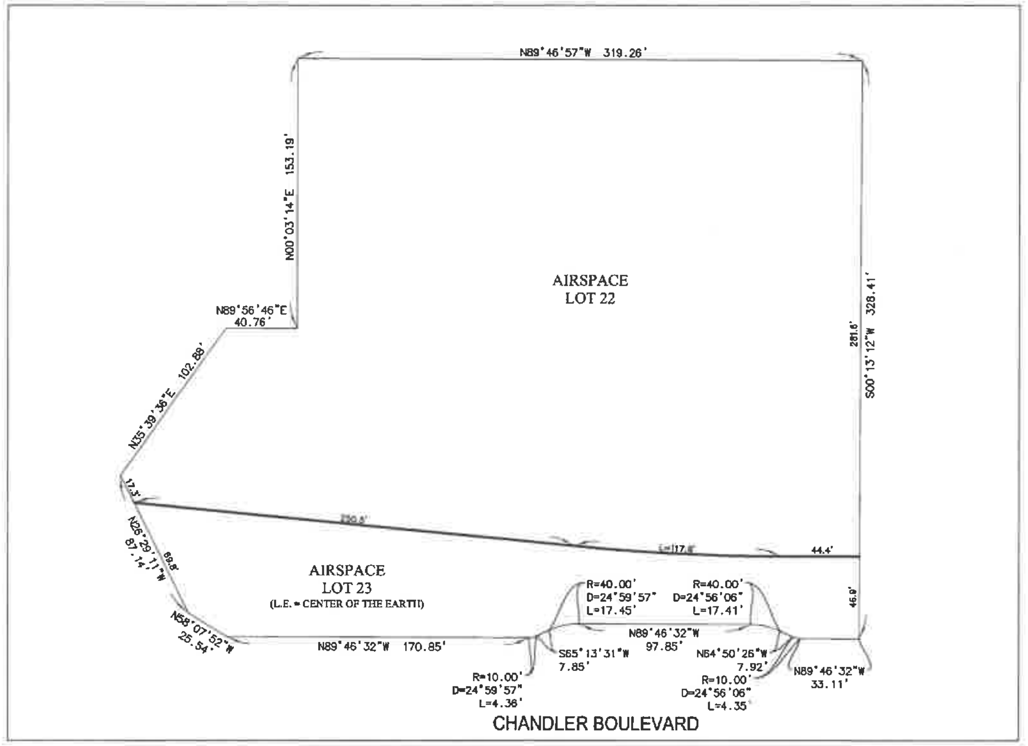
DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER

