

II. PROJECT DESCRIPTION

A. LOCATION AND BOUNDARIES

The project site is located in the North Hollywood-Valley Village community of the City of Los Angeles with properties encompassing multiple lots from 13003 to 13075 (excluding 13005) W. Victory Boulevard. The 12.53 (gross) and 12.24 (net) acre site is an irregularly shaped property with narrow frontage on W. Victory Boulevard on the south and 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. A self-storage facility and adjacent church school are also located on the east. W. Victory Boulevard (the only street with direct frontage) is designated as a Class II Major Highway in the project area.

The property is located within both the North Hollywood-Valley Village Community Plan and the Van Nuys-North Sherman Oaks Community Plan areas and is not located within any Specific Plan area or Redevelopment Program area. The site is currently developed with approximately 152,000 square feet of assorted retail shops and anchor tenants (market, drug store, restaurant and bank), all of which will be removed by the project (see Section III, General Description of the Environmental Setting, for a detailed description of existing site uses). The location of the project site is shown in **Figure II-1, Project Location**.

The project site is currently zoned [Q]C2-1VL over the entire property and is designated for Neighborhood Commercial uses by the North Hollywood-Valley Village Community Plan.

B. PROJECT CHARACTERISTICS

PROJECT OVERVIEW AND FEATURES

The proposed project would develop the site with a 1,300,000 net (or rentable) square foot (up to 1,500,000 gross square feet) urban community that provides employment, services, entertainment, lodging and housing, while integrating transit, and urban amenities into a single mixed-use development. Specifically, the project would provide 150 multi-family residential units, a 230 room hotel, approximately 550,000 net square feet of office space (of which 100,000 net square feet would be medical office), a 2,700 seat theater complex, a 45,000 square foot gym and 285,000 net square feet of shopping center broken down as follows: 140,000 net square feet of retail, 100,000 net square feet of restaurant, and a 45,000 net square foot market.¹ Development would range from a minimum of one story to a maximum of seven stories in order to spread density around the site and maintain lower profiles around site edges specifically adjacent to residential uses to the north and northeast. The project is intended to create a “village” like setting that includes using low-rise rooftop spaces for pedestrian plazas, amenities and circulation, and a trolley that runs through the middle of the project. A transit plaza would also be developed with the intention of connecting to an extension of an existing DASH

¹ While this is the program for which the project seeks to be entitled, it is possible that specific uses within the project could vary in location and distribution, but in no instance would exceed these maximum floor areas. For purposes of site planning the applicant is planning for net or rentable square feet. Gross floor area is typically 0% to 15% greater than net or rentable area and includes hallway, bathroom and other non-leasable space. A maximum of 1,500,000 gross square feet is planned for the site. The difference between net and gross area is anticipated to be in the residential and hotel uses where impacts are analyzed mostly based on units and rooms rather than square feet. It is not anticipated that the gross area of office would be over 550,000 square feet.

Figure II-1 Project Location

route and Orange Line Busway, providing direct transit access to the San Fernando Valley and greater Los Angeles area. In addition the transit plaza would provide amenities to the existing MTA bus route 164 along Victory Boulevard that would connect the project to Warner Center and the City of Burbank Business District. Subterranean parking for 3,312 vehicles is proposed requiring excavation of approximately 592,000 cubic yards of material to create 4 levels of subterranean parking. As with the current site, access would be provided from Victory Boulevard at Ethel Avenue. A second access would also be provided off Victory Boulevard at the eastern property boundary.

Existing retail and commercial uses totaling approximately 152,000 square feet would be demolished to make way for the proposed project (see III, General Overview of Environmental Setting, for a detailed description of these uses). The Community Plan (and 1VL Height District) limits building height in Neighborhood Commercial designated areas to 45 feet; the maximum height of the proposed seven story buildings would be 117 feet. Consequently, the project is requesting a Zone Change from [Q]C2-1VL to [Q]C2-2D and a General Plan Amendment from Neighborhood Commercial to Community Commercial.

The 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 size will not exceed 1.5 million gross square feet). The new zone would limit FAR to no more than 3:1.

