DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, June 25, 2026
Time: 8:30 AM*
Place: Van Nuys City Hall,
Council Chambers 2nd floor
14410 Sylvan Street
Van Nuys, CA 91401

And via Teleconference.
Information will be provided no later than 72 hours before the meeting on the meeting agenda published at: planning.lacity.gov/about/commissions-boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: Public Hearing Required
Initial Public Hearing held March 18, 2026
Appeal Status: Not Applicable

Case No.: CPC-2018-3723-GPA-ZC-CDO-BL-CA
CEQA No.: ENV-2020-6762-EIR-ADD3
Incidental Cases: None
Related Cases: CPC-2025-5486-GPA; ENV-2025-5487-CE
Council Nos.: 2 - Nazarian, 4 - Raman, 6 - Padilla
Plan Areas: North Hollywood - Valley Village; Van Nuys - North Sherman Oaks
Overlay Plans: District NoHo Specific Plan; Laurel Canyon Commercial Corridor Redevelopment Project area; NoHo Commercial & Artcraft District; and Van Nuys CBD Community Design Overlay District
Certified NC: Greater Valley Glen, NoHo, Sherman Oaks, and Van Nuys
GPLU: Various
Zone: Various

Applicant & Representative: City of Los Angeles

PROJECT LOCATION: The proposed Orange (G) Line Transit Neighborhood Plan (OLTNP) consists of updates and changes to General Plan Land Use designations and Zones for the areas around the Van Nuys, Sepulveda, and North Hollywood Stations along the Metro Orange (G) Line Bus Rapid Transit (BRT). The project area comprises the land largely within a half-mile radius of three Orange (G) Line stations: Van Nuys, Sepulveda, and North Hollywood. The Van Nuys and Sepulveda stations are approximately four and five miles west of North Hollywood, respectively, and the North Hollywood station is approximately 11 miles northwest of downtown Los Angeles.

The proposed OLTNP Project Area consists of non-contiguous portions of land. The Van Nuys - Sepulveda Station area (Western OLTNP) is generally bounded by the Interstate 405 Freeway, Haynes Street, Hamlin Street, Murrieta Avenue, and Killion Street. The Van Nuys Station is located south of the San Fernando Valley Civic Center, which includes Van Nuys City Hall, the Los Angeles Superior Court, Van Nuys Courthouse, police station, library, and several other government buildings. The

Sepulveda Station is located northwest of the intersection of Sepulveda Boulevard and Oxnard Street. The North Hollywood Station area (Eastern OLTNP) is generally bounded by the State Route 170 Freeway, Hatteras Street, Cahuenga Boulevard, and Camarillo Street. The North Hollywood Station is located at the eastern terminus of the Metro G Line Bus BRT at the intersection of Lankershim Boulevard and Chandler Boulevard.

The OLTNP Project is located entirely within the incorporated City of Los Angeles, and includes portions of the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plan areas. The OLTNP Project areas fall within various Council Districts and Neighborhood Councils including Greater Valley Glen, NoHo, Sherman Oaks, and Van Nuys. The Van Nuys and Sepulveda Stations are split between Council District Nos. 2, 4, and 6, while the North Hollywood Station is entirely within Council District No. 2.

PROPOSED PROJECT: The Orange (G) Line Transit Neighborhood Plan (OLTNP or OLTNP Project) reflects a long-term vision for the Metro (G) Line corridor and provides zoned capacity consistent with the City's 2021-2029 Housing Element and Regional Housing Needs Assessment (RHNA) allocation. The OLTNP Project generally includes the following:

1. Updates to the General Plan Framework Element and the Land Use Element (Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans) maps;
2. Zone Changes to enact development regulations through the New Zoning Code (Chapter 1A of the Los Angeles Municipal Code);
3. Necessary revisions and amendments to other Overlay Plans within General Plan Elements including the Van Nuys Central Business District (CBD) Community Design Overlay (CDO) District, NoHo Commercial and Artcraft District, District NoHo Specific Plan, Special Lot Lines, Transit-Oriented Incentive (TOIA) Program, and other ordinances and regulations; and,
4. Building Line Removals within the boundaries of the OLTNP Project area incidental to the Zone Change.

REQUESTED AND RECOMMENDED ACTIONS:

1. **Find**, based on the independent judgment of the decision maker and in consideration of the whole of the administrative record, that the City Planning Commission reviewed the Housing Element Environmental Impact Report (SCH No. 202101030) ("EIR"), certified on November 29, 2021, Addendum No. 1 (ENV-2020-6762-EIR-ADD1), and Addendum No. 2 (ENV-2020-6762-EIR-ADD2), and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, and Addendum No. 3, dated June 2026 (Exhibit F) and determined that the project was previously assessed in the EIR, and pursuant to CEQA Guidelines Sections 15162 and 15164, no subsequent or supplemental EIR is required for approval of the project; and **Determine** pursuant to CEQA Guidelines, Section 21080.085, the project is exempt from CEQA;

2. **Approve** and **Recommend,** that the Mayor **approve** and the City Council **adopt**, pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.6 (Chapter 1) and City Charter Section 555, the attached Resolution (Exhibit A) to amend the General Plan, as follows:
   a. An amendment to the General Plan Land Use Element Map for a portion of the North Hollywood - Valley Village and Van Nuys - North Sherman Oaks Community Plans (as shown in Exhibits B.2, B.3, C.2, C.3, and E); and,
   b. An amendment to the Citywide General Plan Framework Element (as shown in Exhibit B.4);

3. **Approve** and **Recommend** that the City Council **adopt**, pursuant to City Charter Section 558 and LAMC Sections 12.04 and 12.32 (Chapter 1) as well as LAMC Sections 1.5 and 13.B.1 (Chapter 1A), the proposed ordinances to amend the LAMC Chapter 1 and Chapter 1A Zoning Maps (as shown in Exhibit C.3);

4. **Approve** and **Recommend** that the City Council **adopt**, pursuant to City Charter Section 558 and LAMC Sections 12.04 and 12.32 (Chapter 1), the draft proposed ordinance to repeal the NoHo Commercial and Artcraft District Overlay (as shown in Exhibit Exhibits C.2, C.3, and E);

5. **Approve** and **Recommend** that the City Council **adopt**, pursuant to City Charter Section 558 and LAMC Sections 12.04 and 12.32 (Chapter 1):
   a. The proposed ordinance to **amend** the Van Nuys Central Business District (CBD) Community Design Overlay (CDO) District and **adopt** the updated map (Exhibit D.1.); and,
   b. Update the Design Guidelines to reflect the proposed CDO boundary and technical corrections (Exhibit D.2);

6. **Approve** and **Recommend** the City Council **adopt**, pursuant to LAMC Section 13.B.1.2. (Chapter 1A), proposed amendments to the District NoHo Specific Plan (as shown in Exhibits C.2, C.3, and E);

7. **Approve** and **Recommend** that the City Council **adopt** Building Line Removals of varying depths within the OLTNP boundaries (as shown in Exhibit D.3), pursuant to City Charter Section 558 and LAMC Sections 12.04 and 12.32 (Chapter 1);

8. **Approve** and **Recommend** that the City Council **adopt** proposed ordinances pursuant to City Charter Section 558 and LAMC Sections 12.04 and 12.32 (Chapter 1) and LAMC Sections 1.5 and 13.B.1 (Chapter 1A) to add zoning districts and accompanying Zoning Code Maps to LAMC Chapter 1A Zoning Code (as shown in Exhibit E.1) and to update the following maps:
   a. Transit-Oriented Incentive Area (TOIA) Map (as shown in Exhibits C.2, C.3, and E);
   b. Public Benefits Incentive Maps (Exhibits E.1, E.2.c);
   c. Local Affordable Housing Incentive Program (LAHIP) (Exhibit E.2.b),
   d. Alcohol Permission Area (Exhibit E.2.d); and
   e. Special Lot Lines (Exhibit E.1 and E.2.a);

9. **Authorize** the Director of Planning to present the Resolution and proposed General Plan Amendments (Exhibits A and B) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6 (Chapter 1), and the proposed zoning ordinances (Exhibits C, D, and E) in accordance with City Charter Section 558 and LAMC Section 12.32 (Chapter 1);

10. **Approve** the Staff Recommendation Report as the Commission Report; and

11. **Approve and Recommend** that the City Council **adopt** the attached Findings in the Staff Recommendation Report.