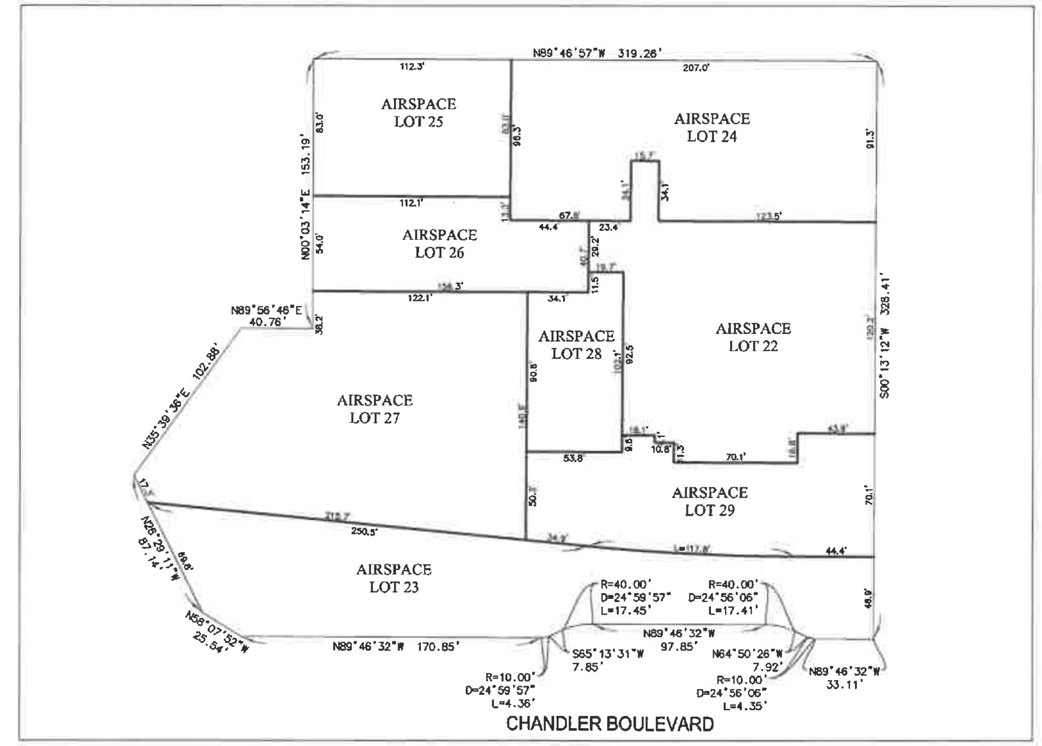
SHEET 8 0F 16

VESTING TENTATIVE TRACT MAP NO. 82868



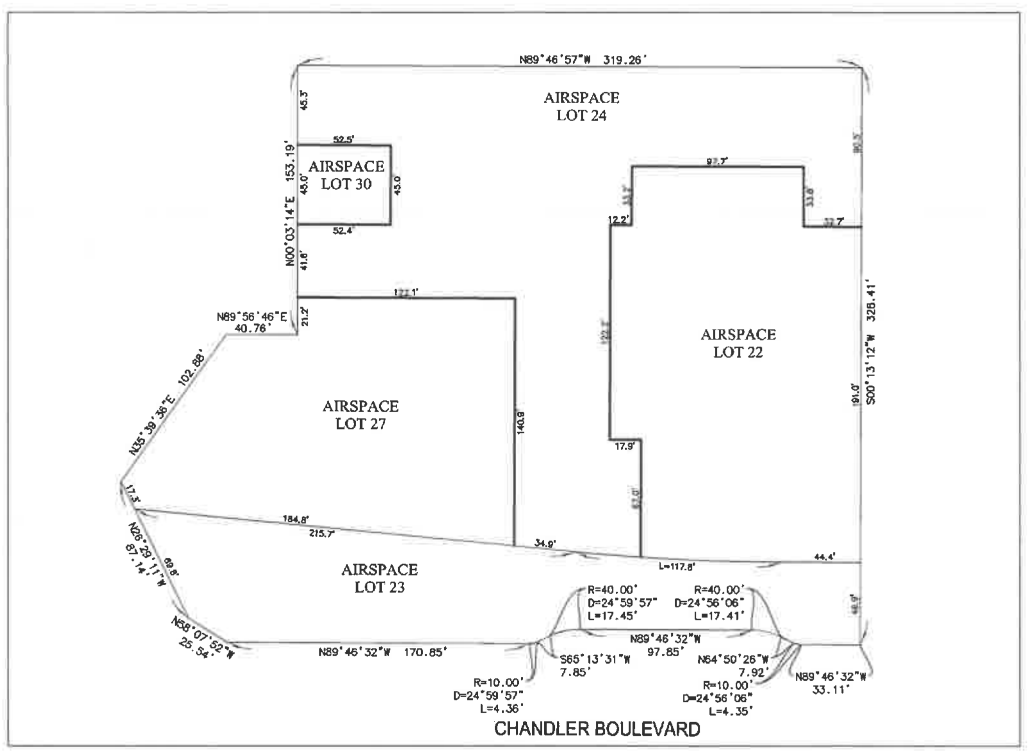
BLOCK 5 : LEVEL B1

L.E. = 600.00', U.E. = 633.75'
(UNLESS NOTED OTHERWISE)



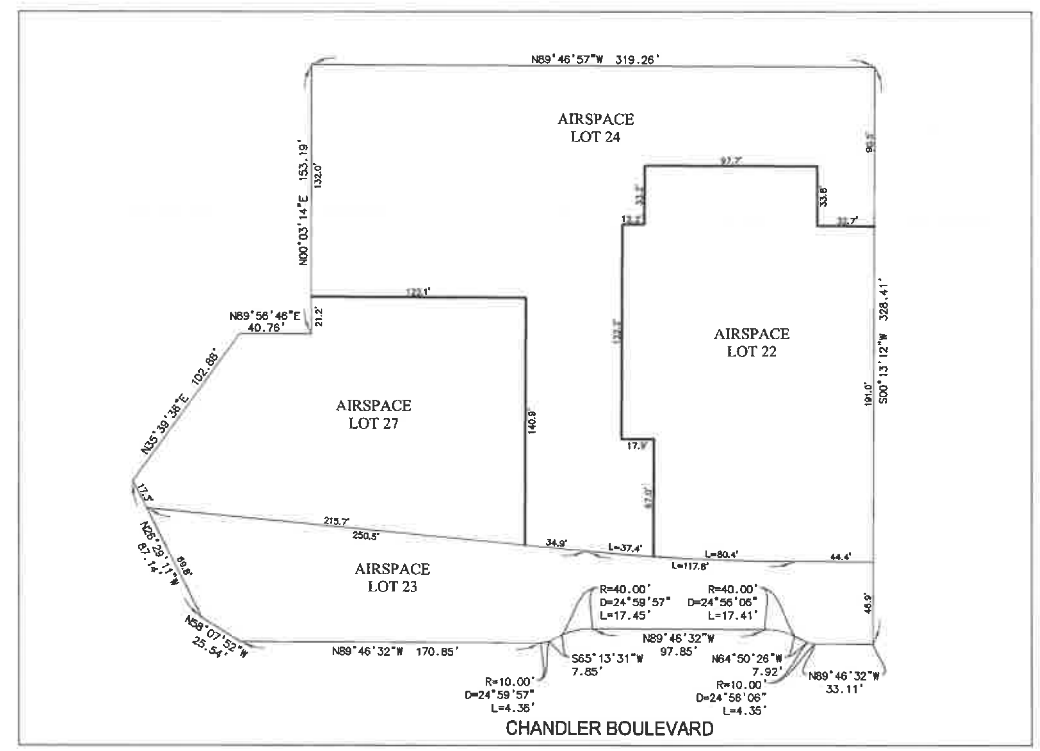
BLOCK 5 : GROUND LEVEL

L.E. = 633.75', U.E. = 650.75'