Table II-1, Existing Uses to be Removed summarize existing site uses at the site. **Table II-2, The Plaza at The Glen Project Program** summarizes project components. **Figure II-2**, provides an overall site plan and ground level elevation for the project, while **Figures II-3** through **II-11** provide level by level plans for the project (including below grade parking levels). **Figures II-11** through **13** show project elevations. **Figure II-15** shows cross sections through the project. Project renderings are provided in **Figures II-16** and **II-17**.

TABLE II-1 EXISTING USES TO BE REMOVED ¹	
Use	Area (Sq. Ft.)
MAJOR TENANTS	
Health Club	41,141
Market	32,000
Drug Store	31,117
Subtotal Major Tenants	104,258
OTHER TENANTS/USES	
Sit-down Restaurant	4,524
Bank	3,324
Other ²	39,700
Subtotal Other Tenants/Uses	47,548
PROPOSED REMOVED USES TOTAL	151,806
¹ Source: Dasher/Lawless, Inc., September 2007	
² Various commercial and retail uses ranging in size from 780 to 4,524 square feet.	

**TABLE II-2
THE PLAZA AT THE GLEN
PROJECT PROGRAM¹**

Use	Area (Net Sq. Ft.)									Units/ Seats/ Rooms	Parking	
	Level B1	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6	Level 7	TOTAL		Required ²	Provided
Shopping Center	46,500	139,000	99,500	0	0	0	0	0	285,000		1,740	Shared
Health Club	0	1,000	28,000	16,000	0	0	0	0	45,000		450	Shared
Theater	0	58,000	10,000	0	0	0	0	0	68,500	2,700	540	Shared
Office ³	0	0	0	118,000	125,000	125,000	108,000	74,000	550,000		1,400	Shared
Residential	0	24,000	21,000	45,000	53,000	34,000	12,500	10,500	200,000	150	338	Shared
Hotel	0	34,500	29,250	29,250	29,250	29,250	0	0	151,500	230	102	Shared
TOTAL	46,500	256,500	187,750	208,250	207,250	188,250	120,500	84,500	1,300,000		4,570	3,312 ⁴

SOURCE: Dasher/Lawless, Inc.

¹ Proposed net rentable allocated uses at this time. Specific uses within the project could vary in location and distribution, but would not exceed the approximate maximum net rentable area for each use depicted here. The difference between net rentable and gross square feet is typically 0% to 15%; therefore gross areas for each use could be 0% to 15% greater than shown here. A total of 1,500,000 gross square feet is anticipated for the site. The difference between net and gross area is anticipated to be in the residential and hotel uses where impacts are analyzed mostly based on units and rooms rather than square feet. It is not anticipated that the gross area of office would be over 550,000 square feet.

² Parking requirements under the Los Angeles Municipal Code are described in detail in Section IV.K, Transportation and Circulation, of this EIR.

³ Consists of 450,000 net square feet of commercial office and 100,000 net square feet of medical office.

⁴ See Shared Parking Analysis in Section IV.K, Transportation and Circulation, of this EIR.

**Figure II-2
Project Site Plan**

II-3 Second Floor Plan

II-4 Third Floor Plan

II-5 Fourth Floor Plan

II-6 Fifth Floor Plan

II-7 Sixth Floor Plan

II-8 Seventh Floor Plan

II-9 First level below Grade

II-10 Second Level below Grade (Parking)

II-11 Third Level Below Grade (Parking)

II-12 Victory Boulevard Elevation

II-13 Tujunga Wash Elevations

II-14 Hotel Elevations

II-15 Project Cross Sections

II-16 Rendering Along Tujunga Wash

II-17 Rendering Along Internal Street

Office Uses

As shown in **Table II-2**, approximately 550,000 net square feet of office uses are proposed for the site (which would account for 42 percent of the overall planned floor area). Office uses would be spread throughout the site in six- and seven-story buildings to be mixed with pedestrian oriented ground floor and second level uses. Of the 550,000 net square feet of total office space, 450,000 net square feet would be commercial office space and 100,000 net square feet would be medical office. Specifically, retail, restaurant, theater, market and gym uses would occupy most of the first and second floors of these buildings, with the majority of office space provided in the third through seventh floors. As office space is the highest density use within the project, the six- and seven-story buildings (with a maximum building height of 125 feet) are located away from the northern edges of the site, and oriented toward Victory Blvd. This distribution can be seen in **Figures II-4** through **II-8**. Direct access from subterranean parking would be provided to each building. As with most of the proposed project, buildings containing office space will have a campus style design that will be highly articulated and intended to project as an integrated urban community.