VINCENT P. BERTONI, AICP
Director of Planning

David Olivo

David Olivo, Principal City Planner

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the City Planning Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. These submissions are governed by the City Planning Commission Rules and Operating Procedures posted online at https://planning.lacity.org. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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EXHIBITS

A. Resolution for the Citywide General Plan Framework, North Hollywood - Valley Village Community Plan, and the Van Nuys - North Sherman Oaks Community Plan

B. General Plan Land Use Maps and Amendments

1. Existing General Plan Land Use Maps
    a. Van Nuys - North Sherman Oaks Community Plan
    b. North Hollywood - Valley Village Community Plan
2. Proposed General Plan Land Use Maps
    a. Van Nuys - North Sherman Oaks Community Plan areas
    b. North Hollywood - Valley Village Community Plan areas
3. General Plan Land Use Change Maps and Matrices
    a. Van Nuys - North Sherman Oaks Community Plan areas
    b. North Hollywood - Valley Village Community Plan areas
4. Citywide General Plan Framework Amendments: Appendix A

C. Zone Changes

1. Existing Zoning Maps
    a. Van Nuys - North Sherman Oaks Community Plan
    b. North Hollywood - Valley Village Community Plan
2. Proposed Generalized Zoning Maps
    a. Van Nuys - North Sherman Oaks Community Plan
    b. North Hollywood - Valley Village Community Plan
3. Zone Change Maps and Matrices
    a. Van Nuys - North Sherman Oaks Community Plan areas
    b. North Hollywood - Valley Village Community Plan areas

D. Draft Ordinances

1. Draft Community Design Overlay Boundary Change Ordinance
2. Draft Community Design Overlay Design Guidelines & Standards Technical Corrections
3. Draft Building Line Removal Ordinance

E. Proposed Zoning Actions

1. Amendments to the New Zoning Code
    a. Article 1 - Introductory Provisions
    b. Article 2 - Form
    c. Article 3 - Frontage
    d. Article 4 - Development Standards
    e. Article 5 - Use
    f. Article 8 - Supplemental and Special Zoning
    g. Article 9- Public Benefit Systems
2. Zoning Code Maps
    a. Special Lot Line Maps
    b. Local Affordable Housing Incentive Program Maps

c. Public Benefits Incentives Maps
d. Alcohol Permission Area Maps

F. Addendum to the Housing Element EIR: ENV-2020-6762-EIR-ADD3, dated June 2026

G. Orange (G) Line Transit Neighborhood Plan Policy Support Appendix

H. Written Communications

1. Communications Prior to Public Hearing: Outreach Summaries
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PROJECT ANALYSIS

Project Summary

The Orange (G) Line Transit Neighborhood Plan, also referred to as the "Orange Line TNP" or "OLTNP Project," is a long-range planning effort around three Metro Orange (G) Line stations in the southeastern San Fernando Valley. As part of the Transit Neighborhood Plans, Los Angeles City Planning proposes regulatory tools and strategies for the areas around the Van Nuys, Sepulveda, and North Hollywood Stations along the Metro Orange (G) Line. These tools and strategies aim to encourage transit ridership, enhance the urban built environment, and focus new growth and housing production in areas surrounding these three transit stations. The Orange (G) Line is one of the busiest bus rapid transit lines in the nation and the stations included in the OLTNP have some of the highest ridership on the Metro's Orange (G) Line.

Directing growth to these areas is an overarching principle of the City's General Plan[1], and aligns with broader efforts to reduce automobile dependency and greenhouse gas emissions. Each station area is distinct and is planned with contextual intensities, land uses, design standards, and other strategies.

In addition, Los Angeles City Planning recently adopted a comprehensive revision to the City's Zoning Code. Each new Community Plan or Transit Neighborhood Plan project is developing new zones. Coupling the Zoning Code revision with the OLTNP Project provides the Department with an opportunity to create policies and implementation tools tailored to each station area, while supporting transit ridership, pedestrian orientation, and sustainable neighborhoods throughout the San Fernando Valley. The OLTNP Project includes changes to land use regulations in order to complement other uses in the area and to provide for a range of land uses that capitalize on the OLTNP Area's proximity to transit. Zoning implemented by the project would accommodate housing growth in a sensitive and logical manner for a variety of commercial and residential uses, and transit-rich neighborhoods in the Southeast Valley.

The OLTNP Project also accommodates projected population and employment growth. Through the updated General Plan Land Use designations (Exhibits B.2 and B.3) and new zones (Exhibits C.2, C.3, and E), the OLTNP Project contemplates targeted upzoning to allow residential in industrial areas that did not previously permit housing and align with existing zoning objectives. Lots on Sepulveda Boulevard (the current day location of big-box stores like Costco and other retailers) are changing from an Industrial Land Use designation and zone to a Commercial Land Use and zone. While this change technically qualifies as a downzone of intensity of use, this shift is an upzone for housing as no housing units are currently allowed in industrial zones and they will be permitted once rezoned commercial. In addition, in order to supersede an incentive program that was instituted Citywide, the Transit Oriented Incentive Area (TOIA), zone changes must exceed the development incentives or set-aside percentages that are set forth in the TOIA. The OLTNP Project proposes to match or exceed these standards (Exhibits C.2, C.3, and E).

Ultimately, the OLTNP Project will initiate Zone Changes, General Plan Amendments, and development, urban design, and/or site-planning regulations that encourage new development

[1] The City of Los Angeles General Plan is available online at: https://planning.lacity.gov/plans-policies/general-plan-overview

at transit station areas with the goal of promoting transit ridership and creating an active, mixed-use environment in the station areas.

Objectives and Guiding Principles

The proposed Orange Line TNP includes updates and changes to General Plan Land Use designations and zones, which, in addition to planning for and accommodating foreseeable growth around the three Metro (G) Line Stations, are intended to achieve several overarching objectives. The following Goals represent the long-term priorities for the OLTNP Station areas. These objectives and guiding principles have come from a variety of sources, such as public comments received, State and City housing goals, etc.

- Promote a variety of housing options for people of all income levels near transit.
- Create mixed-use neighborhoods with community serving businesses and amenities.
- Connect people to a variety of mobility options and promote and sustain transit ridership.
- Implement quality design standards that support a healthy and safe public realm.
- Support strategies that address the Valley's climate and promote sustainable living.

Background

Project Location

The location of the Orange (G) Line Transit Neighborhood Plan (OLTNP) is outlined in Figures 1 and 2, for which land use and zoning changes are proposed as detailed below.