BLOCK 5 : LEVEL 2

L.E. = 650.75', U.E. = 660.92'



BLOCK 5 : LEVELS 3-5

L.E. = 660.92', U.E. = 693.25'

MAP INDEX (NOT TO SCALE)

SCALE: 1"=40'

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff

REVISIONS

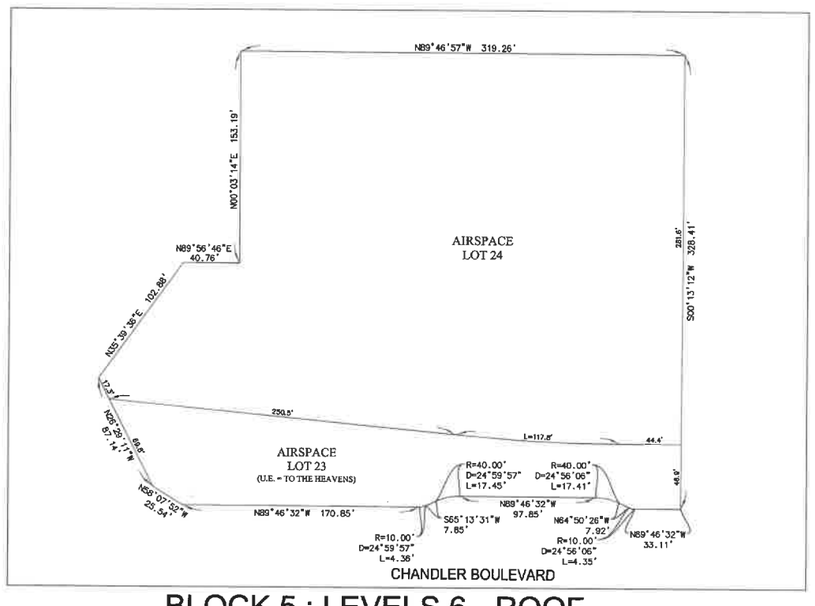
DATE	ISSUED FOR

DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER
SHEET 9 OF 16

VESTING TENTATIVE TRACT MAP NO. 82868



BLOCK 5 : LEVELS 6 - ROOF

L.E. = 693.25', U.E. = 900.00'

(UNLESS NOTED OTHERWISE)

N

0 20' 40'

SCALE: 1"=40'

ABBREVIATION

L.E. = LOWER ELEVATION

U.E. = UPPER ELEVATION

kpff

700 S Flower St., Suite 2100
Los Angeles, CA 90017
P: 213.418.0201
F: 213.266.5294
www.kpff.com

REVISIONS

DATE	ISSUED FOR

DATE	01/06/2023
PROJECT NUMBER	1700575
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