Residential Uses

As shown in **Table II-2** and in **Figures II-2** through **II-8**, four story residential uses would be developed along parts of the northern and eastern property edges, as well as in fourth thru seventh stories of multi-use buildings along the western edge of the site (buildings that will also include ground floor retail and office uses). A total of 150 condominium units in a mix of townhomes and flats would be developed. It is anticipated that 48 of the units will be sold and 102 units will be rented. 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 (the two-story theater will 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 part of the project that is closest to the neighborhoods to the north. Higher density (seven-story, maximum height of 125 feet) residential uses would be located in two buildings north of, the primary project entrance. The six- and seven-story buildings would be anchored by ground floor retail and restaurant uses with office uses on the third thru seventh floors. The residential uses along the northeastern edge of the site are designed to create a 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. The proposed seven-story residential buildings would be developed to include penthouses. Total residential development is projected at 200,000 square feet and would provide a total of 2.0 parking spaces per unit for residents and shared guest parking.

Hotel

A 230-room, 151,500 net square foot full service hotel is planned for the northwestern corner of the site. As shown in **Figures II-2** through **II-6**, the hotel would be built to five stories (maximum height of 70 feet), with four-stories set back from the northern edge (further from neighbors on Kittridge Street) atop a single story podium. The hotel would “anchor” the upper part of the site. While a specific operator has not yet been identified, it is anticipated that given the scale of the hotel, it would be built as a full service upscale property. Self-park and direct hotel access will

also be provided from subterranean parking levels. The plaza/courtyard in front of the hotel would also include the northerly trolley stop within the project. Service loading for the hotel would be provided in the first subterranean level in an enclosed common loading area as shown in **Figure II-9**.

Retail and Restaurant Uses

Retail and restaurant uses would be developed throughout the interior of the site for basement, ground floor and second level spaces as shown in **Figures II-2** through **II-3** and **II-9**. As shown in **Table II-2**, retail and restaurant uses would be balanced between the first level below ground (bowling alley) ground level and second floor, with approximately 140,000 net square feet of retail and 100,000 net square feet of restaurant space. Subterranean parking would be provided for retail and restaurant uses.

The two-level design would facilitate pedestrian connectivity and interaction by creating a “stepped” environment by which residents, tenants, visitors, hotel guests, etc., can also access multiple project uses by second level landscaped walkways and plazas, with connections to the buildings/uses above and ground level activities below. In many instances these walkways and amenities would serve as “roofs” to other retail and restaurant services underneath allowing for vertical landscaping opportunities. This design would also create opportunities/efficiencies for open space and pedestrian interaction at ground level (such as those depicted in **Figures II-2** and **II-3**), by elevating and better distributing outdoor oriented restaurant and retail spaces. **Figures II-16** and **II-17** depict artistic renderings of the retail and restaurant concepts along Tujunga Wash and along the internal project street.

Movie Theater

As shown in **Figures II-2** and **II-3**, a 68,500 net square foot, 2,700-seat, 14-16 screen cinema would be developed in the interior of the site. The theater 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 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 net square foot market that would “anchor” the southern end of the site. As shown in **Figures II-2**, the 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 seven-story office uses. A covered and enclosed loading dock to serve the market would be located adjacent to the market on the north as seen in **Figure II-2**. Subterranean parking would be provided for the market.

Gym/Health Club

As shown in **Figures II-3** and **II-4**, a two-story, 45,000 net square foot gym/health club would be located on the second and third floors, and would serve as a base for seven-story office uses. The gym would be a full service club with indoor swimming pool, basketball courts, racquetball courts and other facilities. Subterranean parking would be provided for the gym.