Figure 1- Sepulveda and Van Nuys Station Areas (Western OLTNP)

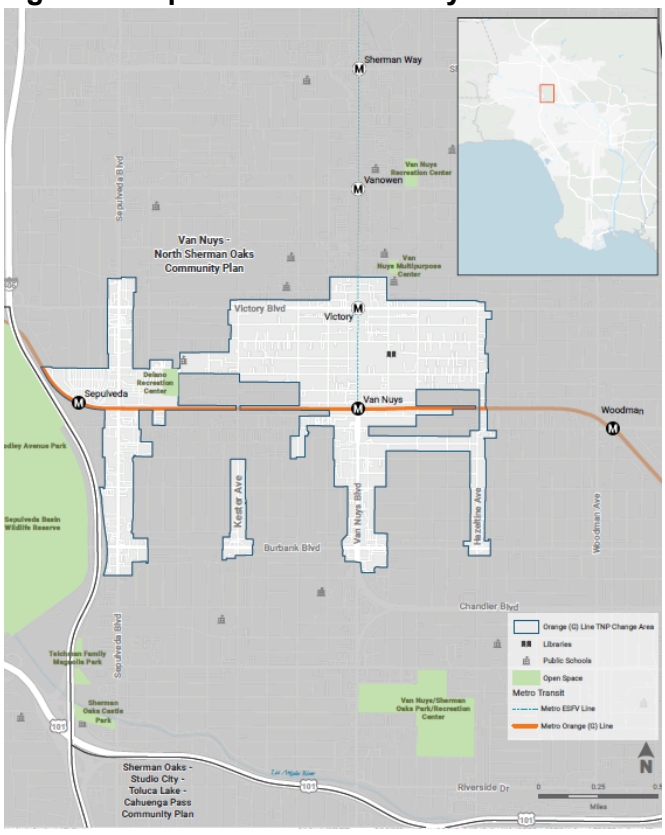
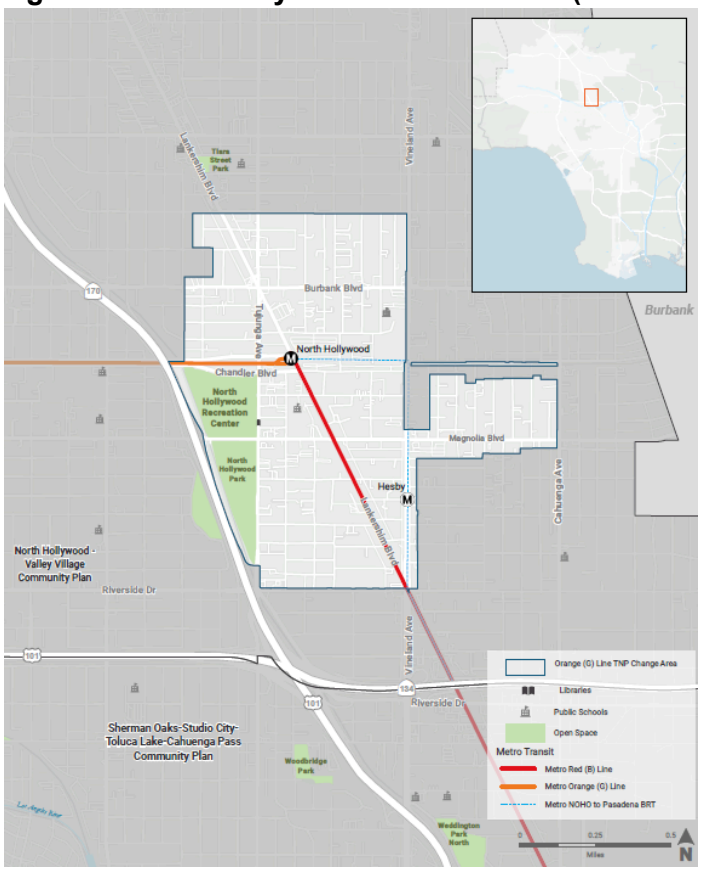


Figure 2- North Hollywood Station Areas (Eastern OLTNP)



The proposed Orange (G) Line Transit Neighborhood Plan (OLTNP) consists of updates and changes to General Plan Land Use designations and Zones for the areas around the Van Nuys, Sepulveda, and North Hollywood Stations along the Metro Orange (G) Line Bus Rapid Transit (BRT). The project area comprises the land largely within a half-mile radius of three distinct Orange (G) Line stations: Van Nuys, Sepulveda and North Hollywood. The Van Nuys and Sepulveda stations are approximately four and five miles west of North Hollywood, respectively, and the North Hollywood station is approximately 11 miles northwest of downtown Los Angeles. The OLTNP Project Area is located entirely within the incorporated City of Los Angeles, and includes portions of the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plan areas. The OLTNP Project areas fall within various Council Districts and Neighborhood Councils. The Van Nuys and Sepulveda Stations are split between Council District Nos. 2, 4, and 6, while the North Hollywood Station is entirely within Council District 2. The OLTNP Project is also within four different Neighborhood Councils including Greater Valley Glen, NoHo, Sherman Oaks, and Van Nuys. The study area is shown within a regional context in the upper right hand corner of the figures.

The Framework Element[2] is considered to be the organizing element that connects all the 11 elements of the General Plan. There are seven State-mandated elements of the General Plan that include Open Space, Circulation (Mobility), Conservation, Housing, Noise, Land Use, and Safety. The City has four additional elements, namely Health, Air Quality, Infrastructure

[2] The Framework Element is available online at:
https://planning.lacity.gov/plans-policies/framework-element

Systems, and Public Facilities and Services. The OLTNP Project does not include rezoning land outside of the OLTNP Project Area or amending any Community Plans other than the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans, which are two of the 34 Community Plans which comprise the Land Use Element of the City's General Plan.

The Community Plans are intended to foster an arrangement of land uses, streets, and services that promotes economic vitality, social and physical well-being, and the general health, safety, welfare and convenience of people who live and work in the OLTNP area. The Community Plans covering the Southeast Valley are in the process of being revised for the first time since the late 1990s. Over the next few years, comprehensive updates to the entire Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans are scheduled to be finalized as a separate planning project.

Transit Neighborhood Plan (TNP) Context

The OLTNP Project is part of the City of Los Angeles Transit Neighborhood Plan (TNP) initiative, which encourages transit ridership and mobility access, expands future affordable housing opportunities, supports economic vitality, and improves the livability of the City. The plans align with citywide policies that support equity and sustainability while tailoring strategies to the context and needs of communities near transit.

The Los Angeles Department of City Planning endeavors to focus land use planning around transit to create complete neighborhoods. The TNPs apply land use designations and zoning near transit by utilizing updated zoning tools, including design standards and updated land uses to accommodate a mix of building types, including incentivizing more affordable housing and amenities to support the uses.

Planning regulations adjacent to transit neighborhoods typically encourage building design and a mix of uses that foster transit use through zoning and land use. This pattern of development is intended to expand mobility options to greater numbers of people; improve the livability of the City; reduce vehicle-miles travelled (VMT) and related greenhouse-gas (GHG) emissions; reinforce community identity; and generate greater economic opportunity for all residents. The TNPs supplement the City's Community Plans by establishing neighborhood-specific goals and strategies to achieve the objectives laid out in the City's General Plan. Directing growth to transit areas is an overarching principle of the City's General Plan, and aligns with broader efforts to reduce automobile dependency.

Project History

The Orange (G) Line Transit Neighborhood Plan is a Transit Oriented land use and zoning plan brought forth by Council Motion 13-0647[3], which allowed for grant funding to be received for Transit Oriented Development (TOD) planning around selected stations of the Metro Orange (G) Line. This OLTNP Project is part of a grant that was initiated in 2014 through the Los Angeles County Metropolitan Transportation Authority (Metro). In 2015 site visits were conducted, and in 2016 the official OLTNP Project kicked off with Council Office briefings. From 2016-2018, during the initial phase of the public planning process for the OLTNP, the Los Angeles Department of City Planning hosted community workshops for residents, businesses, and other constituents to share thoughts and identify opportunities to enhance neighborhoods surrounding transit stations

[3] Council Motion 13-0647 is available online at:
https://cityclerk.lacity.org/onlinedocs/2013/13-0647_MOT_05-24-13.pdf

(Exhibit H.1). Using the comments received through the first phase of outreach, and combined with station area context, existing City plans and policies, demographic analysis, and planning best practices, Planning developed land use and zoning concepts for targeted changes in development rights and design regulations. The first round of land use concepts and proposals were discussed with Neighborhood Councils (NC), Council Districts (CDs), Business Improvement Districts (BIDs), transit advocates, bike advocates, business community advocates, nonprofit organizations, local residents, local business owners, Metro and members of the media. In 2018, the OLTNP Project's area changed - the scope of the OLTNP Project initially included two station areas west of Interstate 405, at Reseda Boulevard and Sherman Way. These areas were subsequently merged into the newly formed Southwest Valley Community Plans Update[4] work program.