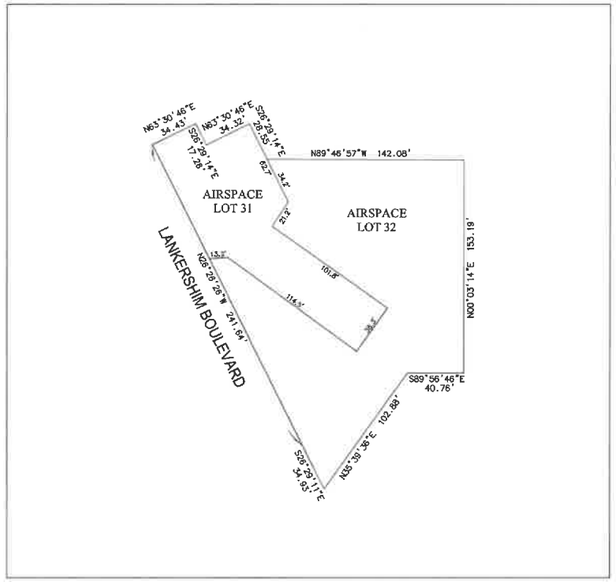
PROJECT DESCRIPTION

METRO NOHO
TRACT NO. 82868

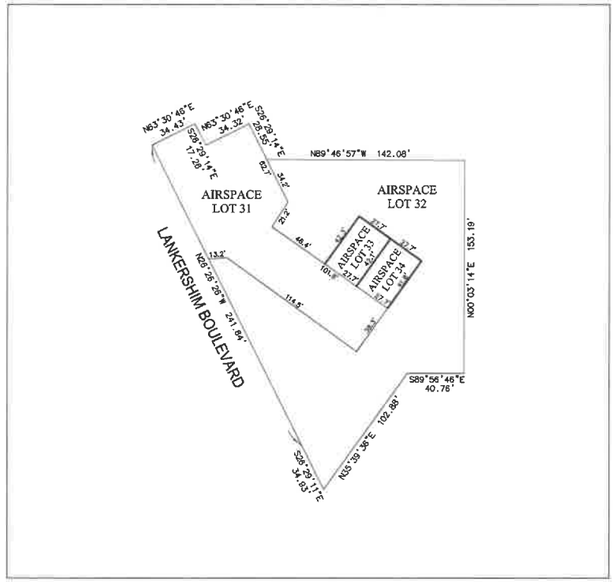
SHEET NUMBER

SHEET 10 0F 16

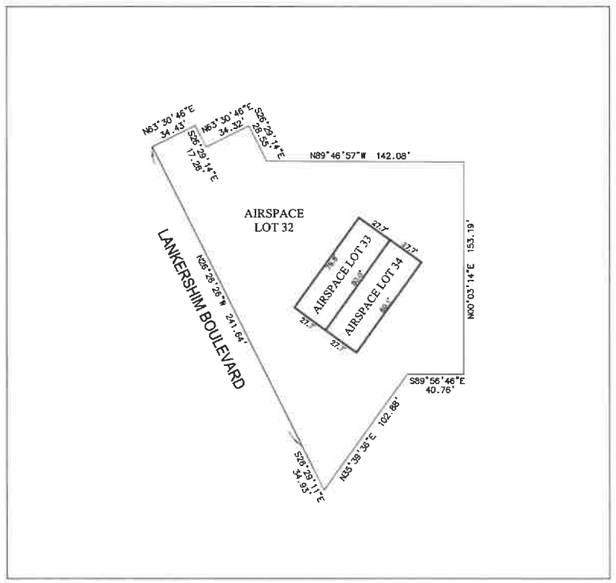
VESTING TENTATIVE TRACT MAP NO. 82868



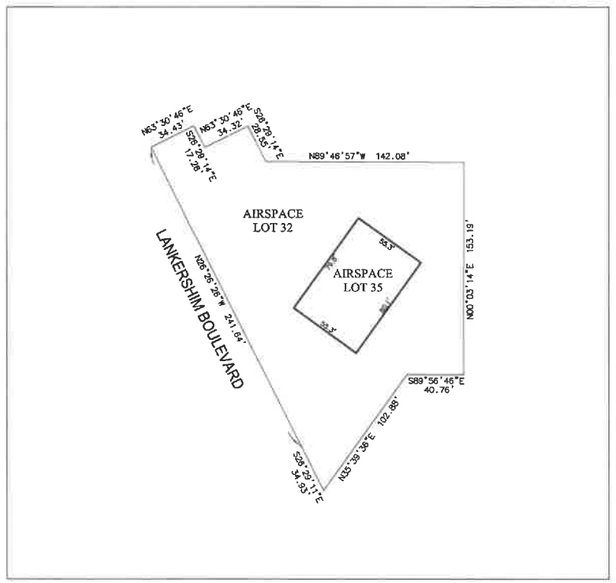
BLOCK 0
L.E. = 550.00', U.E. = 635.75'



BLOCK 0
L.E. = 635.75', U.E. = 653.98'



BLOCK 0
L.E. = 653.98', U.E. = 657.98'



BLOCK 0
L.E. = 657.98', U.E. = 880.00'

0 20' 40'
SCALE: 1"=40'

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O 213.418.0201
F 213.356.1256
www.kpff.com

MAP INDEX
(NOT TO SCALE)

REVISIONS

DATE	ISSUED FOR
1	

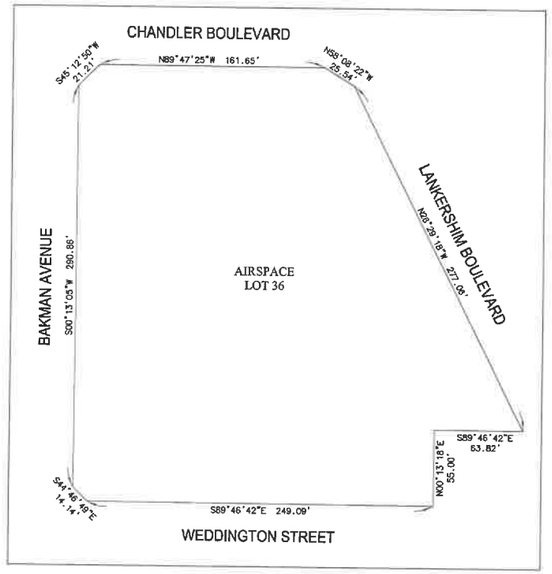
DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