Transit Plaza

A major feature of the proposed project is a transit plaza to be developed across the adjacent Tujunga Wash that would also serve as the main project entry. Currently, an extension of Ethel Avenue crosses the wash and provides vehicular access to the project site. The proposed transit plaza would encompass this same right-of-way and span the area between the existing right-of-way southward to 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 transit plaza would have multiple functions. The north side of the transit plaza would continue to serve as an expansion and extension of Ethel Avenue that would become the primary project entrance. The transit plaza would also serve as the southerly turnaround for the on-site trolley service. Most importantly, the transit plaza would allow for the integration of the Los Angeles Department of Transportation's (LADOT) Van Nuys/Studio City DASH route into the project. At this time the closest DASH route stop is approximately 0.75 miles to the southwest at Oxnard Street and Fulton Avenue. The applicant is working with the City to extend the route northward to the project, providing connections to the Metro Orange Line Busway and regional transportation options throughout the City. It is the applicant's intention to assist the City in facilitating such an extension. The Transit Plaza will also provide additional amenities including: Enhanced bus shelters and landscaping around an improved MTA route 164 stop that connects Warner Center/Valley Circle to Burbank Business District; Connection to the North-South MTA route 167 (which provides service within ½ mile of the Orange Line); Enhanced connection to bicycle and walking paths that access the transit plaza improving community access to mass transit and the heart of the Tujunga Wash Project; Convenient secured storage for bicycles; Public restrooms; Widened sidewalks with unobstructed boarding areas; Ranger station; Information kiosks providing schedules and fares for transit services; and other amenities. Figure IV.A-3 in the Aesthetics section of this document shows a recent photograph of the area proposed to be covered by the transit plaza and reconfigured Ethel Avenue.

On-Site Trolley

The project will provide an internal trolley service that will run through the middle of the site. The trolley will pass by all of the types of project uses – hotel, residential, office, theater, market, gym, retail and restaurants and will be anchored on the north in front of the hotel in the center courtyard and plaza, and by the transit plaza on the south. The trolley route will be pedestrian only and no other vehicles will be permitted. The route is shown in **Figure II-2** and the trolley is shown in the artist rendering in **Figure II-17**.

Access and Parking

The main project entrance will be provided off the extension of Ethel Avenue, adjacent to the transit plaza. The entrance will utilize the existing Ethel Avenue right-of-way (which will allow for two lanes of traffic in each direction) and drop down into subterranean parking below the project. Parking would be provided for approximately 3,312 vehicles in 3 to 4 subterranean levels. This intersection will be signalized. In addition secondary access will be provided from Victory Boulevard, approximately 435 feet east of Ethel Avenue. This access will serve as an interior street that will also provide access to the subterranean parking. As the street moves up through the site, it will run along the north and east, passing by the low-rise residential uses, and then terminate at the trolley stop/plaza in front of the hotel, which will also allow for hotel valet, and drop off and pick-up. The roadway will be four lanes wide at Victory Boulevard and to the ramp, and then will narrow to two lanes as it moves through the rest of the site. Loading

areas for the hotel and for southerly project uses will be accessible from this roadway. It is not known at this time whether the intersection with Victory Boulevard would be signalized. Fire Department and emergency access to the site would be provided by this roadway and the pedestrian street connecting the Hotel Plaza and the Transit Plaza.

As shown in **Figures II-9** through **II-11**, parking would be provided in 3 below-grade levels. A total of 3,312 spaces will be provided as shown in **Table II-2**. While total parking would not meet requirements for the sum of all individual uses under Section 12.21(A)(4) of the Los Angeles Planning and Zoning Code, pursuant to Section 12.24(X)(20) of the Los Angeles Planning and Zoning Code, the Zoning Administrator may approve a reduction in the number of required parking spaces provided that sufficient parking is provided at all times based on a shared parking analysis. Such an analysis has been prepared as part of this EIR (see IV.K for a detailed discussion and analysis).

LA River-Tujunga Wash Channel Frontage

The western edge of the project site is adjacent to the Tujunga Wash, a concrete lined drainage channel that flows to a confluence with the Los Angeles River to the south in Studio City. As with the length of the Tujunga Wash in the project area, a 62 to 65-foot right-of-way extends along either side of the channel itself. This right-of-way, which is under the jurisdiction of the County of Los Angeles, includes a dedicated bike path immediately adjacent to the channel. The Greenway area along the banks of the Tujunga Wash between the site parking lot and the concrete-lined channel (an area under the jurisdiction of the County Flood Control District, that is zoned Open Space) contains a bicycle/pedestrian path and recently planted vegetation. The area between the Ethel Avenue bridge and Victory Boulevard has also been recently planted and is currently inaccessible. The Army Corps of Engineers is evaluating how to extend the stream, Greenway and extended amenities north of the project site.² The proposed project will not encroach upon these efforts, but will reflect and incorporate LA River elements and themes wherever possible for landscaped areas along the western edge of the site. The project applicant proposes to work with the Santa Monica Mountain's Conservancy to enhance plantings adjacent to the site and to facilitate access between the site and the Greenway to include walkways at grade between the site and the Greenway and other features such as balconies and terraced walkways that overlook and complement the Greenway. 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 connect the bicycle and walking paths with the transit plaza improving community access to mass transit and the heart of the Tujunga Wash Project. Additionally, the applicant proposes to include a ranger station, bike racks and bathrooms in the transit plaza to serve Greenway users.