When the OLTNP Project began, it was anticipated that an Environmental Impact Report (EIR) would be required and in 2018 a scoping meeting was held. In 2021, however, after the City's Housing Element EIR (ENV-2020-6762-EIR) was certified, it was determined that an addendum to the EIR could apply to the OLTNP area if the industrially zoned properties (which had not been analyzed in the Housing Element EIR) were removed from the OLTNP Project Area. As a result, the OLTNP Project boundaries were adjusted accordingly. Additionally in 2023, in consideration of public comments, single-unit properties were removed from the OLTNP Project Area. Since that time, the OLTNP Project boundaries have been reflected by what is shown in **Figures 1 and 2** above.

Between 2020 to 2024, City Planning also worked on creating a complete set of land uses and zones using the development zoning framework for new zones within the Chapter 1A of the New Zoning Code. The draft proposals were released in the Winter of 2023-2024. After this release, Planning conducted another phase of outreach (Exhibit H.1) to neighborhood councils and held office hours. This gave local residents and interested parties the opportunity to ask questions about the updated draft proposed plan, and provide feedback in a one-on-one or group discussion setting.

At the conclusion of public outreach (Exhibit H.1), further refinements were made to proposed land uses and zoning to match or exceed height, Floor Area Ratio (FAR) and density bonuses allotted through the Citywide Housing Incentive Program (CHIP). The initial public hearing for the OLTNP Project, where comments were received, was held on March 18, 2026 (Exhibit H.2).

Project Focus

Los Angeles City Planning has focused land use planning around transit to create complete neighborhoods, where residents can access their daily needs within a 15-minute walk, bike, or roll from their home. Planning regulations adjacent to transit neighborhoods typically encourage building design and a mix of uses that foster transit use. This pattern of development is intended to expand mobility options for greater numbers of people; improve the livability of the City; reinforce community identity; and generate greater economic opportunity for all residents.

The Los Angeles County Metropolitan Transportation Authority (Metro) Orange (G) Line is an 18-mile Bus Rapid Transit (BRT) line operating in the southern and western San Fernando Valley, along the former right-of-way of the Southern Pacific Railroad. It first opened in 2005 with

[4] Southwest Valley Community Plan Updates, available online at: https://planning.lacity.gov/plans-policies/community-plan-update/southwest-valley-community-plans-update

service between the North Hollywood Metro Red (B) Line Station and Warner Center, and an extension to the Chatsworth Metrolink Station opened in 2012. The Orange (G) Line uses a dedicated bus right-of-way, separated from street traffic, for the majority of the line length. The Orange Line is one of the busiest bus rapid transit lines in the nation, with approximately 23,000 passengers every weekday.

The OLTNP Project includes a variety of land-use and zoning changes for select areas within the City of Los Angeles surrounding three Metro (G) Line Stations within the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans which were last updated in 1998 and 1996 respectively. These updates will be surrounding the Metro (G) Line Sepulveda, Van Nuys, and North Hollywood Stations.

These three stations have among the highest ridership on the Orange (G) Line, as noted above, is one of the most frequently used bus lines in the Los Angeles Metro network. Each station covered under the OLTNP Project sits at the intersection of at least two major transit services:

- At the Van Nuys Station, the Orange (G) Line connects with local and rapid bus services on Van Nuys Boulevard, the highest-ridership transit corridor in the San Fernando Valley;
- At the Sepulveda Station, the Orange (G) Line combines with local and rapid bus services that take passengers to the Westside; and,
- At the North Hollywood Station, the Orange (G) Line joins with several buses on Lankershim Boulevard and with the Red (B) Line subway which connects the San Fernando Valley to Hollywood and Downtown Los Angeles.

Planned and active transit investments will further enhance North Hollywood as a transit hub for the valley. These transit investments include construction improvements to the Metro Orange (G) Line, including grade separation at several key intersections (construction is estimated through 2027), and a new Bus Rapid Transit (BRT) line connecting North Hollywood to Pasadena[5] (set to open in 2028). This BRT line will stop in North Hollywood at the B and G Line Metro Stations, and at a new station at Hesby Street and Vineland Avenue.

In addition to the existing Metro G Line, which serves both the Van Nuys and Sepulveda Stations and is in the process of receiving grade separation and service improvements, there are also dedicated bus lanes on Sepulveda Boulevard that provide fast, high quality bus service to the Sepulveda corridor. Future transit investments around these station areas include the Metro East San Fernando Valley Light Rail Transit (ESFV LRT) Project[6], funded under the Measure M ballot initiative in 2016. The addition of the LRT to the Van Nuys Boulevard corridor increases the Van Nuys Station area's transit accessibility, connecting the north Valley and Metrolink Station stops. The ESFV LRT is currently scheduled for completion in 2031. Additionally, the Metro Sepulveda Transit Corridor Project[7] is planned to connect the San Fernando Valley to West Los Angeles through Metro's preferred EIR alternative alignment along Van Nuys Boulevard from the Van Nuys Amtrak/Metrolink Station to the University of California, Los Angeles (UCLA) campus, Purple (D) Line (under construction), and Metro Expo (E) Line.

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[5] Information on the North Hollywood to Pasadena BRT is available online at: https://www.metro.net/projects/noho-pasadena-corridor/

[6] Information on the East San Fernando Valley Light Rail Transit is available online at: https://www.metro.net/projects/east-sfv/

[7] Information on the Sepulveda Transit Corridor is available online at: https://www.metro.net/projects/sepulvedacorridor/

The change areas around all three stations contain a mix of commercial, public facility, single-unit residential, multi-unit residential, and industrially zoned land, often in close proximity to each other. The OLTNP Project aims to maximize accessibility to high-quality transit infrastructure and ensure a balance of housing, jobs, commercial, and open space. Although in the change area, the OLTNP will not be rezoning single-unit or industrial zoned sites, except for a few industrially-zoned parcels that are currently developed with commercial uses on Sepulveda Boulevard from Erwin Street to the Oxnard Street/Sepulveda Boulevard intersection, extending south on Oxnard Street midblock to Burbank Boulevard. The single-unit and remaining industrially zoned sites will be comprehensively addressed through the Southeast Valley Community Plans Update[8] project.

Components of the Proposed Plan

The OLTNP Project reflects a long-term vision for the Metro G Line corridor and adjacent areas. The OLTNP Project amends or rescind the following:

- Amend the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans (Land Use Element of the General Plan),
- Amend the Citywide Framework Element,
- Amend the Zoning Map (using the New Zoning Code),
- Amend Chapter 1A of the Los Angeles Municipal Code (LAMC),
- Rescind a portion of the Van Nuys Central Business District (CBD) Community Design Overlay (CDO) District boundaries,
- Rescind the NoHo Commercial & Artcraft District,
- Amend the District NoHo Specific Plan,
- Building Line Removals, and
- Other City ordinances and regulations.

Updating Land Use Regulations

The OLTNP Project is updating the General Plan Land Use (GPLU) designations in the General Plan as well as the zoning standards in the New Zoning Code (Chapter 1A). This update follows the current and updated nomenclature and standards for both the GPLUs and zoning within the proposed Project boundaries.

New Zoning Code Modules and Districts

The OLTNP Project would apply the new zoning system in the City's New Zoning Code[9] (LAMC Chapter 1A) to the OLTNP Area. The new zoning system is composed of a combination of zoning districts or modules that are applied to each lot to create a complete zone string. The zoning structure regulates the physical design of buildings, permitted uses, and gives standards required for different types of development. The zone string consists of five modules or "districts": Form, Frontage, Development Standards, Use, and Density. The Form, Frontage, and Development Standards regulate building and site design, while Use and Density regulate how spaces may be used. The following provides more detail on each of the five modules contained in the new zoning system:

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[8] Information on the Southeast Valley Community Plan Update is available online at: https://planning.lacity.gov/community-plan-update/southeast-valley

[9] Los Angeles' New Zoning Code information is available online at: https://planning.lacity.gov/zoning/new-code

- Form: This module controls for the shape and size of buildings by regulating lot size and site coverage, building placement, bulk, and mass;

- Frontage: This module controls how a site or building interacts with and relates to the street and public realm by regulating ground floor story height, the amount of transparency required, pedestrian entry requirements and spacing, allowable building features and facade elements, and more;

- Development Standards: This module regulates requirements for new construction and additions, such as grading, landscaping, parking requirements, and lighting standards;

- Use: This module establishes which uses and activities are permitted on site. Each use has been defined, and any relevant standards or approval procedures for a proposed use are contained in this module; and

- Density: The density module specifies the allowable density of residential units, based on the square footage of lot area required for individual units. If this module is not included within the site's zone, the maximum number of units is not limited by the size of the lot, but may be limited by floor area.