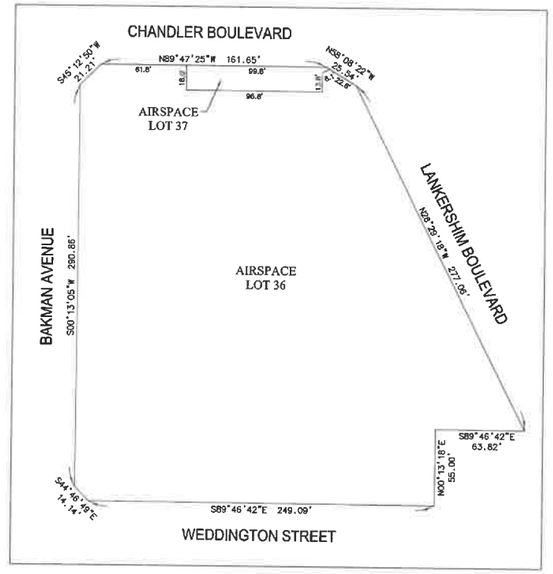
SHEET NUMBER

SHEET 11 0F 16

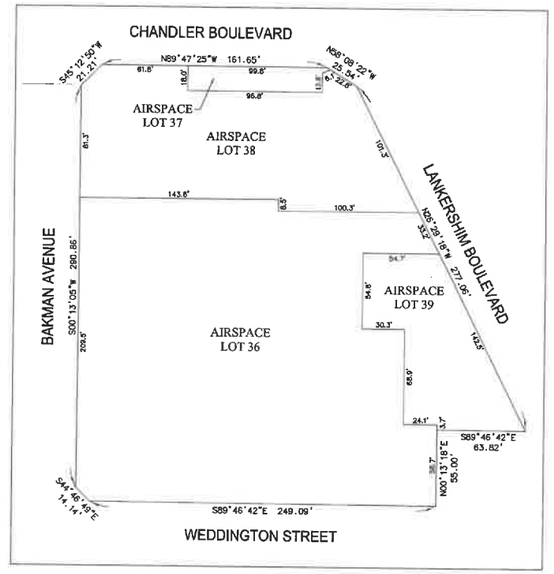
VESTING TENTATIVE TRACT MAP NO. 82868



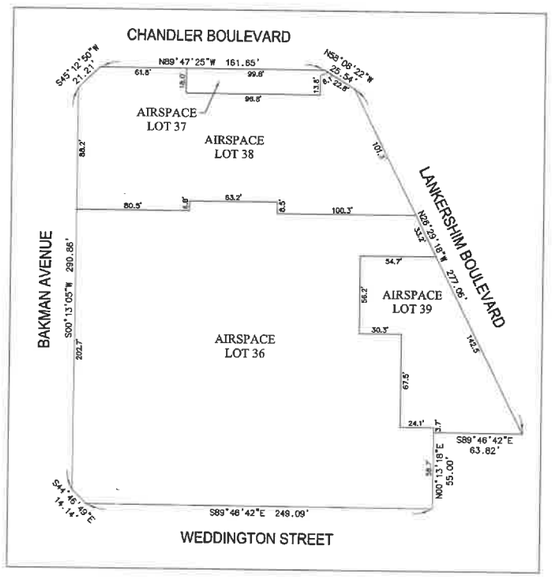
BLOCK 8 : LEVEL B4
L.E. = 535.00', U.E. = 602.00'



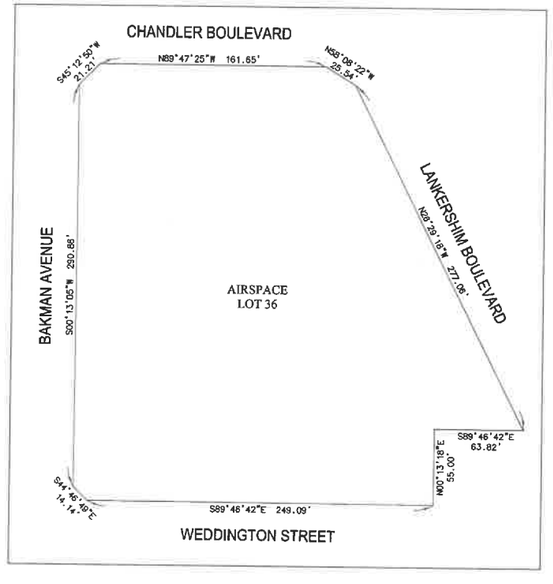
BLOCK 8 : LEVELS B1 - B3
L.E. = 602.00', U.E. = 635.00'



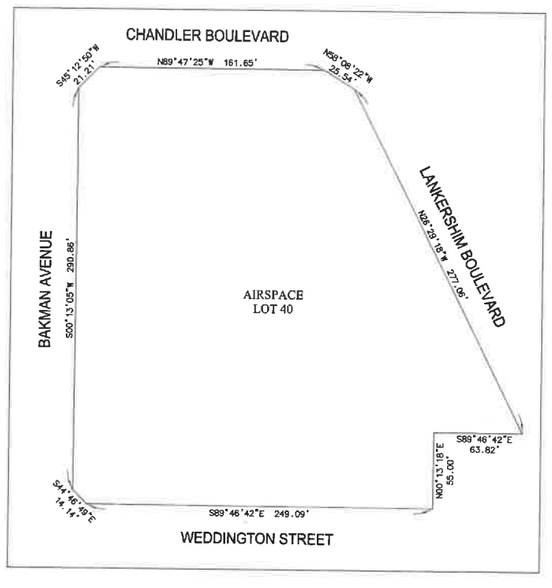
BLOCK 8 : GROUND LEVEL
L.E. = 635.00', U.E. = 646.00'



BLOCK 8 : LEVEL 2
L.E. = 646.00', U.E. = 657.00'



BLOCK 8 : LEVELS 3 - 6
L.E. = 657.00', U.E. = 706.00'



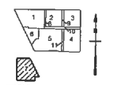
BLOCK 8 : LEVELS 7 - ROOF
L.E. = 706.00', U.E. = 935.00'

N

0 20' 40'
SCALE: 1"=40'

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com



MAP INDEX
[NOT TO SCALE]