Sustainability Features

The project intends to pursue a Leadership in Energy and Environmental Design (LEED) certification by the US Green Building Council. The mix of uses, design concept and size of the site will afford many opportunities to incorporate sustainable features and strategies. Some of these opportunities being explored include: alternative fuel sources, water conservation and reuse, and recycling programs. A mandate of green policies for the tenants as conditions of their leases is also being explored. Given the number of buildings and mix of uses that comprise the project, certification for Neighborhood Development will be pursued. Through

² Los Angeles River Master Plan – Annual Status Report, memo to Board of Supervisors from Donald L. Wolfe, Director of Public Works, County of Los Angeles, July 11, 2006, page 4.

LEED certification, the project will strive to meet or exceed the City's Green Building requirements that will become effective in November 2008. The program will require that a project over 50,000 square feet complies with the "basic" certified level of the applicable LEED standard.

A series of retention boxes and swales would be constructed on-site. The retention capacity of these facilities would be capable of capturing, retaining and then conveying on-site flows to off-site receiving waters (i.e., Tujunga Wash). Storm flows would be conveyed via ten foot drainage swales located along the northern and eastern property lines and then to the three existing 12-inch lateral connections located along the western portion of the Project Site (adjacent to Tujunga Wash). The swales would conform to the City of LA requirements for grass swale filter (GSWF). The swale would be planted with a city approved perennial turf grass and the minimum contact time would be 10 minutes per City of LA requirements. The proposed retention boxes would be below ground vaults and would behave in a similar manner to the city approved flow through planters.

Open Space

The project would provide approximately 322,000 square feet (or 7.32 acres) of common open space for project employees, residents and visitors; this area would include about 60,000 square feet of internal roadway, and 25,000 square feet of pedestrian/trolley circulation, the remaining 237,000 square feet would consist of plazas and landscaping spread over multiple levels. This does not include an additional 80,500 square feet of landscaping and transit circulation space in the transit plaza. A minimum of 25 percent of the common open space area would be landscaped with plantings such as ground cover, shrubs, and trees. Private open space for the project would include balconies on about 50 units of approximately 50 square feet (about 2,500 square feet total). The project would also include a two-story, 45,000 net square foot gym/health club that would be available to all project residents (membership would be automatic for project residents; it would be a full service club with indoor swimming pool, basketball courts, racquetball courts and other facilities).

Project Construction

Total construction time is estimated to be 32 months including demolition of existing structures, clearing of site debris, excavation for subterranean parking, site preparation, foundation, building erection, exterior treatments and finishing. Demolition is estimated to take 3 months and excavation is estimated to be completed in 4 months with approximately 562,000 cubic yards of excavated material will be hauled off-site for disposal. Approximately 50% of construction, demolition and land clearing debris will be recycled and/or salvaged to meet or exceed LEED NC Materials and Resources Credit 2.2. Haul route disposal would likely occur via the Hollywood Freeway (CA-170) with access at Victory Boulevard, approximately 0.9 miles to the east, or the Ventura Freeway (US-101) via Coldwater Canyon Boulevard, approximately 2.0 miles to the south. The transit plaza would have a caisson type system foundation that would be drilled outside the wash to a depth below the wash so that there would be no surcharge on the wash. A grade beam parallel to the wash walls would tie the caissons together; precast beams would span the wash, with a precast deck atop.

The first year of full project occupancy is anticipated to be late 2013.

ADD AREA

In addition to the specific development proposal put forth by the project applicant, the scope of this EIR also includes analysis of adjacent properties (“Add Area”) that are also anticipated to be re-designated from Neighborhood Commercial to Community Commercial land uses in the North Hollywood-Valley Village Community Plan. 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.”

Therefore, 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 existing commercial zoning of the Add Area would be more restrictive than the land use designation now proposed.

