

## H. LAND USE

### EXISTING CONDITIONS

#### LAND USES

##### Onsite Land Use

###### *Project Site*

The project site is currently occupied with various commercial-retail uses that total approximately 151,806 square feet of development. The 12.53-acre site consists of an irregularly shaped property with a narrow frontage on W. Victory Boulevard on the south and is bounded by the Tujunga Wash channel on the west and single-family residential development along Morse Avenue and Kittridge Street on the north and east.

The site is mostly developed with structures and parking uses. The existing shopping center includes structures that are mostly located along the northern and eastern portions of the site as well as a little frontage along Victory Boulevard. No structures are located on the western portion of the site, which abuts the Tujunga Wash and recently planted Greenway (Santa Monica Mountains Conservancy's *Tujunga Wash Greenway & Stream Restoration Project*). This area of the site is occupied by surface parking. The project site also includes the Ethel Avenue bridge, and a portion of the Tujunga Wash between the Ethel Avenue bridge and Victory Boulevard, as well as extending approximately 250 feet north of the current Ethel Avenue bridge spanning the Wash and covering portions of the existing newly-planted Greenway. The Tujunga Wash is a concrete-lined channel. The restoration project includes a walkway/bicycle path and planted native trees and shrubs in the Greenway immediately adjacent to the western boundary of the site. The path ends about 100 to 150 feet north of Ethel Avenue and is marked by stone pillars and an ornamental gate; pedestrians/bicyclists must cross Ethel and Victory using narrow existing sidewalks that are not part of the Greenway. The area between the Ethel Avenue bridge and Victory Boulevard has recently been planted with native species; this area is currently inaccessible to the public.

Currently, the 151,806 square foot shopping center includes 28 tenants. Major tenants include a fitness club, market and drug store that total approximately 104,258 square feet. Other tenants include a bank and sit-down restaurant that total 7,848 square feet. The remaining commercial-retail uses total approximately 39,700 square feet. (These uses include but are not limited to dry cleaners, dentist office, flower shop, hair salon, and shoe store.) **Table III-I** in the Environmental Setting shows the various on-site land uses and their respective areas. In addition to the shopping center, the site is also occupied with surface parking. As mentioned earlier, surface parking uses are mostly located in the central and western portions of the site.

The site is mostly paved. Open space uses are located adjacent to the western boundary of the site along the Tujunga Wash. As stated above, the Tujunga Wash is concrete-lined channel with a pedestrian/bike path and new native plantings adjacent to the site. The open space includes a recently-planted inaccessible area on either side of the channel between the existing Ethel Avenue bridge and Victory Boulevard.

The site contains ornamental trees and associated landscaping typical to most commercial-retail developments located in urban settings. Specifically, on-site landscaping includes

approximately 56 trees, small bushes and grassy areas mostly interspersed in the surface parking areas.

#### *Add Area*

In addition the project site, this EIR analyzes 6.7 acres located directly east of the project site. Similar to the project site, the Add Area is completely paved and contains no open space uses. This Add Area is bounded by Victory Boulevard to the south, the project site to the west, Hamlin Street to the north and Coldwater Canyon Avenue to the east.

In its existing condition, the four properties that comprise the Add Area are occupied with various commercial and institutional uses. The 13005 Victory Boulevard property is currently occupied with an 18,414 square foot self-storage facility on an approximately 0.72 acre site zoned [Q]C2-1VL. The 13001 Victory Boulevard/12930 Hamlin Street property is occupied with St. Jane Frances de Chantal Catholic Church (18,356 square feet) and K-6 Parish School (20,255 square feet). Another property, located at 6455 Coldwater Canyon Boulevard, is occupied by a 43,026 square foot private school (Summit View, grades 4-12). The fourth property located at 2901-12929 Victory Boulevard, is occupied by a small community shopping center that includes a 4,792 square foot McDonald's fast food restaurant and 5,766 square feet of miscellaneous retail uses. Surface parking lots are also located throughout the properties.

#### **Surrounding Land Uses**

The surrounding area is densely developed with residential, commercial-retail and institutional uses typical to urban areas in Los Angeles. Several major thoroughfares including the Hollywood Freeway (US-101), San Diego Freeway (I-405) and the Ventura Freeway (SR-134) and the Golden State Freeway (I-5) are located within four miles of the project site.

The project site is bounded by the Tujunga Wash channel on the west. The site entrance from Ethel Avenue is located over the Tujunga Wash in this area. The fenced Wash also includes a bike path, located in an adjacent right-of-way. As described above, the area between the site parking lot and the concrete-lined Tujunga Wash contains a path and recently planted vegetation. The area between the Ethel Avenue bridge and Victory Boulevard either side of the concrete channel has also been recently planted; this area is inaccessible. Single-family residential neighborhoods are located beyond the Tujunga Wash to the north and west. Many of the homes include ornamental trees in the front and rear yards serving as buffers to adjacent uses.

East of the project site is the Add Area, consisting of various commercial-retail and institutional uses described above. Commercial development is located along Victory Boulevard, south and southwest of the site, immediately south of the residential neighborhoods.

Similarly, single-family residential development is located southwest of the Tujunga Wash. Additionally, the Windsor Gardens Retirement Home is located south of the site across Victory Boulevard. Single-family residential development is located north and east of the site along Morse Avenue and Kittridge Street.

Victory Boulevard is developed with various commercial, retail and multi-family residential uses in this area. The Glen, a 325,000 square foot mixed project is proposed west of the site. Opposite that project, along Victory Boulevard is a 4-story multi-family residential project, the

Villas @ the Glen identified as Related Project No. 28 in Section III, Environmental Setting. Retail and commercial uses occupy the area east along Victory Boulevard.

Three institutions are located in the surrounding area. The Laurence School, Ulysses S. Grant Sr. High School and Jack London Continuation School are all located within the surrounding area. Specifically, the Laurence School is located less than one mile east of the project site along Victory Boulevard. Both Ulysses S. Grant Sr. High School and Jack London Continuation School are located less than one mile to the south. Two other notable uses in the project area include Los Angeles Valley College located one mile to the south and Woodley Park, located approximately 4 miles to the west.

### **REGULATORY SETTING**

Land use and future development on the project site are guided by a range of land use and building regulations, including federal and state air quality regulations, City of Los Angeles Building and Safety Code regulations, City of Los Angeles Planning and Zoning Code regulations, and regulatory land use plans and guidelines associated with the City of Los Angeles General Plan, including the North Hollywood-Valley Village Community Plan.

California state law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. The General Plan must identify the need and methods for coordinating community development activities among all units of government; it must establish the community's capacity to respond to problems and opportunities; and it must provide a basis for subsequent planning efforts.

The following descriptions present the zoning and relevant General Plan policies that govern the project site.

### **Zoning**

#### *Project Site*

The City of Los Angeles Planning and Zoning Code includes standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. The project site is zoned [Q]C2-1VL (Commercial) with a North Hollywood-Valley Village Community Plan designation of Neighborhood Commercial. The Height District IVL designation also limits the Floor Area Ratio (FAR) of the site to 1.5:1. The boundary of the North Hollywood-Valley Village Community Plan runs along the western and southern boundaries of the site; the Van Nuys-North Sherman Oaks Community Plan includes a portion of the project site within the Tujunga Wash between the Ethel Avenue bridge and Victory Boulevard and extending over the wash about 250 feet north of the Ethel Avenue bridge. Section 12.14 of the Planning and Zoning Code identifies the following permitted uses under the C2 zone: any use permitted under the C1.5 zone (which includes various commercial uses), art, plumbing, antique, catering shops, restaurants and cafes. Maximum allowable height under the 1VL Height District is 45 feet.

A portion of the project site includes the area of the Tujunga Wash between the Ethel Avenue bridge and Victory Boulevard and extending about 250 feet north of the Ethel Avenue bridge. The Wash is zoned OS-1VL (Open Space) and is designated Open Space in the Van Nuys-North Sherman Oaks Community Plan.

### Add Area

The Add Area is currently zoned [Q]C2-IVL, [Q]C1-1VL, [Q]P-1VL, R1-1, and R3-1 with a land use designation of Neighborhood Commercial. Permitted uses for the C2 zone are described above. The C1 (Limited Commercial) zone allows retail stores, offices, businesses, parking areas, hotels, hospitals and some uses in the CR Zone. The P- Automobile Parking–Surface and Underground Surface Parking zone allows surface parking. The R1-1 (One Family Dwelling) zone allows home occupation and uses allowed in the RS zone, which includes parks, playgrounds, and community centers. The R3 (Multiple Dwelling) zone permits any use permitted in the R2 – two family zone, group dwelling, multiple dwellings, apartment houses, boarding houses, child care facilities not exceeding 20 children, accessory buildings, senior housing and assisted living housing.<sup>1</sup> As with the proposed project site, the Height District 1 designation limits development to a 1.5:1 FAR and the 1VL designation further imposes a 45-foot height limit. **Table IV.H-1** shows the existing zoning and potential uses for the Add Area.

TABLE IV.H-1 ADD AREA SUMMARY		
Add Area	Current Use	Current Zoning
13005 Victory Blvd. (0.7 acres)	Self-storage; 18,414 sq. ft.	[Q]C2-IVL
13001 Victory Blvd. 12930 Hamlin St. (4.88 acres)	Catholic church; 18,356 sq. ft. Catholic school; 20,255 sq. ft.	[Q]C1-1VL R1-1 R3-1
6455 Coldwater Cyn. Blvd. (2.52 acres)	Private school; 43,026 sq. ft.	[Q]C1-1VL [Q]P-1VL
12901-12929 Victory Blvd. (1.13 acres)	Fast-food; 4,762 sq. ft. Retail; 5,766 sq. ft.	[Q]C1-1VL
SOURCE: City of Los Angeles and Dasher-Lawless, Inc. 2008		

### Surrounding Uses and Zones

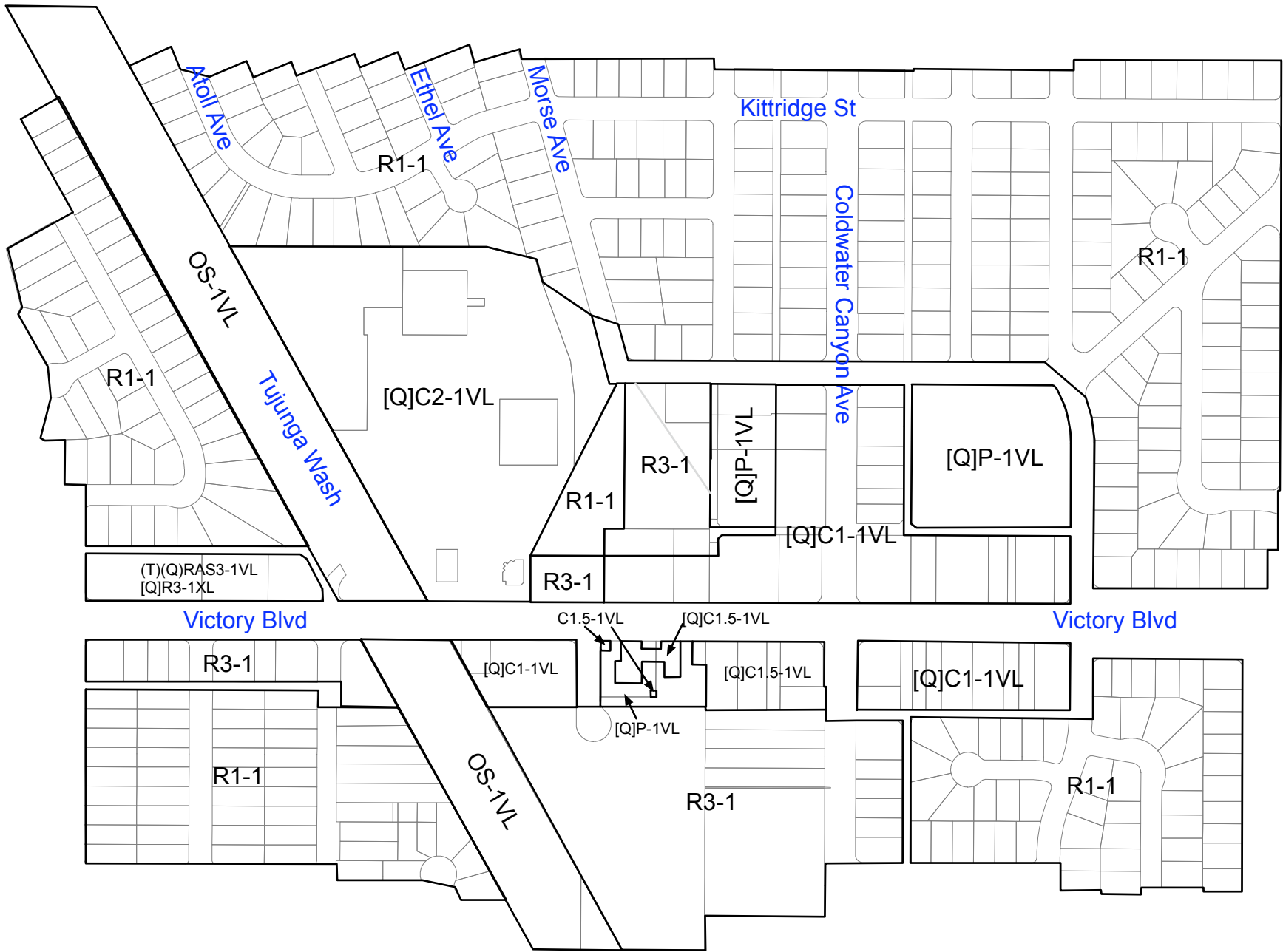
The site and Add Area are located in an area that is occupied by both commercial and residential uses. As stated earlier, single-family residential uses are located north and northwest of the site and Add Area. The Tujunga Wash is located immediately west of the site and is zoned OS-1VL. Various commercial and retail uses are located along Victory Boulevard, which border the project site and Add Area to the south. Generally, the areas surrounding the site and Add Area are zoned Residential and Commercial.