Two additional modules that can be added to the core five referenced above are:

- Supplemental Districts: are intended to provide additional regulations that build upon and enhance the regulations applied through zoning districts.

- Special Zones: In order to achieve specific planning objectives in designated areas having unique characteristics, Special Zones may replace the zoning districts and Supplemental Districts. Special Zones respond to unique conditions and set land use and development requirements and incentives tailored to distinctive qualities that may not lend themselves to the regulations established elsewhere in the Zoning Code, except as outlined within each Special Zone.

To implement the OLTNP Project, new Form, Frontage, Development Standards, Use, and Density module types are proposed to be added to the LAMC Chapter 1A. New zones, using a combination of these modules, are identified for the purpose of rezoning properties in the OLTNP Area. The Zoning Districts for the OLTNP Project are described and contained in Articles 1, 2, 3, 4, 5, 8 and 9 of the New Zoning Code. Article 8 includes the optional specific plans and supplemental districts. The remaining articles of the New Zoning Code include the general provisions and standards to implement new districts, such as definitions.

It is anticipated that module types developed for the OLTNP Area would be used in other parts of the City as Community Plans are updated and properties are rezoned.

Environmental Analysis/California Environmental Quality Act (CEQA)

In order to fulfill the requirements of the California Environmental Quality Act (CEQA), the OLTNP utilizes an Addendum (Exhibit F) to the City's Housing Element Environmental Impact Report (Case No. ENV-2020-6762-EIR) to serve as the environmental review for the OLTNP Project, as the OLTNP is a work program which implements the city's required Housing Element. The purpose of the Addendum to the Housing Element Final EIR is to evaluate the

environmental effects of the proposed Orange (G) Line Transit Neighborhood Plan and to document that the OLTNP would not result in substantial changes to the Original OLTNP Project (the Housing Element) or to the circumstances under which the Housing Element is being implemented due to any significant environmental impacts that were not identified in the Housing Element Final EIR, or result in substantially more severe environmental effects.

The OLTNP Addendum to the Housing Element EIR (Exhibit F) further clarifies how the OLTNP Project implements programs of the Citywide 2021-2029 Housing Element, including the following programs:

21. Innovative Parking / Mobility Strategies in Housing

48. Updated Density Bonus and Other Affordable Housing Incentive Program

49. Targeted Zoning Allocations by Community Plan Area

55. Implement CEQA Streamlining Measures

58. Development and Design Standards

60. Zoning Code Revision

62. Facilitate Housing Innovation

65. Plan for Housing Growth and Place-based Strategies in Community Plan Areas

81. Community Level Affordable Housing Programs

103. Missing Middle

121. RHNA Rezoning

124. Affirmatively Furthering Fair Housing (AFFH) Program

125. Transit Oriented Communities

131. Livable Communities Initiative

135. Place Based Community Revitalization Efforts

In addition, the Addendum (Case No. ENV-2020-6762-EIR-ADD3, Exhibit F) demonstrates how the OLTNP Project is eligible to be statutorily exempt from CEQA pursuant to PRC Section 21080.085.

The Addendum does not require recirculation as there are no previously undisclosed environmental impacts in the Housing Element Final EIR.

OLTNP Project Relationship to Overlays and Other Planning Initiatives

Area covered by OLTNP and Lot Fragmentation

The OLTNP Project study area was initially larger than the area currently proposed. The reduction included: 1) absorption of two Metro Orange (G) Line stations – Reseda and Sherman Way – by another work program (the Southwest Valley Community Plan Update), and 2)

environmental streamlining, which limited the types of properties that could be included for an update to zoning regulations (removal of industrially zoned parcels).

As noted in the project history, the original OLTNP area included five stations along the corridor that stretches from North Hollywood to Canoga Park. However, with commencement of the Southwest Valley Community Plans Update, the two stations west of Interstate 405 were removed from the OLTNP Project study area and were incorporated into the Southwest Valley work program in 2018. This reduced the study area to be three transit stops that are along the Metro Orange (G) Line route, east of Interstate 405.

The area that OLTNP covers is only commercially zoned properties or multi-unit zoned properties which center around these three transit stops. No single-unit residential parcels or industrial properties are included in the OLTNP Project area; the industrially-used properties that were previously in the OLTNP Project area were removed to streamline environmental review, to align with the Housing Element EIR. Additionally, due to public concerns, single-unit properties were then withdrawn from the OLTNP Project Area in 2023. As a result of the property exclusions, the OLTNP boundaries are often irregularly-shaped and at times, non-contiguous parcels.

The areas that contain industrially-used lands and single-unit residential parcels will be comprehensively reviewed and rezoned as part of the Southeast Valley Community Plans Update, which will capture any areas not rezoned by the OLTNP within the North Hollywood - Valley Village and Van Nuys - North Sherman Oaks Community Plans.

Van Nuys Central Business District (CBD) Community Design Overlay (CDO)

Historically, the City of Los Angeles Zoning Codes would include development standards such as setbacks, height, use, density, floor area ratio, etc. but would not necessarily address issues of design and relationship to the street. As a result, some areas of the City would often adopt a Community Design Overlay (CDO) District that would provide guidelines for an improved building appearance and pedestrian interaction experience.

Acknowledging that concerns of design extend Citywide and not just in particular areas, in developing the New Zoning Code City Planning sought to comprehensively address this issue. As stated on the City Planning website[10]:

> Having learned from past planning efforts and building upon them, City Planning created a new innovative approach to zoning that better regulates buildings based on their surroundings. The new approach focuses on the size, scale, and relationship of buildings to the street, and includes customized regulations for different neighborhoods. New land use tools are being developed through the Community Plan Updates to provide tailored regulations that reflect the local architecture and character of Los Angeles's neighborhoods.

With the new Chapter 1A Zoning Code, many of the design issues the City of Los Angeles grappled with in the past are being addressed with the new hybrid Zoning Code format, which includes standards of both Euclidian Zoning and Form-Based Codes. Form-Based Zoning

[10] The Los Angeles Zoning Code Overview is available online at: https://planning.lacity.gov/zoning/overview

regulates development by dictating the scale, design, and placement of buildings, in order to advance a more pedestrian-friendly environment.

With the new components in the Form-Based code, many of the design concerns originally housed in a Community Design Overlay Districts are now able to be addressed on a larger scale through the New Zoning Code. In an effort to streamline the Zoning Code and make standards more transparent to applicants, frontage design and use standards have been adopted for a portion of the area that is the current day Van Nuys Central Business District (CBD) Community Design Overlay (CDO)[11] area. The general boundaries for the Van Nuys CBD CDO District are Vanowen Street to the north and Calvert Street to the south. The east/west borders are generally one block in each direction to Sylmar Avenue on the east and Vesper Avenue on the west, except at Victory Boulevard where the boundaries extend to Tyrone Avenue on the east and Cedros Avenue to the west. No single-unit zoned properties are within the boundary. The OLTNP boundary generally overlaps from Hamlin Street two blocks north and one block east (Sylmar Avenue) and one block west (Vesper Avenue) of the intersection of Victory Boulevard and Van Nuys Boulevard, and the entire CDO area south of that.