REVISIONS

DATE	ISSUED FOR

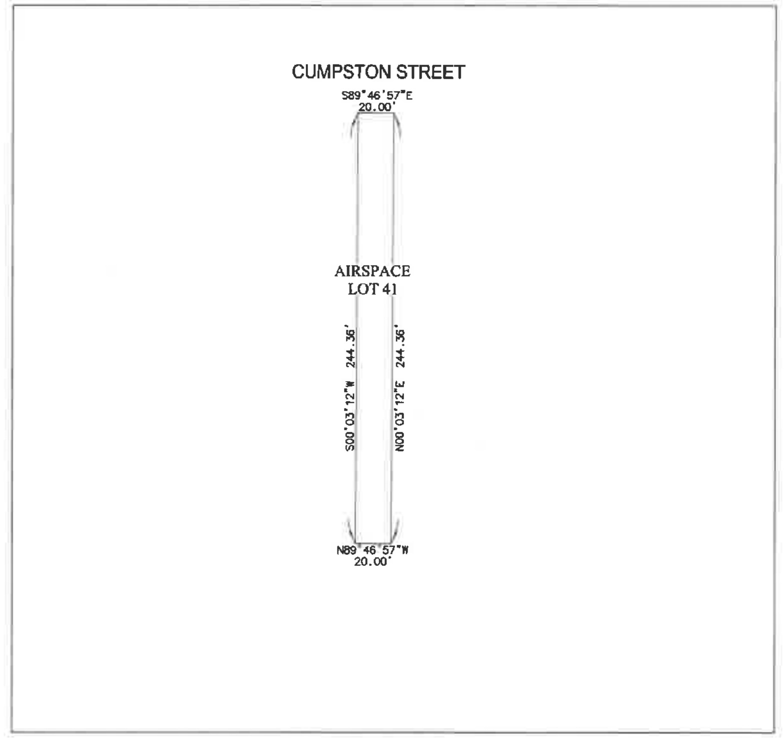
DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER

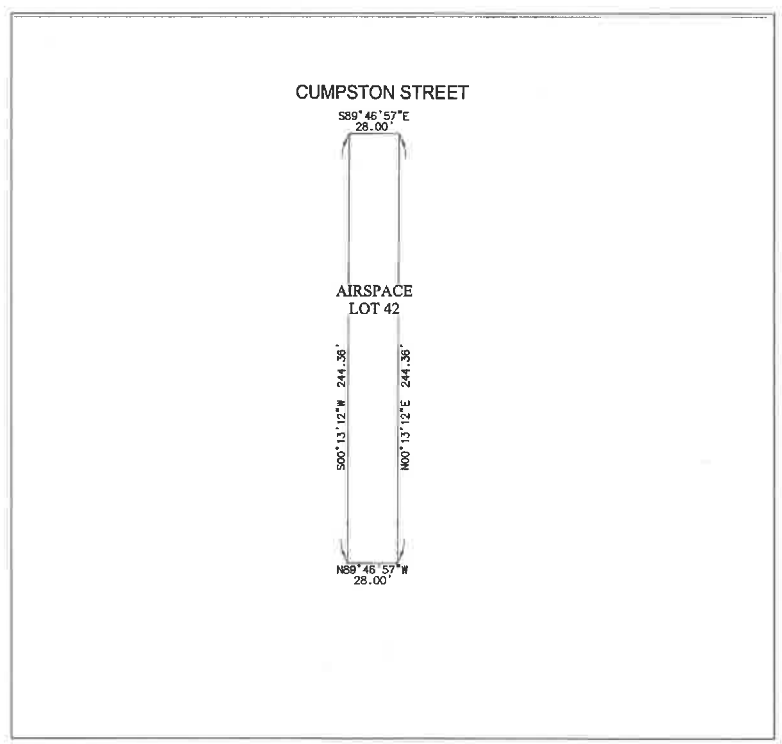
SHEET 12 OF 16

VESTING TENTATIVE TRACT MAP NO. 82868



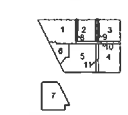
GROUND LOT 8

L.E. = 550.00', U.E. = 660.00'



GROUND LOT 9

L.E. = 550.00', U.E. = 660.00'



SCALE: 1"=40'