The zoning designations of the project site and Add Area are shown in **Figure IV.H-1, Existing Zoning**.

### General Plan

The General Plan is the basic planning document of a city or county and acts as a “blueprint” for development. Every city and county must adopt a general plan with seven mandatory elements:

<sup>1</sup> [http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lapz\\_ca](http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lapz_ca) Accessed February 1, 2008.



**Figure IV.H-1**  
Existing Zoning

land use, circulation, housing, conservation, open space, noise, and safety. Depending on the community's location, general plans also contain special topics, including local coastal plans, waste management, hazardous waste, seismic hazards, floodplain management, and airport land use.

The City of Los Angeles General Plan is a comprehensive, long-term declaration of purposes, policies and programs for the development of the City of Los Angeles. It sets forth goals, objectives and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of state-mandated elements including Transportation, Noise, Safety, Housing, Open Space, and Conservation. The City of Los Angeles General Plan includes 35 community Plans in place of a land use element.

It also includes the General Plan Framework, a comprehensive, long-range document containing purposes, policies and programs for the development of the City of Los Angeles.

The City of Los Angeles General Plan includes the following additional eleven elements:

- The Air Quality Element
- The Historic Preservation and Cultural Resources Element
- The Noise Element
- Urban Form and Neighborhood Design Element
- The Housing Element
- The Infrastructure Systems Element
- The Public Facilities and Service Systems Element
- The Safety Element
- The Transportation Element
- The Open Space and Conservation Element

The Framework Element establishes the conceptual basis for the General Plan of the City. The Land Use Element consists of 35 community plans and the Airport and Harbor Plans.

#### *City of Los Angeles General Plan Framework Element*

The City of Los Angeles General Plan Framework (GPF) (adopted in December 11, 1996; re-adopted August 8, 2001) is a special purpose element of the General Plan that establishes the vision for the future of the city by establishing development policy at a citywide level and within a citywide context. The GPF provides a generalized representation of the City's long-range land use, defines citywide policies related to growth and sets forth an estimate of population and employment growth to the year 2010 that can be used to guide the planning of infrastructure and public services. The GPF determines the most effective distribution of growth in relation to environmental and economic goals and serves as the subregional input to the Southern California Association of Governments Regional Comprehensive Plan and Guide (RCPG). The GPF provides a context for cooperative planning between the City of Los Angeles, adjacent cities and the County of Los Angeles and, along with the Air Quality and Transportation Elements, ensures conformity between the City's General Plan and the RCPG and the Regional Air Quality Management Plan (AQMP).

The GPF establishes the broad overall policy and direction for the entire General Plan. It is a discretionary element of the General Plan which looks to the future and provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the

General Plan's other Elements -- including the Community Plans which collectively comprise the Land Use Element. The Framework also provides guidance for the preparation of related General Plan implementation measures including specific plans, ordinances, or programs, including the City's Capital Improvement Program.

The GPF sets forth a range of policies in the areas of land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services. These policies are implemented by the community plan and other General Plan Elements and, since the community plan is the implementation vehicle for the GPF, consistency with the community plan would indicate consistency with the GPF.

Under the General Plan Framework, population in the Hollywood area between 1990 and 2010 is estimated to increase from 123,410 to 156,180 (an increase of 32,770.) Housing is anticipated to increase by 12,000 dwelling units, employment by 9,125 jobs, and commercial floor area by 1,530,000 square feet.

As stated in the Project Description, the Framework Element of the General Plan identifies the area around and generally west of the intersection of Victory Boulevard and Coldwater Canyon as Community Center:

*“a focal point for surrounding residential neighborhoods and containing a diversity of uses such as small offices and overnight accommodations, cultural and entertainment facilities, schools and libraries, in addition to neighborhood-oriented services. Community Centers range from floor area ratios of 1.5:1 to 3.0:1. Generally the height of different types of Community Centers will also range from 2 to 6 story buildings . . . depending on the character of the surrounding area. Community centers are served by small shuttles, local buses in addition to automobiles and/or may be located along rail transit stops.”<sup>2</sup>*

The City proposes to initiate a General Plan re-designation for the Add Area to provide uniform, logical General Plan designations for the project area. The City plans to initiate the land use re-designation of the Add Area, once the applicant's case is deemed complete. Such initiation will further serve to implement the Community Center vision for the project area as called out by the GPF.

#### *North Hollywood-Valley Village Community Plan*

In place of a Land Use Element, the City of Los Angeles includes community plans that establish policy and standards for each of the 35 geographic areas in the City. As such, the community plans are oriented toward specific geographic areas of the city, defining locally the General Plan's more general citywide policies and programs. The North Hollywood-Valley Village Community Plan, last updated in May 1996, addresses the general land use guidelines that affect the project site and the surrounding area.

The Community Plan ensures that sufficient land is designated for housing, commercial, industrial needs as well as educational, cultural, social and aesthetic needs of its residents. It also identifies and provides for the maintenance of any significant environmental resources within the Plan area. It also seeks to enhance community identity and recognizes unique areas within the Plan area.

<sup>2</sup> City of Los Angeles General Plan Framework Element. Chapter 3 Land Use. July 1995.

As described in the North Hollywood-Valley Village Community Plan, the Plan was developed in the context of promoting a vision of the North Hollywood area as a community that accounts for both its past and future while maintaining its identity by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities
- Improving the function, design, and economic vitality of the commercial corridors
- Maximizing the development opportunities of the future rail transit system while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development sites for needed job producing uses that improves the economic and physical condition of the Plan area.
- The development of a North Hollywood Art Craft District centered in the central business district along Lankershim Boulevard.

The objectives and policies of the North Hollywood-Valley Village Community Plan are identified here as being potentially applicable to the project site and/or its development<sup>3</sup>:

*Objective 1: To coordinate the development of North Hollywood with other communities of the City of Los Angeles and the metropolitan area.*

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

*Objective 3. To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice.*

*a. To encourage the preservation and enhancement of the of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.*

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

*Objective 4: To promote economic well being and public convenience through:*

*a) Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.*

*Objective 5: To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open*

<sup>3</sup> North Hollywood-Valley Village Community Plan, City of Los Angeles Planning Department, May 1996.



space and parks in both local neighborhoods and in high density areas.

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

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

Objective 8: *To improve the visual environment of the community and, in particular, to strengthen and enhance its image and identity.*

Land Use Policy: *The commercial lands (not including associated parking) designated by this Plan to serve suburban residential area are adequate in quantity to meet the needs of the projected population.*

*Off street parking shall be provided as required by the Los Angeles Municipal Code. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer and shall be separated from residential uses by means of at least a wall and/or landscaped setback of sufficient nature to retain the aesthetics of the residential areas.*

*Within the neighborhood and highway-oriented commercial areas, the height of commercial buildings shall be restricted to 45 feet unless governed by Section 12.21.1A10 (Transitional Heights.)*

According to the North Hollywood-Valley Village Plan, approximately 4,558 acres (52% of the total land uses) in the Plan area consist of residential uses. Approximately 551 acres of commercial and parking uses are included. The plan designates approximately 414 acres of land for industrial uses and 712 acres for open space/public facilities uses. Streets account for 1,588 acres. **Table IV.H-2** shows the summary of land uses in the Plan area.

TABLE IV.H-2 NORTH HOLLYWOOD-VALLEY VILLAGE COMMUNITY PLAN AREA SUMMARY OF LAND USES		
Category	Net Acres	% of Total Area
Residential	4,558	52.1
Commercial	545	8.0
Industrial	414	6.1
Parking	6	0.1
Open Space/Public Facilities	712	10.4
Streets	1,588	23.3
<b>TOTAL</b>	<b>7,823</b>	<b>100.0</b>
SOURCE: City of Los Angeles North Hollywood-Valley Village Community Plan, 1996.		

According to the Plan, expected population in 2010 for the Plan area is 156,181. Projected employment in 2010 is 57,053 while the housing projection is 59,211 units

According to the North Hollywood-Valley Village Community Plan, the project site is designated Neighborhood Commercial uses with a footnote corresponding to a 45-foot height limitation. The portion of the project site that is within the Tujunga Wash is designated as Open Space. The project site is not located within a Specific Plan or Redevelopment area.

The Tujunga Wash located immediately west of the project site is designated Open Space. The area located east of the Add Area is designated Neighborhood Commercial and Parking. Land located north of the site and the Add Area is designated Single Family Residential.

The land use designation for the project site and the surrounding area is depicted in **Figure IV.H-2**, Community Plan Land Use Designations.

#### *Van Nuys-North Sherman Oaks Community Plan*

The project proposes to change the Ethel Avenue access to the site and cover the wash between Ethel Avenue bridge and Victory Boulevard and extending about 250 feet north of the bridge; this area is located in the Van Nuys-North Sherman Oaks Community Plan, and is designated as Open Space. All relevant policies from the Van Nuys-Sherman Oaks Community Plan are included below:

The objectives and policies of the Van Nuys-North Sherman Oaks Community Plan are identified here as being potentially applicable to the project site and/or its development<sup>4</sup>:

#### RECREATION AND PARKS FACILITIES

*Objective 4-1: To conserve, maintain and better utilize existing recreation and park facilities, which promote recreational experience.*

*Policy 4-1.1: Preserve and improve the existing recreation and park facilities and park space. Program: The Plan preserves such recreation facilities and park space by designating such sites as Open Space Zone (OS) which provides protection from other land uses.*