As such, for the portion of land that overlaps with the OLTNP area (677 parcels), the Van Nuys CBD CDO will be repealed, as shown in Exhibits D.1 and D.2.

NoHo Commercial and Artcraft District (Overlay Ordinance)

In the City of Los Angeles, there is one Commercial and Artcraft Overlay District (Ordinance No. 170,549, effective July 16, 1995), and it is located in North Hollywood (NoHo): the NoHo Commercial and Artcraft District Overlay (NoHo CAD)[12]. The NoHo Commercial and Artcraft District lies at the center of the NoHo Arts District and its boundaries are roughly defined by the rectangular boundary of Hatteras Street to the north, Camarillo Street to the south, Cahuenga Boulevard to the east, and Tujunga Avenue to the west. The OLTNP's proposed General Plan Land Uses for this area are Regional Center and Community Center, with Regional Center at the meeting point for the Metro Orange (G) and Metro Red (B) Lines, with Community Center tapering down towards major corridors.

Similar to the Van Nuys CBD CDO, the standards in this overlay are also able to be incorporated into the New Zoning Code. The purpose of the NoHo Commercial and Artcraft District Overlay is as follows:

> *Section A: Purpose. The provisions set forth in this section shall create enclaves whereby the artisan segments of the population may live, create and market their artifacts. Artcraft activities, combined with commercial and residential uses will be permitted in those areas appropriate for the establishment of a Commercial and Artcraft District.*

The NoHo Commercial and Artcraft District (NoHo CAD- Section D) defined requirements, and put forth standard conditions "in order to promote and achieve optimal conditions for artcraft functions while maintaining adequate protection from obnoxious pollutants for the adjacent properties." These conditions detailed production techniques, provided standards for equipment

[11] The Van Nuys Central Business District Community Design Overlay is available online at: https://planning.lacity.gov/odocument/4d18289b-8bea-4f83-9b86-7d8caabb9545/vnycbdcdotxt.pdf
[12] The NoHo Commercial and Artcraft District Overlay is available online at: https://planning.lacity.gov/odocument/a036d33a-0b30-4390-b47b-ccd10a2044dc/NOHOART.PDF

location, limited types of production to be indoors or outdoors, detailed commercial sale restrictions, and limited the number of employees. The District Overlay also details permitted outdoor and indoor uses, and provided limitations and standards for classes at the facilities.

Similar to the Van Nuys CBD CDO, the OLTNP Project seeks to incorporate many of the standards of the NoHo CAD into Chapter 1A in the new Zoning Code. However, instead of strict restrictions for this area, in the New Zoning Code system, the zoning introduced now tries to incentivize these uses through the Community Benefits Program using a new OLTNP mapped Public Benefit Incentive Set (Set 4) (Exhibits E.1 and E.2.c) under the Public Benefits Systems (Article 9). The Public Benefit Incentive Set 4 was created for and is currently only applied in the proposed Regional Center land uses in North Hollywood, and is located to surround the Metro Orange (G) Line and Red (B) Line Stations where future commercial and housing increase is projected.

The Community Benefits Program requires developments to meet the tier 1 bonus requirements, or the provision of affordable housing, before being able to utilize the additional floor area and height offered by the tier 2 bonus. When uses such as artist studios, performance art venues, movie theaters, or privately owned public space is provided, the tier 2 floor area and height bonuses are permitted. This public benefit set also includes the public benefits option for multi-bedroom units and childcare facilities.

There are also uses detailed in the Commercial-Mixed 7 (CX7) and Commercial-Mixed 10 (CX10) Use Districts being applied to the proposed Regional Center and Community Center land uses within the NoHo CAD boundary, that retain many of the same arts and crafts uses originally part of the NoHo CAD (Exhibits C2, C.3, and E.1). In an effort to streamline the Zoning Code and make standards more transparent to applicants, the NoHo Commercial and Artcraft District (Overlay Ordinance No. 170,549 effective July 19, 1995) will be repealed, and integrated into LAMC Chapter 1A.

District NoHo Specific Plan

District NoHo Specific Plan (DNSP)[13] is an adopted, project-specific specific plan that comprises approximately 16 acres of land in and around the North Hollywood terminus of the Orange (G) Line and Red (B) Line Stations. The Plan area is located within eight different and noncontiguous subareas which are generally within the bounds of Cumpston Street to the north, Fair Avenue to the east, Weddington Street to the south, and Tujunga Avenue to the west. Lankershim Boulevard runs through the center of the Specific Plan boundary. It became effective on April 22, 2024 through Ordinance No. 188,144 and recently recorded a Development Agreement. There is a concurrent Supplemental Signage Use District (SN) which governs signs located within those portions of the Specific Plan area.

The OLTNP will be maintaining the underlying Regional Center General Plan Land Use and current “DNSP-SN” Zone. This designation does not have corresponding Form, Use, and Density districts applied; instead the [DNH][SN] Special Zone, as a Special Zoning District, will be applied to all parcels with this designation. The OLTNP Project proposes to add the District NoHo Special Zone by name to the Article 8 Chapter 1A Zoning Code, thereby bringing the Specific Plan into the New Zoning Code and retaining the regulations and standards intact

[13] The District NoHo Plan is available online at: https://planning.lacity.gov/odocument/78663e3f-1e0c-4fbd-97de-cdbb927357aa/SP_23-1264-S1_ord_188144_4-22-24.pdf

under the present zoning. Article 8.1 in Chapter 1A of the Zoning Code would state the Specific Plan supersedes the other Chapter 1A zoning regulations. Of note, if there are any conflicting underlying zoning district standards, the District NoHo Specific Plan, zoned [DNH][SN], will supersede.

Transportation Communication Network

On December 15, 2023, the City Council adopted the Metro Transportation Communication Network (TCN) Ordinances (Nos. 188,080[14], 188,081[15], 188,082[16], and 188,096[17]), to implement the TCN Program. These ordinances amended the LAMC to create and regulate the Metro TCN Supplemental Use District (SUD) and applied the SUD to 41 Metro-owned properties[18]. The ordinances permit Metro to construct 71 digital display signs near specific freeways and major streets. These signs will provide real-time traffic/transit information, Metro service alerts, and public emergency messaging, along with off-site advertising. Revenue from advertising will fund local City transportation projects. The TCN ordinances are implemented primarily through two ordinances, Ordinance Nos. 188,080 and 188,081 which established the TCN as supplemental use districts in both LAMC Chapters 1 and 1A:

> **Ordinance 188,082[19]:** Establishes the TCN District on properties throughout the City, and are owned by Metro to permit signs with digital displays. The ordinance introduces standards, procedures, and a list of TCN sites and their locations.
>
> **Ordinance 188,096[20]:** Amends the Zoning map to change the zoning of properties to reflect TCN locations. The Zoning Map also lives outside of the Zoning Code but is enabled by the Zoning Code.

Only parcels owned by the Los Angeles County MTA at the time of adoption of the ordinances are included in the TCN District. Three parcels are within the boundaries of the OLTNP area. On these three parcels, there are two sign locations. In conformance with the TCN, the “TCN” suffix has been added to the zone for these three parcels.

Redevelopment Project Area

Each Redevelopment Project Area has a unique set of land use restrictions designed specifically to enhance the quality of life for the community. The Laurel Canyon Commercial Corridor Redevelopment Project (formerly the Earthquake Disaster Assistance Project adopted May 5, 2009 under Ordinance No. 180,695) was created to provide for the recovery of areas which are in need of maintenance, repair, restoration, demolition or replacement as a result of the Earthquake or devastated conditions. The Laurel Canyon Redevelopment Area and the

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[14] Ordinance No. 188,080 is available online at: https://cityclerk.lacity.org/onlinedocs/2022/22-0392_ord_188080_02-05-2024.pdf
[15] Ordinance No. 188,081 is available online at: https://cityclerk.lacity.org/onlinedocs/2022/22-0392_ord_188081_02-05-2024.pdf
[16] Ordinance No. 188,082 is available online at: https://cityclerk.lacity.org/onlinedocs/2022/22-0392_ord_188082_02-05-2024.pdf
[17] Ordinance No. 188,096 is available online at: https://cityclerk.lacity.org/onlinedocs/2022/22-0392_ord_%20188096_3-9-24.pdf
[18] Properties are detailed in Council File CF22-0392 available online at: https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=22-0392
[19] Ordinance No. 188,082, see Footnote No. 16.
[20] Ordinance No. 188,096, see Footnote No. 17.