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 four properties between the project site and Coldwater Canyon to be re-designated Community Commercial along with the project site. This “Add Area” is shown in **Figure II-18**.

The Add Area is comprised of the following parcels:

Parcel 1 -- 13005 Victory Boulevard

This property is located immediately east of the project site along the southwest side of Morse Avenue, but is not physically located along Victory Boulevard. The property is currently occupied by an 18,414 square foot self-storage facility on an approximately 0.72 acre site 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. It is presumed that such a project would provide access from Morse Avenue and the termination of Hamlin Street at the project site.

Parcel 2 -- 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. The 4.88 acre site is currently zoned [Q]C1-1VL, R1-1, R3-1 and

Figure II-18
Add Areas

occupied with St. Jane Frances de Chantal Catholic Church (18,356 square feet) and K-6 Parish School (20,255 square feet). These uses have been established at this location for approximately 60 years. Given the well-established institutional use of the site, no change to existing uses are foreseen or considered further in this EIR.

Parcel 3 -- 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. The 2.52 acre site is currently zoned [Q]C1-1VL and [Q]P-1VL and occupied by a 43,026 square foot private school (Summit View, grades 4-12). For purposes of this EIR, it is assumed that the 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.

Parcel 4 -- 12901-12929 Victory Boulevard

This property is located on the northwest corner of Coldwater Canyon Boulevard and Victory Boulevard east of the project site. The 1.13 acre site is currently zoned [Q]C1-1VL and 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. For purposes of this EIR, it is assumed that these 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. It is presumed that such a project would provide access from Coldwater Canyon Boulevard and Victory Boulevard.

Table II-3 provides a summary of the development assumed for the Add Area. When, or if, such proposals emerge, they will be subject to separate discrete environmental review under CEQA, relative to the proposal put forth at that time, as may be subject to necessary entitlements to achieve a specific project program.

C. DISCRETIONARY ACTIONS AND APPROVALS

This EIR addresses the environmental impacts of the proposed project that could occur upon approval of the following actions by the City of Los Angeles:

1. GENERAL PLAN AMENDMENT PURSUANT TO L.A.M.C. SECTION 12.32 E to revise the land use designation in the North Hollywood-Valley Village Community Plan from Neighborhood Commercial to Community Commercial for the entire subject site.
2. VESTING TENTATIVE TRACT MAP (VTT NO. 70746) for condominium purposes PURSUANT TO L.A.M.C. SECTION 17.01 for a six-lot subdivision for the following:
 - Commercial and apartment/senior/assisted living units (to be determined)
 - One-hundred-fifty residential units

TABLE II-3 ADD AREA SUMMARY				
Add Area	Current Use	Current Zoning	Potential Use	Anticipated Future Zoning
13005 Victory Blvd. (0.7 acres)	Self-storage 18,414 sq. ft.	[Q]C2-IVL	Multi-family units 39 units	[Q]C2-IVL 1 unit/800 sq. ft.
13001 Victory Blvd. 12930 Hamlin St. (4.88 acres)	<ul style="list-style-type: none"> Catholic church 18,356 sq. ft. Catholic school 20,255 sq. ft. 	[Q]C1-1VL R1-1 R3-1	No change	No change
6455 Coldwater Cyn. Blvd. (2.52 acres)	43,026 sq. ft. private school	[Q]C1-1VL [Q]P-1VL	<ul style="list-style-type: none"> Retail 36,000 sq. ft. Office 56,000 sq. ft. Multi-family 143 units 	[Q]C2-1L
12901-12929 Victory Blvd. (1.13 acres)	<ul style="list-style-type: none"> Fast-food 4,762 sq. ft. Retail 5,766 sq. ft. 	[Q]C1-1VL	<ul style="list-style-type: none"> Office 112,000 sq. ft. Retail 21,000 sq. ft. 	[Q]C2-1L
SOURCE: City of Los Angeles and Dasher-Lawless, Inc.				