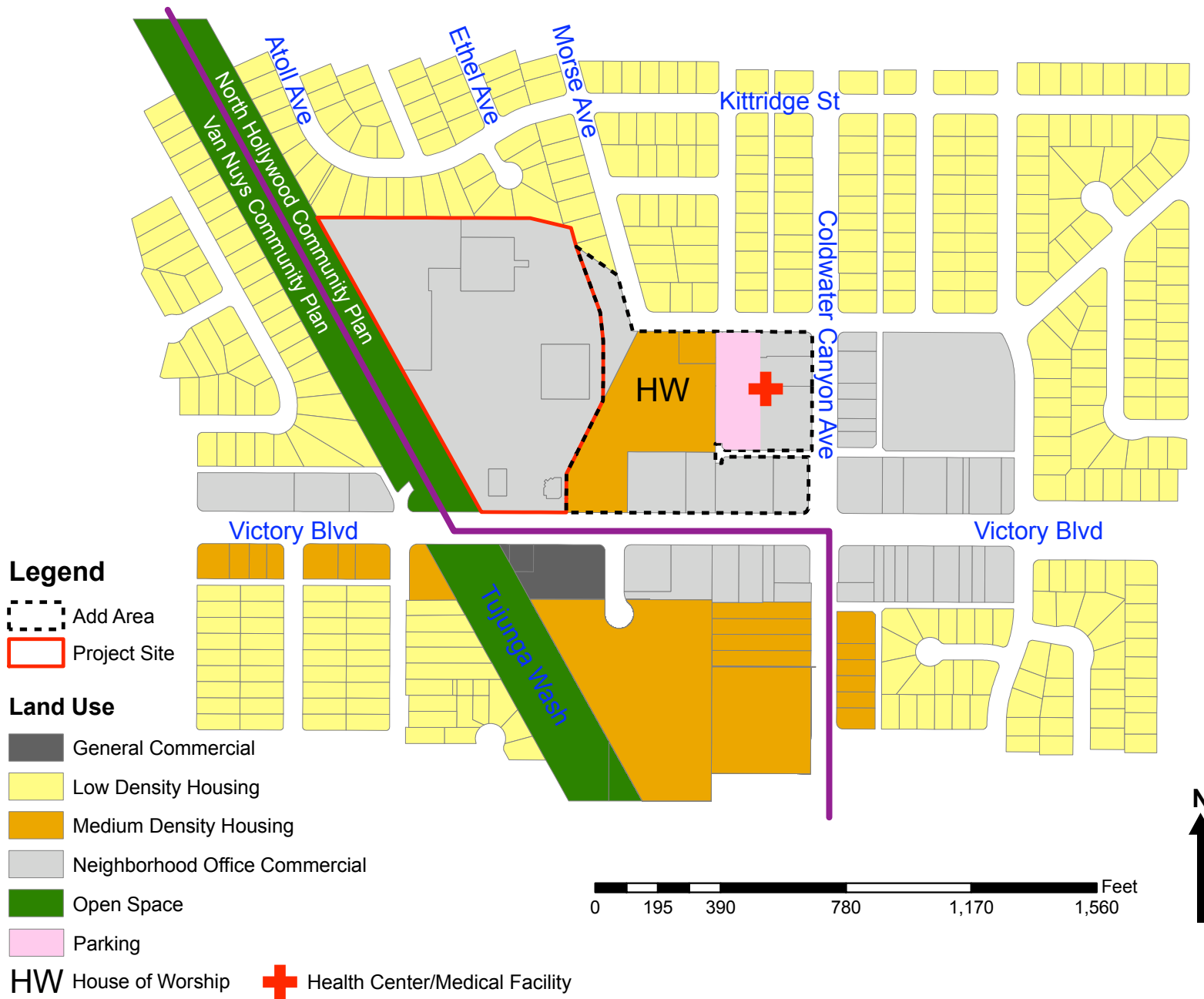
*Objective 4-2: To provide facilities for specialized recreational needs within the Community, with consideration given to utilizing existing public lands such as flood control channel rights-of-way, utility easements, or Department of Water and Power property.*

*Policy 4-2.1: Flood control channel rights-of-way and other appropriate public lands should be considered for open space purposes. Hiking and bicycle trails in the area should connect facilities with the local and regional system. Program: Implement the proposed hiking and bicycle trails shown on the Community Plan Map.*

#### OPEN SPACE

*Objective 5-1: To preserve existing open space resources and where possible develop new open space.*







<sup>4</sup> Van Nuys – North Sherman Oaks Community Plan, City of Los Angeles Planning Department, September 1998.

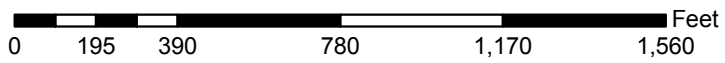


**Legend**

-  Add Area
-  Project Site

**Land Use**

-  General Commercial
-  Low Density Housing
-  Medium Density Housing
-  Neighborhood Office Commercial
-  Open Space
-  Parking
- HW** House of Worship     Health Center/Medical Facility



**Figure IV.H-2**  
Community Plan Land Use Designations

Policy 5-1.1: *Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.*

*Program: The Plan Map designates areas to be preserved for open space.*

Policy 5-1.3: *Accommodate active park lands and other open space uses in areas designed and zoned as Open Space.*

*Program: The Plan Map designates lands for open space as appropriate.*

## NON-MOTORIZED TRANSPORTATION

Objective 15-1: *To promote an adequate system of safe bikeways for commuter, school and recreational use.*

Policy 15-1.1: *Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.*

*Program: The Plan map identifies existing and proposed bicycle routes. The Citywide Bicycle Plan addresses concerns regarding bicycle use issues.*

Policy 15-1.2: *Identify bicycle routes along major and secondary arterials in the community.*

*Program: Bikeways - The City should implement the proposed Bikeway Plan in the Bikeway Five Year Program and the 20-year Plan for the Van Nuys-North Sherman Oaks area, which includes the following proposed bikeways [TIMP]:*

- *Class I bike paths along Southern Pacific/MetroLink tracks, Southern Pacific Burbank/Chandler Branch right-of-way, Los Angeles River, and Tujunga Wash; and*

Policy 15-1.3: *Assure that local bicycle routes are linked with the routes of neighboring areas of the City.*

*Program: The Plan map identifies bicycle routes which link with the bicycle routes of adjacent communities.*

Policy 15-1.4: *Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.*

*Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle storage facilities. The Plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.*

Objective 15-2: *To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.*

Policy 15-2.1: *Encourage the safe utilization of easements and/or right-of-way along flood control channels, public utilities, railroad right-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.*

*Program: The Citywide Bicycle Plan addresses bicycle use issues.*

*Program: Implementation of the Citywide Land Use/Transportation Policy and the City's discretionary project approval process.*

Policy 15-2.2: *Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.*

*Program: The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.*

## COMMUNITY DESIGN AND LANDSCAPING GUIDELINES - PUBLIC OPEN SPACE AND PLAZAS

*Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:*

- 1. Consideration of the siting of open space to maximize pedestrian accessibility and circulation.*
- 2. Solar exposure or protection.*
- 3. Adjacent to pedestrian routes and other open spaces.*
- 4. Appropriate plant and hardscape materials.*

### *Housing Element of the General Plan*

The City of Los Angeles Housing Element identifies and analyzes existing and projected housing needs of all economic segments of the community, includes a statement of goals, policies, financial resources, and scheduled programs for the preservation, improvement, and production of housing. The Element also includes an analysis and documentation of household and housing characteristics, any special housing needs, energy conservation in residential development, potential and actual non-governmental/governmental constraints upon the maintenance, improvement, or development of housing for all income levels, and an assessment of the Regional Housing Needs (RHNA).

The adopted goals of the Housing Element are:

- An adequate supply of housing accessible to persons of all income levels*
- Sufficient ownership and rental housing to meet the City's needs*
- Housing production incentives for for-profit and non-profit developers of housing for low- and very-low income households*
- A reduction in barriers leading to more housing*
- Housing opportunities accessible to all City residents without discrimination, including groups with special needs*
- A City of residential neighborhoods that maintains a sense of community by conserving and improving existing housing stock*
- Housing, jobs, and services in mutual proximity*
- Energy efficient housing*

Potentially applicable objectives of the Housing Element include the following:

*Objective 1.1: Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs.*

*Objective 2.1: Promote housing strategies which enhance neighborhood safety and sustainability, and provide for adequate population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area.*

*Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.*

*Objective 2.4: Develop, preserve, and enhance quality single- and multiple-family housing*

*utilizing approved design standards which maintain the prevailing scale and character of the City's stable residential neighborhoods, and do not constrain affordable housing development.*

*Objective 2.8: Assure that new development is generally consistent with the character and scale of adjacent development and an adopted community vision.*

## **Regional Plans**

### *Regional Comprehensive Plan and Guide and Regional Transportation Plan, Southern California Association of Governments*

The Southern California Association of Governments (SCAG) is a Joint Powers Agency established under California Government Code Section 6502 et seq. Designated by the federal government as the region's Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA), it is mandated to prepare and periodically update a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). In order to obtain federal and state funding, actions by local transportation agencies must be consistent with an adopted RTP that is in conformance with air quality requirements.

The SCAG region encompasses six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. These counties, an area of 38,000 square miles, have a combined population of approximately 16.5 million. For planning purposes this area is divided into 14 subregions. The project site is located within the City of Los Angeles subregion.

Adopted in 1996, the *Regional Comprehensive Plan and Guide* (RCPG) is SCAG's key policy document that examines the future of the region through the year 2015. Its chapters are divided into three categories: core, ancillary, and bridge. The core chapters include Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 1998), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) all of which are a result of, and respond directly to, federal and state planning requirements. They constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters consist of both core and ancillary policies. The RTP constitutes the region's transportation plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. These chapters do not, however, contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region. Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

The first SCAG RTP (also known as the 1994 Regional Mobility Element, a component of the RCPG) was adopted by the SCAG Regional Council in June 1994 and was most recently updated in 2004. The major challenges addressed in this update are associated with the issues of the unprecedented demand on the transportation system, the importance of goods movement, passenger aviation, and funding.

### *South Coast Air Quality Management District Air Quality Management Plan*

The project site is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The SCAQMD Air Quality Management Plan (AQMP) sets forth an attainment program based on projected population growth and air quality management and control measures. The SCAQMD is responsible for compliance with federal and state Air Quality Plans in the Los Angeles County area. In conjunction with SCAG, the SCAQMD is responsible for establishing a comprehensive program to achieve federal and state air quality standards. The AQMP is incorporated into the State Implementation Program (SIP), which constitutes all AQMPs prepared by all air quality management districts in the state. The SIP in the State's plan for compliance with state and federal air quality standards.

The 1990 Clean Air Act amendments require every ozone non-attainment area classified as serious, severe or extreme to prepare a comprehensive attainment plan (California State Implementation Plan for Ozone). The California Implementation Plan for Ozone was submitted to the US Environmental Protection Agency (EPA) in November 1994 and approved September 1996. This plan identifies six ozone non-attainment areas in California. Each non-attainment area is assigned a statutory deadline for achieving the national ozone standards. The AQMP is further discussed in Section V.B, Air Quality, in this Draft EIR.

### *Los Angeles County Department of Public Works - Los Angeles River Master Plan*

The County of Los Angeles Department of Public Works and other entities have joined in an effort to develop and maintain the resources associated with the Los Angeles River. In 1991, after much attention to the river, the County of Los Angeles Board of Supervisors directed the Departments of Public Works, Parks and Recreation, and Regional Planning to develop the Los Angeles River Master Plan. The Master Plan, completed and adopted by the Board of Supervisors in 1996, formulated a multi-objective program for the river while recognizing its primary purpose for flood protection. Overall, the Master Plan advocates environmental enhancement, recreational opportunities, and economic development.

The Los Angeles River Master Plan includes the following goals:

- Ensure flood control and public safety needs are met.
- Improve the appearance of the river and the pride of local communities in it.
- Promote the river as an economic asset to the surrounding communities.
- Preserve, enhance, and restore environmental resources in and along the river.
- Consider stormwater management alternatives.
- Ensure public involvement and coordinate Master Plan development and implementation among jurisdictions.
- Provide a safe environment and a variety of recreational opportunities along the river.
- Ensure safe access to and compatibility between the river and other activity centers.

Recommendations for Reach 6-Tujunga Wash that are based on the LA River Master Plan Goals and that could be applicable to the project are listed below:

- In some areas, develop neighborhood "loop" Greenways
- Encourage recreation-related economic development at local shopping centers near the wash.