OLTNP have overlapping boundaries for three block frontages along the north side of Burbank Boulevard between Beck Avenue and the alleyway just east of Lankershim Boulevard and one block frontage on the south side of Burbank Boulevard between Beck Avenue and Camellia Avenue. The OLTNP proposes the current land use to change from Neighborhood Office Commercial to Community Center as well as the accompanying zoning updates for that land use, but is not proposing to change the boundaries nor provisions of the Redevelopment Project Area which expires in December 2028.

Building Line Removals

The purpose of building line establishments were to create space so "no person shall build or maintain any building, structure, wall, fence, hedge or other improvement within the space between the street line and the building line so established, and the Department of Building and Safety shall refuse to issue any permit for any building, structure or improvement within that space" (LAMC Section 12.32 R of Chapter 1). Building lines were used prior to the adoption of street standards. Implementation of street widths and development are completed through provisions of specific street classifications and street standards through provisions of the Mobility Plan 2035[21]. Future development will be required to implement the street standards and therefore building lines are no longer necessary. Therefore to incentivize future development and as present Circulation Plan (Mobility Plan 2035) Maps which contains street standards which guide public right-of-way outcomes, the OLTNP Project proposes to remove all building lines within the OLTNP boundaries as follows (Exhibit D.3):

- Burbank Boulevard between Tilden Ave and Tyrone Ave, and Tujunga Ave and Fulcher Ave (Ordinance No. 98,921)
- Cahuenga Boulevard between Chandler Blvd and Magnolia Blvd (Ordinance No. 76,347)
- Camarillo Street between Bellflower Ave and Vineland Ave (Ordinance No. 103,678)
- Camarillo Street between Klump Ave and Bellflower Ave (Ordinance No. 125,050)
- Camarillo Street between Bellflower Ave and Vineland Ave (Ordinance No. 138,605)
- Camellia Avenue between Miranda St and Collins St (Ordinance No. 125,365)
- Delano Street between Van Nuys Blvd and Tyrone Ave; Sylvan Street between Van Nuys Blvd and Tyrone Ave; Tyrone Avenue between Victory Blvd and Calvert St; and Van Nuys Boulevard between Erwin St and Delano St (Ordinance No. 113,741)
- Emelita Street between Van Nuys Blvd and Sylmar Ave (Ordinance No. 126,425)
- Hazeltine Avenue between Victory Blvd and Burbank Blvd (Ordinance No. 96,567)
- Hazeltine Avenue between Victory Blvd And Sylvan St (Ordinance No. 115,201)
- Kester Avenue between Victory Blvd and Albers St (Ordinance No. 101,016)
- Killion Street between Camellia Ave and Tujunga Ave (Ordinance No. 124,418)
- Klump Avenue between Otsego St and Morrison St (Ordinance No. 124,869)
- La Maida Street between Bakeman Ave and Klump Ave (Ordinance No. 124,677)
- Lankershim Boulevard between Magnolia Blvd and Vineland Ave (Ordinance No. 60,931)
- McCormick Street between Blakeslee Ave and Vineland Ave (Ordinance No. 120,294)
- Morrison Street between Bakman Ave and Klump Ave (Ordinance No. 123,410)
- Oxnard Street between: Cedros Ave and Van Nuys Blvd; Van Nuys Blvd and Tyrone Ave; Hazeltine Ave and Costello Ave; and, Interstate 405 Freeway and Sepulveda Blvd (Ordinance No. 97,939)
- Oxnard Street between Hazeltine Ave and Costello Ave (Ordinance No. 125,934)

[21] The Mobility Plan 2035 is available online at: https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

- Riverton Avenue between Chandler Blvd and Magnolia Blvd (Ordinance No. 124,512)
- Satsuma Avenue between Chandler Blvd and Weddington St (Ordinance No. 126,150)
- Sepulveda Boulevard between Oxnard St and Hatteras St (Ordinance No. 130,250)
- Sylvan Street between Kester Ave and Cedros Ave (Ordinance No. 125,976)
- Tujunga Avenue between Miranda St and Camarillo St (Ordinance No. 86,752)
- Van Nuys Boulevard between Oxnard St and Tiara St (Ordinance No. 108,950)
- Victory Boulevard between Tyrone Ave and Calhoun Ave (Ordinance No. 58,209)
- Vineland Avenue between Morrison St and McCormick St (Ordinance No. 99,300)
- Weddington Street between Blakeslee Ave and Vineland Ave (Ordinance No. 109,940)

Special Lot Lines

Special Lot Lines are a tool that allows for greater regulation of building design. This tool lives within the Form, Frontage, and Development Standards Districts of the zone on select parcels. Special lot lines are not applied to all parcels, but are mapped. A lot may be mapped as a special lot line in order to provide additional requirements that ensure new developments contribute to a more vibrant public realm. New developments must incorporate additional facade details and entrances on non-primary facades, where mapped. As part of the OLTNP Project, special lot lines have been strategically mapped throughout the OLTNP area such as certain alleys, segments of the Orange Line right-of-way, and portions of the Orange Line bicycle path (Exhibits E.1 and E.2.a) that are intended to create pedestrian-friendly features, active alleys and promoting accessibility.

Superseding the Transit Oriented Incentive Area (TOIA) Program

State law requires the City to update its Housing Element every eight years and demonstrate sufficient zoned capacity for housing to accommodate the number of units identified in the Regional Housing Needs Assessment (RHNA). The RHNA Allocation Plan, adopted in March 2020, stipulated that the 2021-2029 Citywide Housing Element[22] was required to accommodate a total of 456,643 units. In order to facilitate the construction of this number of new housing units, the City adopted the Citywide Housing Incentive Program (CHIP) ordinance which consists of three larger programs, each aimed at creating more housing. These programs are the State Density Bonus, the Affordable Housing Incentive Program (AHIP), and the Mixed Income Incentive Program (MIIP). Collectively, these CHIP programs provide development bonuses for projects that provide affordable housing and also offer additional development bonuses for projects that provide other public benefits. Of these programs, MIIP has had the largest impact on the OLTNP zoning strategy.

The MIIP comprises three individual programs including: Opportunity Corridor Incentive Areas (OCs), Opportunity Corridor Transition Areas (CTs), and Transit Oriented Incentive Areas (TOIA) Program. These programs apply as overlays that supplement existing zoning regulations.

Much of the OLTNP plan area is covered by TOIA incentives. Areas closest to major transit stations have a Tier 3 designation and receive the most generous development bonuses. Areas furthest from major transit stops, up to a half mile away, contain Tier 1 development bonuses though less than what is offered to parcels in Tiers 2 and 3.

[22] The 2021-2029 Housing Element is available online at: https://planning.lacity.gov/plans-policies/housing-element

Pursuant to LAMC Chapter 1A, Section 1.5.16.C.2[23]

> *The Transit Oriented Incentive [Area] Program may be superseded by a Specific Plan, a Supplemental District, or a Special Zone, or a zone change ordinance, including as part of a Community Plan Update or Transit Neighborhood Plan, if the Specific Plan, the Supplemental District, or the Special Zone, or zone change ordinance, exceeds the development incentives or set-aside percentages set forth in the Transit Oriented Incentive Program. In such a case, the area covered by the superseding Specific Plan, Supplemental District, Special Zone, or other zoning ordinance shall not be subject to the update frequency provisions [as noted earlier in the code section].*

The OLTNP Project proposes to remove the OLTNP plan area from the TOIA, as the incentives provided (Exhibits C.2, C.3 and E.1) exceed those detailed in the TOIA program. It is important to note that if a community plan or TNP can exceed the development bonuses offered by TOIA, as the OLTNP is proposing, that geography will become unmapped from TOIA, and will not be subject to future map updates within the eight year required Housing Element Update.