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff

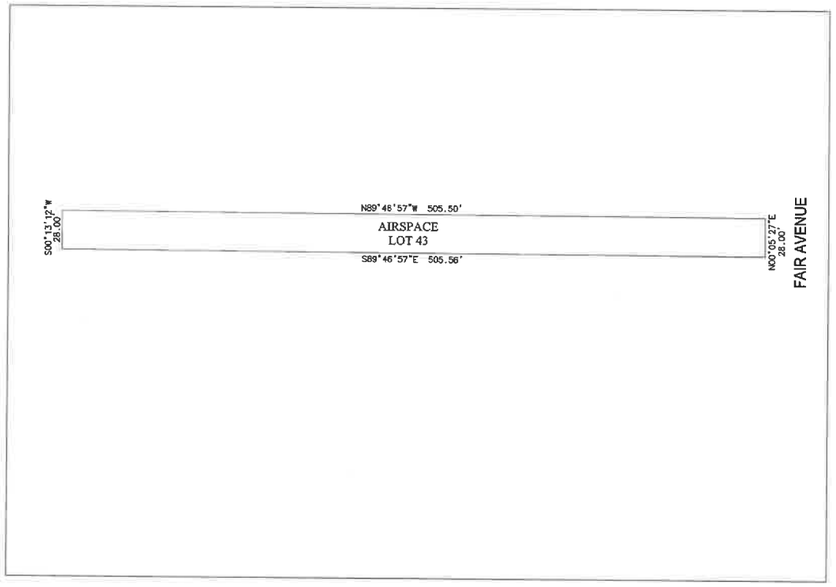
REVISIONS		
DATE	△	ISSUED FOR

DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

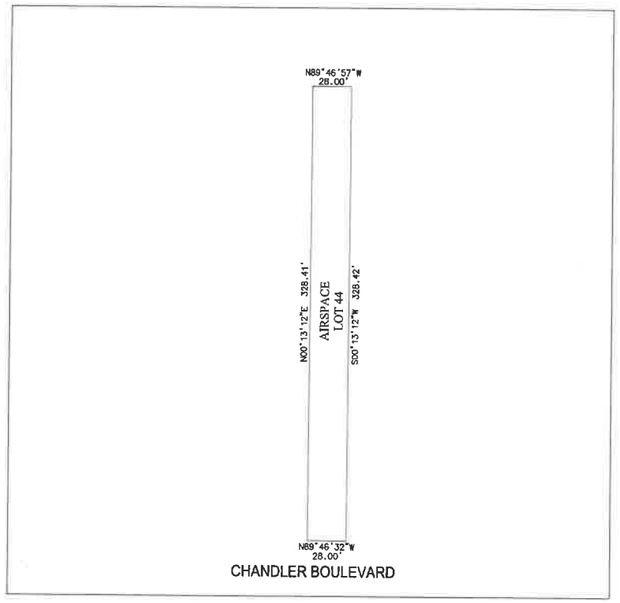
SHEET NUMBER
SHEET 13 OF 16

VESTING TENTATIVE TRACT MAP NO. 82868



GROUND LOT 10

L.E. = 550.00', U.E. = 660.00'



GROUND LOT 11

L.E. = 550.00', U.E. = 660.00'

N

0 20' 40'

SCALE: 1"=40'

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
P: 213.418.0201
F: 213.341.1704
www.kpff.com

MAP INDEX
(NOT TO SCALE)

REVISIONS

DATE	ISSUED FOR

DATE	01/06/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

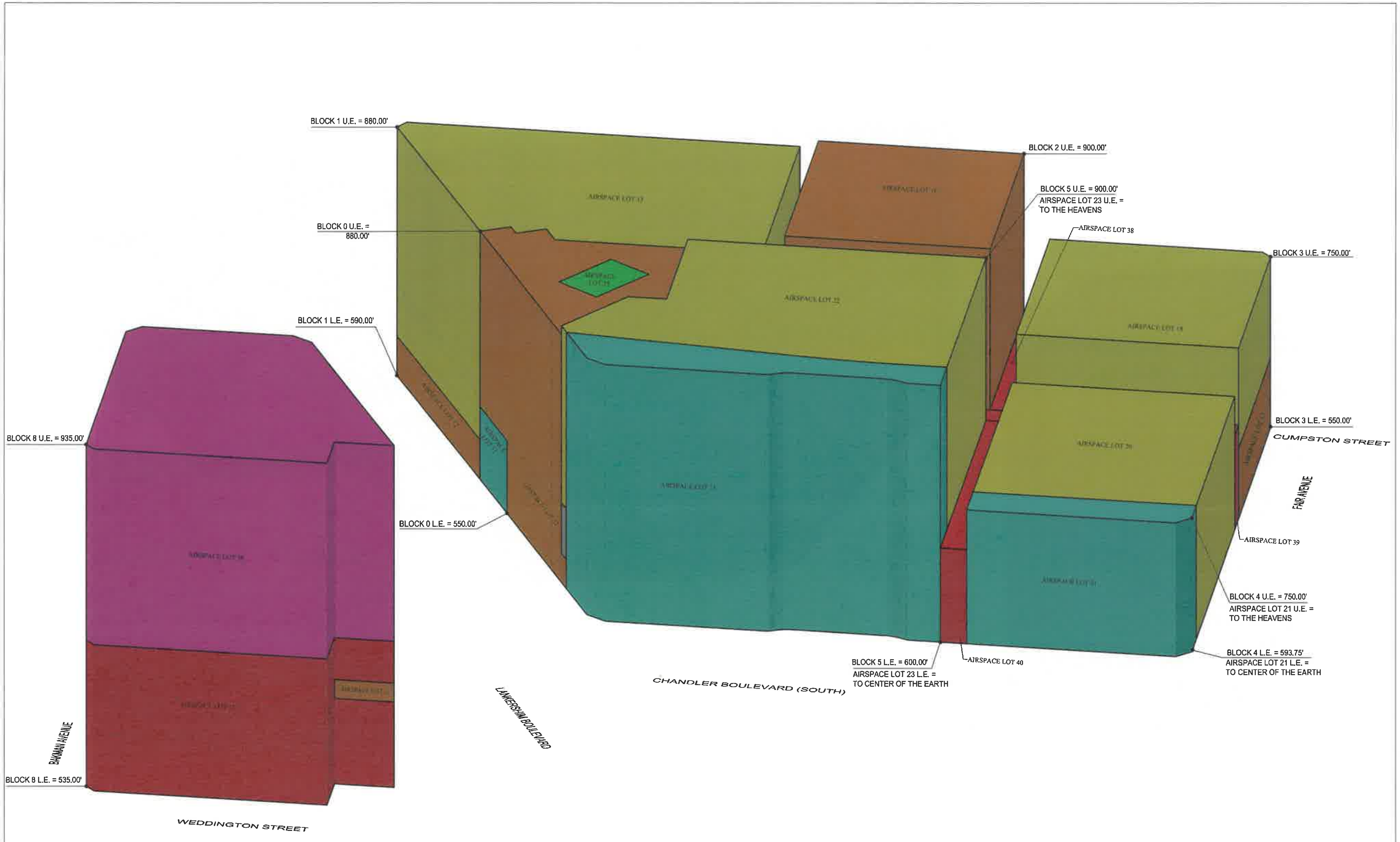
PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER

SHEET 14 0F 16

VESTING TENTATIVE TRACT MAP NO. 82868

NOT TO SCALE



OVERALL VIEW LOOKING NORTH

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff

REVISIONS

DATE		ISSUED FOR

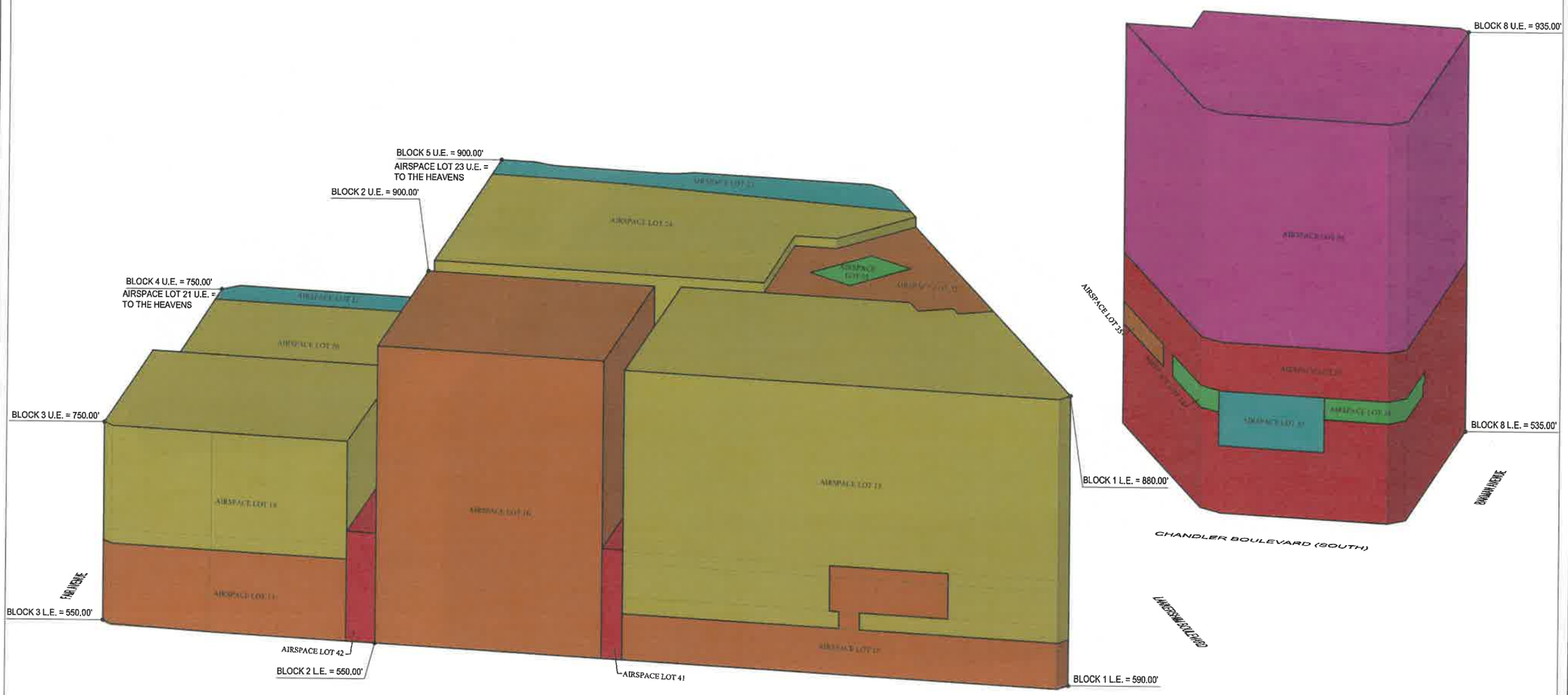
DATE	01/09/2023
PROJECT NUMBER	1700576
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER
SHEET 15 OF 16

VESTING TENTATIVE TRACT MAP NO. 82868

NOT TO SCALE



OVERALL VIEW LOOKING SOUTH

ABBREVIATION
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

kpff
700 FLOWER ST., Suite 2100
LOS ANGELES, CA 90017
T: 213.418.0201
F: 213.268.9294
www.kpff.com

REVISIONS

DATE	ISSUED FOR

DATE	01/09/2023
PROJECT NUMBER	1700575
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT DESCRIPTION
METRO NOHO
TRACT NO. 82868

SHEET NUMBER

SHEET 16 OF 16