*Integrated Regional Water Management Plan of Greater Los Angeles County*

The Greater Los Angeles County Region, comprised of 5 sub-regions, spans from Ventura County to Orange County, including portions of both, and from the coastline to the San Gabriel Mountains. The area represents over 2,200 square miles. The Integrated Regional Water Management Plan (IRWMP) promotes an integrated, multi-benefit, inter-regional approach to regional water management and planning. Objectives and planning targets for the year 2026 are presented below in **Table IV.H-3**:

<b>TABLE IV.H-3 INTEGRATED REGIONAL WATER MANAGEMENT PLAN OF GREATER LOS ANGELES COUNTY OBJECTIVES AND PLANNING TARGETS</b>	
<b>Objective</b>	<b>Planning Target</b>
<p><b>Improve Water Supply</b> Optimize local water resources to reduce the Region's reliance on imported water</p>	<p>Increase water supply reliability and quality by providing 800,000 acre-feet/year of additional water supply and demand reduction through conservation. Included within the 800,000 acre-feet/year noted above, reuse or infiltrate 130,000 acre-feet/year of reclaimed water (110 percent increase over existing reclaimed water use).</p>
<p><b>Improve Water Quality</b> Comply with water quality regulations by improving the quality of urban runoff, stormwater, and wastewater</p> <p>Protect and improve groundwater and drinking water quality</p>	<p>Dry Weather: Reduce and reuse 150,000 acre-feet/year (~40 percent), and capture and treat, an additional 170,000 acre-feet/ year (~50 percent); (~90 percent of estimated total dry weather flow).</p> <p>Wet Weather: Reduce and reuse 220,000 acre-feet/year of stormwater runoff from developed areas (~40 percent), and capture and treat an additional 270,000 acre-feet/year (~50 percent); (~90 percent of estimated total wet weather flow).</p> <p>Treat 91,000 acre-feet/year of contaminated groundwater (1.82M acre-feet in 20 years).</p>
<p><b>Enhance Habitat</b> Protect, restore, and enhance natural processes and habitats</p>	<p>Restore 100+ linear miles of functional riparian habitat and associated buffer habitat. Restore 1,400 acres of functional wetland habitat.</p>
<p><b>Enhance Open Space and Recreation</b> Increase watershed friendly recreational space for all communities.</p>	<p>Develop 30,000 acres of recreational open space, focused on under-served communities.</p>
<p><b>Sustain Infrastructure for Local Communities</b> Maintain and enhance public infrastructure related to flood protection, water, resources and water quality</p>	<p>Repair and/or replace 40 percent of the aging infrastructure.</p>
<p>SOURCE: Greater Los Angeles County Integrated Regional Water Management Plan 2009</p>	



## ENVIRONMENTAL IMPACT

### THRESHOLD OF SIGNIFICANCE

The analysis of land use impacts considers both the consistency of the project with adopted plans and policies governing land use on the project site and the compatibility of proposed uses with adjacent land uses. The Draft City of Los Angeles CEQA Thresholds Guide provides guidance concerning the nature of land use impacts and calls for determining significance in accordance with the individual circumstances of each project on a case-by-case basis.<sup>5</sup> Consideration is given to a number of factors including the extent an area would be impacted, the nature and degree of impacts, and the type of land uses within that area; the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and the number, degree and type of secondary impacts to surrounding land uses.

Similarly, the Draft City of Los Angeles CEQA Threshold Guide also calls for determining the significance for land use plan consistency on a case-by-case basis. Consideration is given to the consistency of the project with the adopted land use/density designation in the community plan, redevelopment plan, or specific plan and the consistency of the project with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Therefore, for the purposes of the proposed project, a significant impact associated with land use compatibility is considered to occur under the following conditions:

- The interface of physical and operational characteristics of the project would be substantially incompatible with the surrounding land uses; or
- The project would result in the division, disruption or isolation of an existing established community or neighborhood.

A significant impact associated with the consistency with applicable plans and policies is considered to occur under the following conditions:

- The project would not comply with the City of Los Angeles Planning and Zoning Code;
- The project would be substantially inconsistent with or impede the policies, goals, and objectives of the North Hollywood-Valley Village Community Plan; or
- The project would be substantially inconsistent with or impede the policies, goals, and objectives of the General Plan elements or other regional or local plans governing the project site.

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<sup>5</sup> [http://www.lacity.org/ead/eadweb-aqd/table\\_of\\_contents.htm](http://www.lacity.org/ead/eadweb-aqd/table_of_contents.htm). Accessed July 30, 2008.

## PROJECT IMPACTS

### Land Use Compatibility

#### Project Site

The proposed project consists of a 12.24-acre site that would be developed with a mixed-use project consisting of residential, commercial, hotel, entertainment, office and restaurant uses. The proposed project would also integrate transit by developing a transit plaza that would connect to the nearby DASH route and the existing Orange Line Busway, providing direct transit access to the San Fernando Valley and greater Los Angeles area. Currently Bus No. 164 runs along Victory Boulevard adjacent to the site. This line would be able to directly access the site at the proposed transit plaza. The closest Orange Line Station to the site is the Woodman Station, approximately 1.3 miles southwest of the site. The applicant is working with City staff to potentially change the current DASH route (which currently runs along Oxnard Street and Fulton Avenue, approximately 0.75 miles southwest of the site) so that DASH would connect the site to the Orange Line, alternatively the applicant could provide a shuttle between the site and the Orange Line.

In addition to the project site, this EIR analyzes the development of 6.7 acres (Add Area) located directly east of the project site. The site plan for the proposed project and the boundaries of the Add Area are included as **Figure II-3 Project Site Plan**.

The project site is currently occupied with a shopping center that includes various retail and commercial uses, totaling approximately 151,806 square feet and retail and commercial uses have occupied the site since the center was built in 1978 and 1983. Uses include a health club, market, drug store, sit-down restaurant, bank among other retail/commercial uses. These uses range in size from 780 to 41,141 square feet. The site is also occupied with surface parking.

In its current condition, the site includes mostly surface parking uses in the central portion of the site and along most of its western boundary that it shares with the Tujunga Wash. Most of the buildings are located along the northern and eastern portions of the site. The existing uses would be removed prior to development of the proposed project.

Single-family residential uses are located to the north and east of the site along Morse Avenue and Kittridge Avenue. The residences bordering the site are buffered by an existing wall located on the site. No access to the residences is provided through the site. This area consists of a series of residential neighborhoods, with front and rear yards. Single-family residences are also located west of the Tujunga Wash, which borders the site to the west. Multi-family residential buildings are located southeast of the site along Victory Boulevard. A 4-story multi-family residential project is proposed in this area as well. Single-family residential neighborhoods are located further south in the surrounding area. Victory Boulevard borders the site to the south. This area contains various commercial and retail uses.

The proposed project would develop the site with a 1.3 million net rentable (no more than 1.5 million gross) square foot urban community that provides employment, services, entertainment, lodging and housing, while integrating transit, and urban amenities into a single mixed-use development. Specifically, the proposed mixed-use project would provide 200,000 square feet of residential uses (150 multi-family residential units), 151,000 square feet of hotel uses (230 rooms), approximately 550,000 square feet of office space, a 2,700 seat theater complex, 140,000 square feet of retail space, 100,000 square feet of restaurant space, a 45,000 square

foot market and a 45,000 square foot gym. Development would range from one story to a maximum of seven stories. This would spread density around the site and maintain lower density around site edges adjacent to residential uses to the north and northeast.

The project would create a “village” like setting that would use low-rise rooftop spaces for pedestrian plazas, amenities and circulation, and a trolley that that would run through the middle of the project. A transit plaza would connect to an extension of an existing DASH route and the existing Orange Line Busway, providing direct transit access to the San Fernando Valley and greater Los Angeles area. Subterranean parking for approximately 3,312 vehicles would be included under the proposed project.

The following summarizes the proposed land uses included in the mixed-use development:

### Residential Uses

The residential component of the proposed project would include the development of 150 condominium units, consisting of townhomes and flats and would total 200,000 square feet. The residential uses developed along parts of the northern and eastern property edges would be four stories, as well as in fourth through seventh stories of multi-use buildings along the western edge of the site (buildings that will also include ground floor retail and office uses). The four-story residential uses would be located in attached units along the northeastern edges of the site that back up to existing single-family homes along Morse Avenue, Kittridge Street and Ethel Avenue. Three-story residential uses would also be integrated into the outer facing sides of the theater and gym component (the two-story theater would be oriented toward the interior of the project framing a central courtyard and pedestrian plaza). These four-story residential uses are intended to reflect a lower density/lower profile edge (maximum height of 45 feet) and provide a buffer for that portion of the project that is closest to the existing residential neighborhoods located north of the site. The proposed project would include the planting of trees to provide a further buffer along the site edge.

Higher density (seven-story, maximum height of 117 feet) residential uses would be located in two buildings at, and north of, the primary project entrance. (The six- and seven-story buildings would also include ground floor retail, restaurant and office uses. The residential uses proposed along the northeastern edge of the site are designed to create a natural transition from the single-family neighborhoods by insulating them from the commercial aspects of the development with traditional style brownstones and flats. These residences would be limited in height to four stories and would incorporate articulated facades in the European architectural vernacular.

### Office Uses

Approximately 550,000 rentable square feet of office uses would be included as part of the proposed project, of which 450,000 rentable square feet would be commercial office and 100,000 rentable square feet would be medical office. This would account for approximately 42 percent of the overall planned floor area. Office uses would be located throughout the site in six- and seven-story buildings, which would be mixed with pedestrian oriented ground floor, and second level uses. As proposed office space is the highest density use within the proposed project, the five- and six-story buildings (with a maximum building height of 117 feet) would be located away from the edges of the site, and more towards the site’s interior. As with most of the proposed project, buildings containing office space would be constructed with a campus style design, intended to create an urban community feel.

## Hotel

The proposed project would include a 230-room, 151,000 net square foot “boutique” hotel, which would be located in the northwestern corner of the site. The hotel would be built to five stories (maximum height of 62 feet), with four-stories set back from the northern edge (further from neighbors on Kittridge Street) atop a single story podium. Similar to the entire proposed project, the hotel would be designed in European vernacular intended to exemplify the upscale village experience. The proposed hotel would include a valet/drop-off/arrival area provided by the courtyard circulation in front of the hotel. Self-park and direct hotel access would also be provided from subterranean parking levels. Service loading for the hotel would be provided by a partially enclosed loading area at the rear of the building.

## Commercial Uses

### RETAIL AND RESTAURANT USES

Approximately 140,000 rentable square feet of retail and 100,000 rentable square feet of restaurant space would be developed throughout the interior of the site for ground floor and second level spaces. The two-level design would facilitate pedestrian connectivity and interaction by creating a “stepped” environment, which would provide access to multiple project uses by second level landscaped walkways and plazas, with connections to the buildings/uses above and ground level activities below. This design would also create greater opportunities for open space and pedestrian interaction at ground level, by elevating and better distributing outdoor oriented restaurant and retail spaces. Subterranean parking would be provided for retail and restaurant uses.

### MOVIE THEATER

A 2,700 seat theatre would be developed in the interior of the site. The 68,500-square foot theater complex would serve as a focal point for a pedestrian plaza that would be open to the southwest and also be framed by ground floor retail stores and restaurants. The theater, adjoining two-story residential uses and a gym, would also serve as a two-story podium for three- to six-story office uses. Subterranean parking would be provided for the theater.

### MARKET

The project includes a 45,000 rentable square foot market that would be located at the southern end of the site. The proposed market entry from within the project would be framed by two-story retail uses, and the market itself would also serve as a base for additional second level retail, and three- through six-story office uses. Subterranean parking would be provided for the market.

### GYM/HEALTH CLUB

Under the proposed project, a two-story, 45,000-square foot gym/health club would be located between the market, retail and theaters, and would serve as a base for three- to six-story office uses. Subterranean parking would be provided for the gym.

## PROJECT COMPATIBILITY WITH EXISTING ENVIRONMENT

As previously mentioned, this area of North Hollywood contains mostly residential uses with local commercial centers developed along main arterials. Similar to the general area, residential and commercial uses are located in the area surrounding the site and Add Area. Specifically, the site is bounded by the Tujunga Wash channel on the west and single-family residential development along Morse Avenue and Kittridge Street on the north and east. Residential development is also located west of the Tujunga Wash. The Add Area is located east of the project site. East of the Add Area is land occupied with various commercial uses.