3. ZONE CHANGE TO CHANGE THE HEIGHT DISTRICT FROM HEIGHT DISTRICT – [Q]C2-1VL TO HEIGHT DISTRICT (T)(Q)C2-2 TO HEIGHT DISTRICT PURSUANT TO L.A.M.C. SECTION 12.32 F to permit development in excess of 45 feet for the construction of a 1- to 7-story mixed-use development, with a maximum height not to exceed 125 feet.
4. CONDITIONAL USE PERMIT(S) (CUP) PURSUANT TO L.A.M.C. SECTION 12.24 to permit the following:
 - Sale and/or dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a dozen fine and casual dining restaurants and for off-site consumption sales by a supermarket (Section 12.24W.1);
 - Entertainment uses in the C2 zone, that is dancing and live music (Section 12.24W.18a);
 - Development of a hotel in the C2 zone within 500 feet of an R or A zone (Section 12.24W.24);
 - Construction of the transit plaza atop the Tujunga Wash; the Wash is zoned for Open Space (Section 12.24U.19); alternatively a Zone Variance (Section 12.27) may be sought.
5. PURSUANT TO L.A.M.C. SECTION 16.05, the Applicant requests that the decision-maker make the appropriate SITE PLAN REVIEW findings.
6. Pursuant to various sections of Los Angeles Municipal Code, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal

agencies) for project construction activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, building and tenant improvements.

7. FLOOD CONTROL PERMIT from Los Angeles County Flood Control District to allow construction of the transit plaza over the Tujunga Wash.

8. ZONING ADMINISTRATOR DETERMINATION(S) pursuant to L.A.M.C. Section to permit the following:

- Shared Parking (12.24X20) Per Code the parking requirement for the combined individual uses of the proposed mixed-use development would be 4,270 spaces. However, not all the uses experience the same demand at the same time. For example, office use, and therefore parking, peaks during mid-day, but theater and health club use peak during the evening. The Shared Parking Analysis for this project (see Appendix G) demonstrates that the peak parking demand would be 3,006 spaces. An additional 10%, i.e. 306 spaces, will be provided above the actual highest peak demand for a total of 3,312 spaces. Again, the 4,270 parking spaces reflect a demand based on all the combined individual uses, while the 3,312 spaces reflect a realistic peak demand plus 10%. See the attached Shared Parking Analysis for details.
- Transitional Height “variance” to permit building heights to exceed the limits of Section 12.21.1A10 (Sec. 12.24X22).

In addition to the aforementioned City of Los Angeles actions, the following actions/requests may be necessary to facilitate the construction of the transit plaza over the adjacent Tujunga Wash:

While a Section 404 Permit is not anticipated to be needed from the U.S. Army Corps of Engineers, at this time, minor changes in the project could result in the need for such a permit in the future.

A Section 401 Permit may be needed from the Los Angeles Regional Water Quality Control Board.

D. PROJECT OBJECTIVES

The primary objectives for the Plaza at the Glen mixed-use project are as follows:

- To develop a mixed-use community that balances retail, residential, office, entertainment, hospitality and mass transit components in response to demand for such uses in the San Fernando Valley.
- To facilitate a reduction in trips and vehicle miles traveled in the region by providing mixed uses and a Transit Plaza with connection to the Orange Line that will allow workers and residents to travel by mass transit.

- To create attractive and therefore marketable live, work and play opportunities on one site consistent with the City's following "Do Real Planning" goals (see p. IV-H.32 for an analysis of project consistency):
 - Demand a walkable City
 - Offer basic design standards
 - Require density around transit
 - Advance homes for every income
 - Locate jobs near housing
 - Produce green buildings
 - Landscape in abundance
 - Arrest Visual blight
 - Identify smart parking requirements
 - Give project input early

- To provide services such as medical and dental offices, dry cleaning, shipping and packaging, salon and spa services as well as a grocery store to meet demand from both new residents and the existing community.

- To restore entertainment uses to the community by providing a state of the art 15-screen, 2,700-seat movie theatre and other entertainment amenities.

- To meet the need for a full conference hotel to serve corporate office users on-site and in the area as well as community residents where there are currently no such facilities.

- To promote walkability by creating a pedestrian friendly environment that attracts interest from Victory Boulevard, while providing an active mixed-use setting for residents, including an internal trolley system, second floor plazas, and courtyards and paseos that fully integrate residential, commercial, entertainment and retail uses at an inviting pedestrian scale.

- To provide rental housing in response to demand (thereby fulfilling objectives of the Housing Element of the General Plan).

- To provide a sustainable development consistent with the principles of smart growth including sustainable design features, mixed use, infill, proximity to transit, and walkability, consistent with LEED standards.