Approximately 152,000 square feet of retail and commercial uses currently occupy the paved site. No residential uses are located on the site. Existing uses would be demolished prior to the construction of a mixed-use project consisting of 1.3 million rentable (no more than 1.5 million gross) square feet of residential, office, retail and restaurant uses and transit plaza. As described in detail above, the proposed project would include structures that would be between 1 and 7 stories in height. Proposed buildings located in the northern and northeastern portion of the site, (closer to the residential neighborhoods located along Kittridge Avenue and Morse Avenue) would have lower density and height than other structures proposed to be located in the western and southern portions. Additionally, as previously mentioned, trees would be planted along this edge to provide additional buffer to adjacent properties. This would help maintain the existing character of the residences located adjacent to the site and of the residential neighborhoods located in the surrounding area. The proposed seven-story building would be located adjacent to Victory Boulevard, commercial uses, parking uses of the Tujunga Wash. Therefore, implementation of the proposed project is not anticipated to divide, disrupt or isolate existing established community or neighborhood. This would be considered a less than significant impact.

The proposed mixed-use project would be compatible with the existing land uses located adjacent to the site and surrounding area. The proposed development would provide a variety of amenities for on-site residents and residents living in the surrounding area. The transit plaza would also provide additional public transit opportunities for the surrounding area. The proposed project would be integrated into the Tujunga Wash Greenway and would encourage pedestrian connections throughout the area. The transit plaza and a reconfigured Ethel Avenue would be built atop the Tujunga Wash and Greenway and would replace the current, recently planted (although currently inaccessible) area between Ethel and Victory as well as recent plantings extending approximately 250 feet north of the Ethel Avenue bridge with a transit plaza, ranger station and bathrooms. The applicant would work in collaboration with the Santa Monica Mountains Conservancy to enhance landscaping along the project boundary as well as work to coordinate project landscaping in this portion of the site. The project would integrate recreational, commercial and residential opportunities that would help to activate this portion of the 7-mile stretch of the Tujunga Wash project.

As stated earlier, a 5-story mixed-use development is proposed west of the site and West of the Wash.

Existing multi-family residential uses along with proposed multi-family developments are located in the surrounding area. The variation in density and height of the proposed structures, described in detail above, takes surrounding land uses in to consideration. The proposed buildings would range from 1 to 7 stories in height (35 to 117 feet). The seven-story buildings would be located on the southwestern portion of the site, away from neighboring residential uses and closer to Victory Boulevard. Other structures would be located within 199 feet, 99 feet

and 49 feet of land zoned R1 and other properties located immediately north of the site. One of the proposed seven-story buildings would be located on the eastern portion of the site and would be located approximately 68 feet from an R1 zone. However, this R1 zone has an established institutional use - a school. The existing school, located on the Add Area, would remain under presumed development of the Add Area.

Specifically, the residential uses developed along parts of the northern and eastern property edges would be four stories. Proposed four-story residential uses would reflect a lower density/lower profile edge (maximum height of 45 feet) and would provide a buffer for that portion of the project that is closest to the existing residential neighborhoods located north of the site. These residential uses would be located in attached units along the northeastern edges of the site that back up to existing single-family homes along Morse Avenue, Kittridge Street and Ethel Avenue. The proposed residential buildings in this location would have a setback of approximately 15 feet from the R1 zone. Proposed landscaping would be included to further buffer adjacent uses.

The proposed project would also include a commercial component that would be compatible with existing commercial and retail uses located along Victory Boulevard. The proposed development would be compatible with the surrounding area, specifically with the commercial, institutional, open space and residential uses. As stated above, the various components of the proposed project would be designed to create an urban village feel. Access would be provided from Victory Boulevard. There would be no access through the adjacent residential streets.

Generally, the physical and operational characteristics of the mixed-use project would be compatible with the surrounding residential and commercial land uses. The proposed project would not result in the division, disruption or isolation of an existing established community or neighborhood. Consequently, as discussed here, the impact of the project on land use compatibility is considered less than significant.

#### *Add Area*

The Add Area is located east of the project site and is occupied with institutional (Church and schools), self storage miscellaneous retail, and parking uses. Similar to the project site, the Add Area is completely paved and contains no open space uses.

For analysis purposes, proposed development of the Add Area is presumed to remove all existing uses except for the Catholic Church and associated school, which would continue to operate under the Add Area development scenario. Other uses would be removed prior to proposed development. These are summarized below:

Development of the Add Area presumes that the existing 18,414-square foot self-storage facility would be removed and replaced with 39 multi-family residential units. The existing 43,026 square foot private school is assumed to be removed and developed with 112,000 square feet of office uses and 21,000 square feet of retail uses. Approximately 36,000 square feet of retail uses, 56,000 square feet of office uses, and 143 multi family residences could be developed after removal of 4,792 square feet of retail uses and 5,766 square feet of miscellaneous retail uses currently located in the Add Area.

Similar to the proposed project, the physical and operational characteristics of proposed Add Area development would be compatible with the surrounding residential and commercial land

uses. The proposed development would not result in the division, disruption or isolation of an existing established community or neighborhood.

Similar to the proposed project, development proposed for the Add Area would include the introduction of commercial retail, office, housing and miscellaneous retail uses onto the property. Proposed uses would be compatible with commercial uses located on Victory Boulevard as well as with residential neighborhoods located north of the Add Area. This would be considered a less than significant land use compatibility impact.

#### **CONSISTENCY WITH ZONING, GENERAL PLAN ELEMENTS AND OTHER LOCAL AND REGIONAL PLANS**

### **Zoning**

#### *Project Site*

Currently, the site is zoned C2-1VL. The C2 designation would remain under the proposed project. The C2 zone allows several commercial uses including any use permitted in the C1.5 and C1 zones, art or antique shop, pet shop, carpenter, catering shop, restaurant, tea room or cafe (including entertainment other than dancing) or a ground floor restaurant with an outdoor eating area.<sup>6</sup> An outdoor eating area for ground floor restaurants may be located anywhere between the building and any required side or rear yard in the C2 zone.<sup>7</sup>

Under the proposed project, the height district would be changed from 1VL to 2. This change would permit development in excess of 45 feet for construction of the proposed one to seven story mixed-use development with a maximum height of 117 feet. The proposed change would allow the development of a viable community center, which is how the Los Angeles General Plan Framework designates the site. As stated earlier, the Framework Element of the General Plan identifies the area around and generally west of the intersection of Victory Boulevard and Coldwater Canyon as Community Center.

The City proposes to initiate a General Plan re-designation for the Add Area to provide uniform, logical General Plan designations for the project area. Such initiation will further serve to implement the Community Center vision for the project area as called out by the GPF.

The proposed project would include a total floor area of approximately net leasable 1.3 million square feet. The proposed project would have a Floor Area Ratio (FAR) – the ratio of built area (as defined by the Los Angeles Municipal Code) to lot area -- of less than 3:1 (exact building areas under Los Angeles Municipal Code have not yet been defined, however, the total project area would not exceed 1.5 million gross square feet). The new zone would limit FAR to no more than 3:1. The proposed Height District 2 would allow the development to have a floor area ratio (FAR) exceeding the existing FAR of 1.5:1.

As part of the proposed project, the applicant is requesting a 6-lot subdivision. The proposed project would include the development of approximately 150 residential units.

<sup>6</sup> [http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lapz\\_ca](http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lapz_ca) accessed October 5, 2007.

<sup>7</sup> Ibid.

### *Add Area*

As stated in the Project Description, there are no specific development proposals for the “Add Area” at this time. This EIR analyzes redevelopment of these properties consistent with the proposed Community Commercial designation at a development intensity similar to that proposed for the project site. The City has preliminarily identified the four properties referred to as the Add Area in this document to be redesignated Community Commercial along with the project site. The Add Area would not be rezoned, rather the zoning would remain as at present.

#### 13005 Victory Boulevard

This property is located immediately east of the project site along the southwest side of Morse Avenue and is zoned [Q]C2-1VL. For purposes of this EIR, it is assumed that the building could be replaced with multi-family residential uses at a density of 1 unit/800 square feet of lot area (31,607 square feet); it is assumed that the property would be rezoned [Q] C2-1VL zone. This could result in a 4-story, 39 unit condominium project.

#### 13001 Victory Boulevard/12930 Hamlin Street

This property is also located immediately east of the project site along the north side of Victory Boulevard to Hamlin Street and is currently zoned [Q]C1-1VL, R1-1, R3-1. Given the well established institutional use of the site, no change to existing uses are foreseen or considered further in this EIR.

#### 6455 Coldwater Canyon Boulevard

This property is located on the southwest corner of Coldwater Canyon Boulevard and Hamlin Street immediately east of the project site and is currently zoned [Q]C1-1VL and [Q]P-1VL. For purposes of this EIR, it is assumed that the existing school would be replaced with up to 5 stories of retail, office and multi-family residential uses, and rezoned [Q] C2-1VL zone. Specifically, the site could accommodate approximately 36,000 of retail space, 56,000 square feet of office space and 168,000 square feet of residential space (assumed as 143 units). It is presumed that such a project would provide access from Coldwater Canyon Boulevard and Hamlin.

#### 12901-12929 Victory Boulevard

This property is located on the northwest corner of Coldwater Canyon Boulevard and Victory Boulevard east of the project site is currently zoned [Q]C1-1VL. For purposes of this EIR, it is assumed that the miscellaneous retail uses would be replaced with up to 5 stories of retail and office and rezoned [Q] C2-1VL. Specifically, the site could accommodate approximately 21,000 of retail space, 112,000 square feet of office space.

**Table II-3** in the Project Description provides a summary of the development assumed for the Add Area.

Because the existing zoning is less dense than the proposed land use designation could allow, the rezoning need not be undertaken until specific projects are identified. The City plans to initiate the land use re-designation of the Add Area, once the applicant’s case is deemed complete.



## General Plan Elements

### *City of Los Angeles General Plan Framework*

The General Plan Framework (GPF) is the first component of the Comprehensive General Plan. The GPF provides a generalized representation of the City's long-range land use and defines citywide policies related to growth. It includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services.

The North Hollywood-Valley Village Community Plan and the General Plan Elements implement the GPF. Consistency with these elements also determines consistency with the GPF. As addressed by the subsequent discussions of the impact of the project relative to General Plan Elements and the previous discussion relative to the project's consistency with the North Hollywood-Valley Village Community Plan, the proposed project would be consistent with these elements and, therefore, mostly consistent with the GPF. Objectives in the GPF that are pertinent to the North Hollywood-Valley Village Community Plan and relevant to the proposed project are described below in **Table IV.H-4**.

<b>TABLE IV.H-4 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE GENERAL PLAN FRAMEWORK ELEMENT</b>	
<b>Objectives</b>	<b>Project/Community Plan Consistency</b>
<i>Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</i>	<b>Consistent.</b> The proposed project and Add Area would achieve this objective by providing a mix of uses including residential, retail, office, hotel and restaurant uses in a pedestrian-friendly development. The proposed project and proposed development of the Add Area would include amenities for the residents and would be located in close proximity to various public transportation opportunities.
<i>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</i>	<b>Consistent.</b> The proposed project and proposed development of the Add Area would achieve this objective and would not exceed the population parameters set in the General Plan. As stated previously, The City of Los Angeles General Plan Framework Element identifies the area around and generally west of the intersection of Victory Boulevard and Coldwater Canyon as Community Center. Additionally, project design would include an internal trolley system and would be located near various public transportation opportunities.
<i>Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</i>	<b>Consistent.</b> The proposed project would include the development of 150 residential units while also providing various commercial, retail, entertainment and hotel uses along Victory Boulevard, a Class II Major Highway. The project would also include a transit component by providing connections to DASH and the Metro Orange Line Busway. Similarly, proposed development of the Add Area would result in residential and commercial uses

TABLE IV.H-4 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Objectives	Project/Community Plan Consistency
	and would be located near various public transportation opportunities along Victory Boulevard.
<i>Objective 3.15: Focus mixed commercial and residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.</i>	<p><b>Consistent.</b> The proposed project and proposed development of the Add Area would include the development of a mixed-use project consisting of commercial, retail, hotel, and entertainment (theatre) uses. As described in detail in this section and in the Project Description, the height and density of the proposed structures would vary. Proposed buildings would be between 2 and 7 stories in height. Structures located in the northern and northeastern portions of the site would have lower densities and height as they would be closer to surrounding residential uses. Buildings located in the western and southern portions of the site would be higher in density and height.</p> <p>The project would also include a transit component that would include an internal trolley system providing access to the different uses on the site as well as providing connection to the DASH and Orange Line Busway routes.</p> <p>Additionally, as stated earlier, the site has been historically used for retail purposes and would continue this use under proposed development. Commercial uses are not encroaching into nearby residential uses and would not do so under the proposed development.</p>

As shown in **Table IV.H-4**, the proposed project and proposed development of the Add Area would be consistent with the most applicable objectives of the GPF. The proposed project and proposed development of the Add Area would accommodate a diversity of uses by providing residential, retail, office, hotel and restaurant uses in a pedestrian-friendly development. The proposed project would include amenities for the residents and would be located in close proximity to various public transportation opportunities. Additionally as stated earlier, the City proposes to initiate a General Plan re-designation for the Add Area to provide uniform, logical General Plan designations for the project area once the applicant's case is deemed complete. Proposed development would be considered consistent with the designation. This would be considered a less than significant impact.

## *North Hollywood-Valley Village Community Plan*

### Project Site

The proposed project would include a General Plan Amendment changing the Community Plan designation of the site. Specifically, the proposed project would include an amendment to the North Hollywood-Valley Village Community Plan from Neighborhood Commercial to Community Commercial). The project also proposes to change the existing C2-1VL zoning to permit the height to exceed the current 45-foot height limit called for by the Neighborhood Commercial designation and provide for additional density not currently allowed with the Height District IVL limitation. The Plan Amendment cannot be approved without findings that the project is consistent with good zoning practice and the City's Planning and Zoning Code, as well as with the General Plan. The requested Plan Amendment would be consistent with the North Hollywood-Valley Village Community Plan as well as the surrounding area, and would be consistent with the GPF vision of a Community Center (and associated height and FAR) in this area. Additionally, the project is not proposing to change the permitted uses on the site with the General Plan Amendment. Lastly, the site is a large irregularly shaped commercial parcel surrounded on the north and east by residentially designated uses. The site has an established designation for commercial uses under the Community Plan and the project will not introduce commercial uses that have not been previously designated for the site by the Community Plan.

As stated earlier, the proposed project would develop a mixed-use development consisting of 1,300,000 leasable square feet of residential, office, hotel, retail and health club uses. Additionally, the project would include a transit plaza as well as an internal trolley system, and would potentially provide connections to DASH and Metro Orange Line Busway routes located in the surrounding area. In addition to connections to the existing bus line along Victory Boulevard, the project's transit plaza would connect to the internal trolley; the applicant would seek to encourage further expansion and extensions of existing DASH routes. As indicated above, the applicant is working with City staff to potentially change the current DASH route so that DASH would connect the site to the Orange Line, alternatively the applicant could provide a shuttle between the site and the Orange Line.

### Add Area

As previously stated, it is anticipated that the City of Los Angeles has proposed to re-designate the properties in the Add Area from Neighborhood Commercial to Community Commercial land uses in the North Hollywood-Valley Village Community Plan. In the interest of logical, consistent area-wide planning, and to address the Framework Element of the General Plan, the City proposes to initiate a General Plan re-designation for the Add Area to provide uniform, logical General Plan designations for the project area. The City plans to initiate the land use re-designation of the Add Area once the applicant's case is deemed complete. The City would not re-zone the Add Area; any rezoning would be requested by individual property owners, as specific development proposals move forward.

The North Hollywood-Valley Village Community Plan contains several objectives that could be considered applicable to the proposed project and the Add Area. **Table IV.H-5** assesses the extent to which the proposed project supports these objectives of the Community Plan.

<b>TABLE IV.H-5 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE NORTH HOLLYWOOD-VALLEY VILLAGE COMMUNITY PLAN</b>	
<b>Objective</b>	<b>Project Consistency</b>
<p><i>Objective 1: To coordinate the development of North Hollywood with other parts of the City of Los Angeles and the metropolitan area.</i></p>	<p><b>Consistent.</b> The proposed mixed-use project is permitted with approval of the requested height change and would represent good zoning practice. The requested zone change would be consistent with the North Hollywood-Valley Village Community Plan and with the surrounding area, and with the General Plan Framework vision of a Community Center for the area. The proximity of the project to DASH and the Orange Line would allow for easy connection to other areas of the City.</p>
<p><i>Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and densities required to accommodate population and activities projected to the year 2010.</i></p>	<p><b>Consistent.</b> The proposed mixed-use project would consist of a net 1.3 million square foot (no more than 1.5 million gross square feet) urban community that would provide employment, services, entertainment, lodging and housing, while integrating transit, and urban amenities. The project would be developed in an area designated for such density and located near major transit routes.</p>
<p><i>Objective 3. To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice.</i></p> <p><i>a. To encourage the preservation and enhancement of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.</i></p> <p><i>b. To provide multiple- dwelling units for those who cannot afford or do not desire to own their own home, emphasizing the area surrounding the North Hollywood Business District.</i></p>	<p><b>Consistent.</b> The project would provide rental housing to address current demand. Specifically, the proposed project would include the development of 150 new housing units, of which 102 would be two-bedroom rental units and 48 would be three-bedroom condominium units for sale. The project will be substantially taller and more massive in scale as compared to the single family residential neighborhood to the north of the project site. However, as stated in Section IV.A Aesthetics of this EIR, the lower building elevations and the inclusion of landscaping along the northern perimeter of the project site will help to soften and reduce the contrasting aesthetic character of the project and the adjacent single family neighborhood to the north. Proposed residential uses would be compatible with surrounding residential uses located in the project vicinity.</p>
<p><i>Objective 4: To promote economic well being and public convenience through:</i></p> <p><i>a) Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.</i></p>	<p><b>Consistent.</b> The project would provide a Community mixed use center including: 150 multi-family residential units, the proposed project would include a 230 room hotel, approximately 550,000 square feet of office space, a 2,700 seat theater complex, 140,000 square feet of retail space, 100,000 square feet of restaurant space, a 45,000 square foot market and a 45,000 square foot gym. The proposed height district change would permit construction of a mixed-use project in an area designated for such density. The proposed project would be located near various public transportation opportunities and would connect to existing DASH and Metro Orange Line Busway routes. As such, the proposed project would support the City's "Do Real Planning" principles by developing a mixed-use project</p>

TABLE IV.H-5 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE NORTH HOLLYWOOD-VALLEY VILLAGE COMMUNITY PLAN	
Objective	Project Consistency
	near a variety of transit opportunities.
<i>Objective 5: To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.</i>	<b>Consistent.</b> As stated in the Project Description, the proposed project design would create opportunities/efficiencies for open space. Additionally, the proposed project would include phasing of public services and utilities with proposed development.
<i>Objective 6: To make provisions for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</i>	<b>Consistent.</b> The proposed project would include a transit plaza that would connect to nearby transit opportunities including DASH and Metro Orange Line Busway routes. This proposed transit component of the proposed project would encourage the use and expansion of public transportation services. With the concurrence of LADOT, project traffic impacts can be mitigated (see Section IV.K.) Impacts of the Add Area development could result in unmitigated significant impacts.
<i>Objective 7: To encourage open space for recreational uses for the enjoyment of both local residents and persons throughout the Los Angeles region.</i>	<b>Consistent.</b> The proposed project would develop a ranger station as well as provide amenities to the existing Tujunga Wash Greenway. While the proposed project would not include the addition of any parkland, it would include recreational amenities and facilities, including a two-story, 45,000 net square foot gym/health club.
<i>Objective 8: To improve the visual environment of the community, and, in particular to strengthen and enhance its image and identity.</i>	<b>Consistent.</b> The proposed project would be located near multiple public transportation opportunities including the DASH and the Orange Line Busway. The transit component of the proposed project would include connections to existing bus lines along Victory and possibly an extended DASH line and the Metro Orange Line Busway. The proposed project would enhance its image and identity by providing a variety of services, employment and housing. In addition to residential uses, health club, market, and theatre uses would also be included. An upscale boutique hotel would also be included as part of the proposed project. An internal trolley system would provide access to these uses.

As described in the consistency comparison in **Table IV.H-5**, the proposed project would help achieve the objectives of the North Hollywood-Valley Village Community Plan. Assuming traffic mitigation measures are acceptable to LADOT, no significant impacts relative to the land use objectives of the North Hollywood-Valley Village Community Plan would therefore occur as a result of the proposed project. Development of the Add Area could result in unmitigated significant traffic impacts.

Van Nuys – North Sherman Oaks Community Plan

As stated earlier, the western portion of the site abuts and includes a portion of the Tujunga Wash; the transit plaza and reconfigured Ethel Avenue bridge would replace existing recently planted area within the Tujunga Wash and would span the Wash itself with a deck. The Tujunga Wash and Greenway are located in the Van Nuys-North Sherman Oaks Community Plan. A consistency analysis of relevant objectives is provided below.

<b>TABLE IV.H-6 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE VAN NUYS – SHERMAN OAKS COMMUNITY PLAN</b>	
<b>Objective</b>	<b>Project Consistency</b>
<p>Objective 4-1: <i>To conserve, maintain and better utilize existing recreation and park facilities which promote recreational experience.</i></p> <p>Policy 4-1.1: <i>Preserve and improve the existing recreation and park facilities and park space.</i></p> <p>Program: <i>The Plan preserves such recreation facilities and park space by designating such sites as Open Space Zone (OS) which provides protection from other land uses.</i></p>	<p><b>Consistent.</b> Under the proposed project, the existing Greenway located adjacent to the Tujunga Wash would be changed. Adjacent plantings along the Wash between Ethel Avenue bridge and Victory Boulevard as well as about 250 feet north of the bridge would be replaced by the transit plaza, reconfigured Ethel Avenue bridge and facilities to support the Greenway (ranger station, bathrooms and bike racks). The applicant would integrate the Greenway in to the project so that travel between the site and Greenway was facilitated. The project would enhance the crossing of Ethel Avenue and Victory Boulevard; pedestrian/bicycle paths would be separated from vehicle/bus access. The project would integrate recreational, commercial and residential opportunities that would help to activate this portion of the 7-mile stretch of the Tujunga Wash project.</p>
<p>Objective 4-2: <i>To provide facilities for specialized recreational needs within the Community, with consideration given to utilizing existing public lands such as flood control channel rights-of-way, utility easements, or Department of Water and Power property.</i></p> <p>Policy 4-2.1: <i>Flood control channel rights-of-way and other appropriate public lands should be considered for open space purposes. Hiking and bicycle trails in the area should connect facilities with the local and regional system.</i></p> <p>Program: <i>Implement the proposed hiking and bicycle trails shown on the Community Plan Map.</i></p>	<p><b>Consistent.</b> As described above, the Tujunga Wash Greenway would be changed; the project would integrate the Greenway in to the project to facilitate access between the site and the Greenway. The transit plaza and reconfigured Ethel Avenue bridge would place a deck across the Wash and would remove the recent plantings in that area. The Greenway would continue to support a pedestrian and bicycle path. The applicant would develop a ranger station, bike racks and bathrooms in the transit plaza area. The project would improve the crossing of Ethel Avenue bridge and Victory Boulevard for pedestrians and bicyclists that use the Greenway. Through facilitating greater access, the proposed transit plaza could serve as a gateway to attract pedestrian traffic from the surrounding community.</p>
<p>Objective 5-1: <i>To preserve existing open space resources and where possible develop new open</i></p>	<p><b>Consistent.</b> As described above, the area between the Ethel Avenue bridge and Victory</p>

<b>TABLE IV.H-6 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE VAN NUYS – SHERMAN OAKS COMMUNITY PLAN</b>	
<b>Objective</b>	<b>Project Consistency</b>
<p>space.</p> <p>Policy 5-1.1: <i>Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.</i></p> <p><i>Program: The Plan Map designates areas to be preserved for open space.</i></p> <p>Policy 5-1.3: <i>Accommodate active park lands and other open space uses in areas designed and zoned as Open Space.</i></p> <p><i>Program: The Plan Map designates lands for open space as appropriate.</i></p>	<p>Boulevard is currently open to the Wash below and has recent plantings on the banks. This area would be replaced by a deck with the transit plaza, reconfigured Ethel Avenue and ranger station, bike racks and bathrooms. The Greenway north of the transit plaza would be integrated in to the project so that access between the site and the Greenway was facilitated. By facilitating access between the site and the Greenway and integrating the transit plaza and Greenway, the project could enhance use of the greenway as well as facilitate bicycle, pedestrian and transit travel. The project would enhance the crossing of Ethel Avenue and Victory Boulevard; pedestrian/bicycle paths would be separated from vehicle/bus access.</p>
<p>Objective 15-1: <i>To promote an adequate system of safe bikeways for commuter, school and recreational use.</i></p> <p>Policy 15-1.1: <i>Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.</i></p> <p><i>Program: The Plan map identifies existing and proposed bicycle routes. The Citywide Bicycle Plan addresses concerns regarding bicycle use issues.</i></p> <p>Policy 15-1.2: <i>Identify bicycle routes along major and secondary arterials in the community.</i></p> <p><i>Program: Bikeways - The City should implement the proposed Bikeway Plan in the Bikeway Five Year Program and the 20-year Plan for the Van Nuys-North Sherman Oaks area, which includes the following proposed bikeways [TIMP]:</i></p> <ul style="list-style-type: none"> <li>• <i>Class I bike paths along Southern Pacific/Metrolink tracks, Southern Pacific Burbank/Chandler Branch right-of-way, Los Angeles River, and Tujunga Wash</i></li> </ul> <p>Policy 15-1.3: <i>Assure that local bicycle routes are linked with the routes of neighboring areas of the City.</i></p> <p><i>Program: The Plan map identifies bicycle routes which link with the bicycle routes of adjacent communities.</i></p> <p>Policy 15-1.4: <i>Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.</i></p> <p><i>Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle</i></p>	<p><b>Consistent.</b> See response to Objective 4.2. Under the proposed project, development of the transit plaza would include facilities to support the Greenway (ranger station, bathrooms and bike racks) as well as improved bicycle/pedestrian crossing of Ethel Avenue and Victory Boulevard. The Greenway north of the transit plaza would be integrated in to the project so that access between the Greenway and the site was facilitated.</p> <p>Additionally, as described above, a ranger station and restroom facility would be developed in the area between the Ethel Avenue bridge and Victory Boulevard. The transit plaza is intended to promote alternative transportation in the community, bringing together a bicycle/pedestrian path and transit adjacent to a mixed-use development.</p>

<b>TABLE IV.H-6 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE VAN NUYS – SHERMAN OAKS COMMUNITY PLAN</b>	
<b>Objective</b>	<b>Project Consistency</b>
<i>storage facilities. The Plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.</i>	
<p>Objective 15-2: <i>To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.</i></p> <p>Policy 15-2.1: <i>Encourage the safe utilization of easements and/or right-of-way along flood control channels, public utilities, railroad right-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.</i></p> <p>Program: <i>The Citywide Bicycle Plan addresses bicycle use issues.</i></p> <p>Program: <i>Implementation of the Citywide Land Use/Transportation Policy and the City's discretionary project approval process.</i></p> <p>Policy 15-2.2: <i>Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.</i></p> <p>Program: <i>The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.</i></p>	<p><b>Consistent.</b> See response above. The proposed transit plaza would serve multiple purposes, including serving as a gateway for pedestrian and bicycle traffic from the surrounding community. Under the proposed project, a restroom facility and ranger station would be developed adjacent to the Tujunga Wash in the area between the existing Ethel Avenue bridge and Victory Boulevard. The project would improve pedestrian/bicycle crossing of Ethel Avenue and Victory Boulevard. Pedestrian/bicycle access would be separated from bus/vehicle access. As stated above, the proposed transit plaza would function as a focal point of the of the Tujunga Wash project.</p>
<p><b>COMMUNITY DESIGN AND LANDSCAPING GUIDELINES - PUBLIC OPEN SPACE AND PLAZAS</b></p> <p><i>Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:</i></p> <ol style="list-style-type: none"> <li><i>1. Consideration of the siting of open space to maximize pedestrian accessibility and circulation.</i></li> <li><i>2. Solar exposure or protection.</i></li> <li><i>3. Adjacent to pedestrian routes and other open spaces.</i></li> <li><i>4. Appropriate plant and hardscape materials.</i></li> </ol>	<p><b>Consistent.</b> The proposed transit plaza would include landscaped areas and would serve as a gateway for pedestrian traffic from the surrounding area. Additionally, as stated above, trees and associated landscaping recently planted in the Greenway areas of the Tujunga Wash would be integrated in to the proposed project and project landscaping and walkways would facilitate access between the mixed-use project and the Greenway thereby increasing use of the Greenway. Implementation of the proposed project would also include additional amenities to serve the existing Greenway (ranger station, bike racks and bathrooms).</p>

As shown in **Table IV.H-6**, the proposed project would be consistent with relevant objectives of the Van Nuys-Sherman Oaks Community Plan.

The City of Los Angeles Planning Department's "Do Real Planning" motto includes 14 principles intended to give planners clear guidelines to shape the future of the city. The principles, listed below, support a vision of a more dense, walkable, and aesthetically pleasing urban landscape.



1. Demand a walkable city. The project would be pedestrian oriented with an internal trolley and connections to the existing bus line along Victory and potential connections to DASH and the Orange Line Busway.
2. Offer basic design standards. The project would be designed to complement the adjacent Tujunga Wash Greenway, and would include building articulation and setbacks to provide visual interest to passers by as well as project occupants.
3. Require density around transit. The project would integrate a transit plaza into the project design that includes 150 residential units, as well as office, restaurant, health club, hotel and market uses. The transit plaza would provide connections between the internal trolley and the existing bus line along Victory Boulevard. The applicant is working with the City to potentially extend the DASH line to the site and provide a connection to the Orange Line Busway.
4. Eliminate department bottlenecks. Not applicable to the project.
5. Advance homes for every income. The project would include a mix of rental and for sale units of different sizes.
6. Locate jobs near housing. The mixed-use project would provide both jobs and housing.
7. Produce green buildings. The project intends to pursue a Leadership in Energy and Environmental Design (LEED) certification by the US Green Building Council.
8. Landscape in abundance. The project would include landscaping complementary to the design as well as plazas and landscaped promenades. The project applicant would also work with the Santa Monica Mountains conservancy to integrate the project and the adjacent Tujunga Wash Greenway to facilitate access between the Greenway and the project.
9. Arrest visual blight. The project would provide a mixture of uses characteristic of an urban village adjacent to the Tujunga wash in the place of an auto oriented, single commercial use characterized by a large area of surface parking.
10. Neutralize mansionization. Not applicable to the project.
11. Nurture Planning leadership. Not applicable to the project.
12. Identify smart parking requirements. The project would provide parking determined to be adequate for a project of its scale, mixture of uses and pedestrian and transit orientation.
13. Narrow road widenings. The inclusion of pedestrian and transit oriented project features in the site design reduces the necessity for additional road widenings as a single means to mitigate the traffic generated as a result of the project. The applicant is taking direction from LADOT in identifying appropriate traffic mitigation measures.
14. Give project input early. The project applicant has been coordinating the entitlement request applications and gathering feedback from City departments early in the project design phase.

The proposed project would support the vision of the “Do Real Planning” principles in that it would locate jobs near existing housing as well as provide residential units on the site. The proposed project would introduce office, restaurant, health club, hotel and market uses onto the site. Approximately, 150 residential units would also be provided under the proposed project. Through the pedestrian oriented site design, the proposed project would integrate jobs, commercial and housing opportunities that would be located near transit and existing recreational opportunities, thereby supporting “Do Real Planning” principles.

Additionally, the project would be located in an area that includes a variety of public transit opportunities. Both the DASH and the Metro Orange Line Busway are located in the surrounding area. The transit component of the project would provide connections to the existing bus line along Victory and potential connections to the DASH and Metro Orange Line

Busway. As stated earlier, the applicant is working with City staff to potentially change the current DASH route so that DASH would connect the site to the Orange Line, alternatively the applicant could provide a shuttle between the site and the Orange Line. Additionally, the proposed density would be compatible with adjacent uses and densities. Proposed densities and heights of the structures would vary depending on proximity to the existing residences located to the north and northeast in the surrounding area.

### *Housing Element of the General Plan*

Housing Element objectives most relevant to the proposed project include the development of rental housing and the promotion of housing strategies that enhance neighborhood safety and sustainability. **Table IV.H-7** provides a comparison of the project to the relevant goals and policies of the Housing Element.

<b>TABLE IV.H-7 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE HOUSING ELEMENT</b>	
<b>Objectives</b>	<b>Proposed Project</b>
<i>Objective 1.1: Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs.</i>	<b>Consistent.</b> The proposed project would include the development of 150 multi-family residential units, thereby addressing the housing shortage in the City and the region. Proposed development of the Add Area could include the development of residential uses.
<i>Objective 2.1: Promote housing strategies which enhance neighborhood safety and sustainability, and provide for adequate population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area.</i>	<b>Consistent.</b> The proposed mixed-use development including development of the Add Area would provide multi-family residential units as well urban amenities (commercial-retail, entertainment and hotel) for both its residents and residents located in the surrounding area. Additionally, the proposed project would include a transit park that would connect to both the Dash and the Orange Line Busway. An internal trolley would provide access to the different on-site uses. Additionally, the City of Los Angeles General Plan Framework identifies this area as Community Center; therefore, adequate infrastructure and service capabilities are anticipated for the proposed project.
<i>Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.</i>	<b>Consistent.</b> The proposed project would provide employment, services, entertainment, lodging and housing, while integrating transit, and urban amenities into a single mixed-use development. Specifically, the proposed project would introduce residential, office, restaurant, market, hotel, and health club uses onto the site. The various on-site uses would provide amenities to existing and future residents while simultaneously enhancing the surrounding area. Similarly, proposed development of the Add Area would include residential and commercial retail uses.
<i>Objective 2.4: Develop, preserve, and enhance quality single- and multiple-family housing utilizing approved design standards which maintain the prevailing scale and</i>	<b>Consistent.</b> The residential component of the proposed mixed-use project would include the development of 150 units. Under the proposed project, buildings with the highest density use and height would

TABLE IV.H-7 PROJECT COMPARISON OF APPLICABLE OBJECTIVES OF THE HOUSING ELEMENT	
Objectives	Proposed Project
<i>character of the City's stable residential neighborhoods, and do not constrain affordable housing development.</i>	be located in the western portion of the site. Four and five-story buildings would be located in this area while three and four-story residences would be located in the northeastern portion of the site, the area that is closest to the single-family neighborhoods located on Kittridge Street and Morse Avenue. A height district change is requested as part of the project to allow the construction of a 7-story building on the site. Proposed development would not change the existing historical use of the project site nor encroach upon existing residential neighborhoods located in this area. Similarly, development of the Add Area could include the construction of residential uses.
<i>Objective 2.8: Assure that new development is generally consistent with the character and scale of adjacent development and an adopted community vision.</i>	<b>Consistent.</b> The proposed project and proposed development of the Add Area would be generally consistent with the character and scale of the surrounding land uses. Additionally, as stated earlier, development of the proposed project would not change the existing historical use of the project site. Less dense uses would be located in areas closest to surrounding residential uses while taller buildings with higher dense uses would be located closer to Victory Boulevard and the Tujunga Wash. Proposed structures located near the surrounding residential uses would not encroach upon these residential uses and would be consistent with the Community Center vision foreseen for the project area by the General Plan Framework.

As indicated in **Table IV.H-7**, the project would be generally consistent with the applicable objectives of the Housing Element. Consequently, no significant land use impacts associated with the Housing Element would occur as a result of the proposed project and proposed development of the Add Area.

**Regional Plans**

*Regional Comprehensive Plan and Guide and Regional Transportation Plan, Southern California Association of Governments*

The proposed project would not exceed the population parameters established by SCAG. As described in detail in Section IV.K, Transportation and Circulation, of this Draft EIR, the project would not result in any significant unmitigated impacts that would burden the local or regional transportation system. However, as stated in Section IV.K, significant unavoidable cumulative traffic impacts would result under implementation of the proposed project, Add Area and related projects.

Additionally, the pedestrian-friendly mixed-use project would contribute multi-family residential units, addressing the housing shortage in the City and region. Consequently, the project would

be in compliance with the goals and policies of the SCAG Regional Comprehensive Plan and Guide and the Regional Transportation Plan, which are based on the projected growth accommodated by the adopted Community Plan.

*Air Quality Management Plan, South Coast Air Quality Management District*

Section IV.B, Air Quality, of this Draft EIR addresses the air quality impacts of the project site in compliance with the requirements of the AQMP. Air quality impacts associated with the proposed project would derive from stationary and non-stationary sources associated with construction, operation of the proposed mixed-use development. As described in Section IV.B, Air Quality, of this Draft EIR, no significant unmitigated air quality impact would result from the proposed project.

As growth in the City of Los Angeles and the North Hollywood-Valley Village Community Plan area has not exceeded projections for growth identified in the 2008 RTP, the proposed project would have a less-than-significant impact related to consistency with the 2007 Air Quality Management Plan.

The project and Add Area would be consistent with the population, housing and employment growth assumptions contained in the AQMP and therefore, would comply with Consistency Criterion No. 2. Consequently, the project would be consistent with the policies and goals of the AQMP and no significant impacts relative to the AQMP land use policies and regulations would occur as a result of the proposed project and Add Area.

*Los Angeles County Department of Public Works - Los Angeles River Master Plan*

**Table IV.H-8** provides a comparison of the project to the relevant goals of the Los Angeles County Department of Public Works-Los Angeles River Master Plan.

<b>TABLE IV.H-8 PROJECT COMPARISON OF LOS ANGELES RIVER MASTER PLAN GOALS AND RECOMMENDATIONS FOR REACH 6 TUJUNGA WASH</b>	
<b>GOAL/RECOMMENDATION</b>	<b>Project Consistency</b>
<i>Goal 1: Ensure flood control and public safety needs are met.</i>	<b>Consistent.</b> The proposed project would include the development of a transit plaza over the Tujunga Wash. No construction would occur in the Wash and no change in flood protection would occur. As described in Section IV.G Hydrology and Section IV.F Hazards, the proposed project would adhere to all applicable regional and local plans and policies related to flood control and public safety. Implementation of the proposed project would not constrict storm water flow.
<i>Goal 2: Improve the appearance of the river and the pride of local communities in it.</i>	<b>Consistent.</b> The proposed project would provide amenities to the Greenway, including ranger station, bike racks and bathrooms. The proposed transit plaza would facilitate pedestrian and bicycle traffic in the area as well as connections to transit. The project would be integrated with the Tujunga Wash Greenway to facilitate pedestrian access between the Greenway and the project.

<b>TABLE IV.H-8 PROJECT COMPARISON OF LOS ANGELES RIVER MASTER PLAN GOALS AND RECOMMENDATIONS FOR REACH 6 TUJUNGA WASH</b>	
<b>GOAL/RECOMMENDATION</b>	<b>Project Consistency</b>
<i>Goal 3: Promote the river as an economic asset to the surrounding communities.</i>	<b>Consistent.</b> The proposed transit plaza would function as a focal point of the seven-mile stretch of the Tujunga Wash project. The project integrates the Greenway in a pedestrian oriented site design that includes commercial, residential and office uses.
<i>Goal 4: Preserve, enhance, and restore environmental resources in and along the river.</i>	<b>Consistent.</b> As previously stated, the proposed project would provide amenities for the Tujunga Wash Greenway and develop a restroom facility and ranger station on the western portion of the site.
<i>Goal 5: Consider stormwater management alternatives.</i>	<b>Consistent.</b> See Section IV.G Hydrology. The proposed storm water management improvements would be composed of drainage swales and retention boxes; see Mitigation Measure IV.G-3. Where possible, the storm water management system has been designed to include multiple-use facilities to result in the most economical storm water management system while obtaining optimum performance with regard to flood control and water quality parameters.
<i>Goal 6: Ensure public involvement and coordinate Master Plan development and implementation among jurisdictions.</i>	<b>Consistent.</b> Public involvement regarding the proposed project will occur as part of the CEQA and entitlement process.
<i>Goal 7: Provide a safe environment and a variety of recreational opportunities along the river.</i>	<b>Consistent.</b> The proposed project would include amenities for the Greenway and would not disrupt pedestrian/bicycle activity along the Tujunga Wash. The project design would facilitate access between the site and the Greenway.
<i>Goal 8: Ensure safe access to and compatibility between the river and other activity centers.</i>	<b>Consistent.</b> As indicated above, the proposed transit plaza would function as a focal point of the seven-mile stretch of the Tujunga Wash project. The applicant is proposing amenities for the Greenway in addition to replanting existing trees and landscaping. A ranger station is also proposed for this portion of the site.
<i>Recommendation: In some areas, develop neighborhood "loop" Greenways</i>	<b>Consistent.</b> The project would be integrated with the Tujunga Wash Greenway that currently provides connections to the neighborhoods adjacent to Tujunga Wash and ultimately connections to other bicycle routes throughout the City.
<i>Recommendation: Encourage recreation-related economic development at local shopping centers near the wash</i>	<b>Consistent.</b> The proposed project would include both recreational and retail components. Approximately 140,000 square feet of retail uses would be developed with the proposed project. In addition to including a 45,000 square foot gym/health club, the proposed project would integrate with the Greenway of the Tujunga Wash. A restroom facility, bike racks and ranger station would be included in the project.

*Integrated Regional Water Management Plan of Greater Los Angeles County*

**Table IV.H-9** provides a comparison of the project to the relevant objectives of the Integrated Regional Water Management Plan.

TABLE IV.H-9 PROJECT COMPARISON PERTINENT OBJECTIVES OF THE INTEGRATED WATER MANAGEMENT PLAN OF GREATER LOS ANGELES COUNTY	
Objectives	Proposed Project
<p><b>Improve Water Supply</b></p> <p>Optimize local water resources to reduce the Region's reliance on imported water</p>	<p><b>Consistent.</b> As stated in Section IV.L Utilities, the proposed project would include mitigation measures that would implement water conservation measures. The proposed project would also incorporate the City of Los Angeles Emergency Water Conservation Plan. The proposed project along with anticipated development of the Add Area would comply with any mandatory water use restrictions imposed as a result of drought conditions.</p>
<p><b>Improve Water Quality</b></p> <p>Comply with water quality regulations by improving the quality of urban runoff, stormwater, and wastewater. Protect and improve groundwater and drinking water quality</p>	<p><b>Consistent.</b> As stated in Section IV.G Hydrology, construction activities associated with the proposed mixed-use development and development of the Add Area would be required to implement storm water pollution prevention measures identified in the SWPPP during all phases of construction. Adherence to the SWPPP and the implementation of standard BMPs during construction would reduce the potential for increased siltation, erosion and hazardous materials spills.</p> <p>The implementation of the proposed project would result in the following: (1) a beneficial impact related to reducing instantaneous surface flows compared to existing conditions and therefore, eliminating the site's potential contribution to downstream flooding; (2) a beneficial impact related to decreased levels of on-site surface flows to off-site receiving waters due to the implementation of BMPs; and (3) a less than significant impact related to potential changes in the movement of surface water sufficient to produce a substantial change in the current or direction of water flow (see Section IV.G Hydrology for further discussion).</p>
<p><b>Enhance Habitat</b></p> <p>Protect, restore, and enhance natural processes and habitats</p>	<p><b>Consistent.</b> The area to the west along Tujunga Wash consists of newly planted emergent sage scrub and riparian plant communities (see Section IV.C Biology). The project applicant would work with the Santa Monica Mountains Conservancy to enhance the Tujunga Wash Greenway adjacent to the site. The transit plaza would replace a small area of recent plantings between Victory Boulevard and the Ethel Avenue bridge with a transit plaza and reconfigured the Ethel Avenue bridge; however, the transit plaza would include landscaping, a ranger station and bike rack and bathrooms to serve the Greenway. It would also improve the pedestrian/bike crossing of Ethel Avenue and Victory Boulevard. The recently planted area north of the transit plaza would be integrated in to the project site design to facilitate access between the site and the Greenway. As indicated in Section IV.C Biology, the proposed project would include mitigation measures to reduce impacts to roosts and nests as</p>

<b>TABLE IV.H-9 PROJECT COMPARISON PERTINENT OBJECTIVES OF THE INTEGRATED WATER MANAGEMENT PLAN OF GREATER LOS ANGELES COUNTY</b>	
<b>Objectives</b>	<b>Proposed Project</b>
	well as measures to reduce impacts to trees protected by the City of Los Angeles. These mitigation measures would be applicable to both the proposed project and development of the Add Area.
<p><b>Enhance Open Space and Recreation</b></p> <p>Increase watershed friendly recreational space for all communities</p>	<p><b>Consistent.</b> The proposed project would improve and enhance portions of the Greenway by providing amenities for the Greenway. A restroom facility, bike racks and ranger station would be developed in the transit plaza area; in addition the crossing of Ethel Avenue and Victory Boulevard would be improved. North of the transit plaza the recent plantings and bicycle/pedestrian path would be integrated in to the project site design to facilitate access between the two.</p>
<p><b>Sustain Infrastructure for Local Communities</b></p> <p>Maintain and enhance public infrastructure related to flood protection, water, resources and water quality</p>	<p><b>Consistent.</b> The proposed project and proposed development of the Add Area would generally maintain and enhance public infrastructure related to flood protection and water quality. Impacts to the Tujunga Wash and proposed improvements are described in detail in Section IV.G Hydrology. The project would eliminate the potential for flooding either on-site or off-site, including downstream areas. In addition, the project would reduce the amount of surface water entering the Tujunga Wash from off-site areas. Additionally, as stated in Section IV.G Hydrology, the proposed site would reduce the peak runoff by approximately 23% (over existing conditions).</p>

As indicated in **Table IV.H-9**, the project would be generally consistent with the objectives of the Integrated Water Management Plan. Consequently, no significant land use impacts associated with this plan would occur as a result of the proposed project and proposed development of the Add Area.

## MITIGATION MEASURES

The proposed project would comply with land uses plans and polices of the City of Los Angeles as well as applicable plans and policies of regional agencies. Specifically, the proposed project will include a series of discretionary approvals from the City of Los Angeles for a General Plan Amendment, height district change, subdivision map, and a conditional use permit for the sale of alcohol. Any necessary approval actions would be included as part of the proposed project.

Extensive mitigation measures have been identified throughout Chapter V of this Draft EIR to address specific impacts associated with Air Quality (Section IV B), Noise (Section IV.I), Aesthetics (Section IV.A), Traffic (Section IV.K) and other related concerns for the proposed project and Add Area. Additionally, individual projects proposed in the Add Area would be subject to individual environmental review.

## **CUMULATIVE IMPACTS**

The proposed project would be developed in the North Hollywood area of the City of Los Angeles. The proposed project develop the site with a 1.3 million square foot urban community that provides employment, services, entertainment, lodging and housing, while integrating transit, and urban amenities into a single mixed-use development. The proposed project would include an amendment to the General Plan as well as a height change. Specifically, the proposed project would include an amendment to the North Hollywood-Valley Village Community Plan from Neighborhood Commercial to Community Commercial). Of the 91 Related Project described in the Transportation Section, five are located in the immediate vicinity of the project site. These include No. 26 (Victory Blvd., mixed-use), which includes office, retail, restaurant, and residential uses, No, 25 (13148 Victory Blvd) which includes residential uses, No. 28 (13224 W. Victory Blvd.) which includes residential uses, and No. 36 (6250 N. Fulton Ave) which includes residential uses.

Development of the proposed project and Add Area would redevelop underutilized parcels of land that are currently occupied with a shopping center and miscellaneous commercial uses. The proposed project would be largely consistent with applicable City of Los Angeles plans and policies as well as applicable regional plans and policies. In general, implementation of the proposed project in combination with the related projects would result in further infilling of urban land uses in the area, which is already a developed part of the City. Land use impacts are generally localized and individual impacts would be addressed on a project-by-project basis. Given that the land use impacts of the proposed project and Add Area are considered less than significant, and that the development of related projects in the broader project area would not compound any site specific effects, cumulative land use impacts are considered to be less than significant.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

As stated earlier, the proposed project will comply with land uses plans and polices of the City of Los Angeles as well as applicable plans and policies of regional agencies. Specifically, the proposed project will include a series of discretionary approvals from the City of Los Angeles. Additionally, development proposed under the proposed project would intensify land uses in project area, thereby taking advantage of existing transit opportunities in addition to providing new opportunities. As stated above, impacts to land uses would be considered less than significant with mitigation.