Alcohol Sales Program

The OLTNP Project proposes to maintain the existing area where restaurants may take advantage of the Restaurant Beverage Program[24]. As noted on the City Planning website, the Restaurant Beverage Program (RBP) is an administrative review process available for qualifying sit-down restaurants requesting to serve alcoholic beverages. The RBP eliminates the need to obtain a Conditional Use permit (CUB), which significantly shortens the processing time and lowers the cost of obtaining the City's approval. To apply, restaurants must be located in an RBP-eligible geographic area of the city and must comply with a set of over 50 standards. The entire OLTNP geography is currently eligible for the RBP (Exhibit E.2.d) and the project does not propose changes or the removal of the RBP standards, except to carry the same provisions into Chapter 1A of the New Zoning Code. As a result, the alcohol sales permission within the OLTNP boundaries will continue to allow restaurants to follow this administrative process, to maintain a business-friendly approach.

General Plan Framework

The OLTNP Project includes amendments to General Plan Framework Appendix A to modify the Framework Elements land use designation descriptions, as detailed in the supplemental table outlining the general plan land use designations and corresponding zones being applied in the OLTNP (Exhibit B.4). Framework Appendix A, adopted with the Downtown and Boyle Heights Community Plan Updates, with further proposed amendments with the Harbor Community Plan Update, provides guidance on zoning correspondence for projects using LAMC Chapter 1A (i.e. New Zoning Code) and builds upon the zoning correspondence established through the Downtown, Boyle Heights, and Harbor Community Plan Updates. The San Pedro Update will also be applying new amendments to Appendix A.

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[23] LAMC Section 1.5.16.C.2 (Chapter 1) is available online at: https://zoning.lacity.gov/browse/1#1.5.16
[24] Information on the Restaurant Beverage Program is available online at: https://planning.lacity.gov/restaurant-beverage-program

Mobility Plan 2035 Updates

In tandem with this OLTNP Project, changes are also proposed to the Mobility Plan 2035 to update current street classifications and modifications of the Mobility Plan Networks. Revisions are proposed to prioritize pedestrian mobility and safety by changing classifications to those that require wider sidewalks on streets that are critical to accessing existing and future transit stations in the vicinity of the Orange (G) Line Transit Neighborhood Plan (OLTNP). The proposal also updates Mobility Plan Networks on other streets to clarify modal priorities and provide more specific infrastructure for non-vehicular travel such as walking, cycling, or transit. This proposal is detailed in the separate entitlement Case No. CPC-2025-5486-GPA, which is also before the CIty Planning Commission.

Community Plans Context

While the OLTNP Project complies with the existing Community Plans, both of the plans are dated due to the passage of time due to changes in the surrounding area. The North Hollywood - Valley Village Community Plan (originally adopted in May 14, 1996 [Council File No. 95-0830]) discusses a proposed transit line along Chandler Boulevard, which became the Orange (G) Line that opened in October 29, 2005 to Warner Center and Metro's Red (B) Line extension to North Hollywood which opened June 24, 2000. The North Hollywood - Valley Village Community Plan and Van Nuys - North Sherman Oaks Community Plan (adopted on September 9, 1998 [Council File No. 98-0572]) discusses a need to improve transportation mode linkages from the Red (B) Line to Metrolink Centers, as well as a "Potential for Transit Oriented District (TOD) around Van Nuys Metrolink station and projected Red Line (now known as the Metro B Line) stations at Van Nuys Boulevard / Oxnard Street and Sepulveda Boulevard / Erwin Street" (Chapter I, Transportation Opportunity). Beyond the Orange (G) Line system in place today, other transportation improvements noted above (Metro's East San Fernando Valley Light Rail Transit, Metro's Sepulveda Transit Corridor Project, Metro's North Hollywood to Pasadena Bus Rapid Transit) have and continue to change the transportation landscape for the Southeast San Fernando Valley. As such, the OLTNP team has analyzed potential updated policy language that are recommended for incorporation into the ongoing updates to the two community plans, as listed in the Appendix (Exhibit G).

Public Comments and Responses

The OLTNP's public outreach process spanned approximately 10 years and involved over 75 touchpoints (Exhibit H.1). Outreach helped identify a number of key issues informing the land use and zoning recommendations of the OLTNP Project. Topics ranged from desire to see a greater tree canopy in the San Fernando Valley, an increase in bike lanes, more affordable housing, more open space, preservation of single-unit residences, and an improved public transportation system.

During some of the most recent outreach (Exhibit H.1) some constituents expressed support, ideas, and concerns. Overarching topics and responses from all meetings and the public hearing are as follows:

Need for Additional Open Space, Shade, and Trees

Constituent feedback and Department of City Planning analysis indicated the need for increased shade along many important corridors throughout the OLTNP area. Shade and shelter from the elements help to create more comfortable walking environments, and as a plan that promotes

transit orientation and accessibility, creating more comfortable walking environments to and from stations is an important goal.

In response, the OLTNP Project is introducing a new frontage district, which is aimed at producing more shade as new buildings are designed and developed. This frontage district will require new buildings to either provide a colonnade, awnings, or a recessed courtyard. This new frontage district, referred to as Shopfront 5 (SH5), is proposed to be applied on Regional Center and Community Center land uses, closest to station areas and along primary corridors. The Shopfront 5 frontage district will provide these major corridors that lead to the three OLTNP Metro stations with greater shade. In the Sepulveda and Van Nuys Station areas, this frontage district extends along Sepulveda Boulevard from Hamlin Street to Burbank Boulevard, Victory Boulevard from Cedros Avenue to Tyrone Avenue, and Van Nuys Boulevard from Hamlin Street to Burbank Boulevard. In the North Hollywood Station area, this frontage district extends along portions of Lankershim Boulevard, Tujunga Avenue, Burbank Boulevard, Chandler Boulevard, and Magnolia Boulevard.

The New Zoning Code also introduces more tree requirements compared to the existing code, including a base tree planting requirement, frontage planting area requirement, lot amenity space tree requirement, and requiring a number of trees between ground story windows or door opening in order to activate wall spacing. Another aspect is that the new trees and plants can not be invasive species as specified by the California Invasive Plant Inventory. These plantings must also meet water efficiency standards according to city regulations and no artificial plants or trees are allowed. By implementing the New Zoning Code, eligible parcels within the OLTNP area will be required to conform to these standards.

As North Hollywood continues to grow and become more dense, there is an additional need for quality open space for people to gather. This was a concern stated during multiple outreach events in North Hollywood. To facilitate the creation of more open space, the OLTNP is applying the Public Benefit Incentive Set 4 through the Community Benefit Program that offers additional floor area ratio (FAR) for projects that provide Privately Owned Public Spaces (POPS). These spaces must include a set number of amenities found within a Lot Amenity Space menu[25], with options which can include public restrooms, water fountains, seating, and shade.

Mobility Improvements, Public Realm Activation, and Public Transportation Improvement

The City's Mobility Plan 2035, an element of the City's General Plan, outlines a comprehensive vision and policy foundation for the city's transportation system that balances the needs of all users and mobility goals. The Mobility Plan does not authorize or implement any roadway or transit projects, but rather establishes a vision and parameters for future implementation. The OLTNP Project has evaluated and proposed updates to current street classifications and Mobility Plan Networks that are assigned by the Mobility Plan 2035 in and around the OLTNP area (Case No. CPC-2025-5486-GPA).

The City's Circulation System Maps establish designated street classification for every street in the City. These street classifications are used to define different types of streets, and establish standard dimensions for each type of designation. These classifications establish the total amount of right of way that is to be used for sidewalks, travel lanes, medians, and other features

[25] The Lot Amenity Space Menu is available online at: https://planning.lacity.gov/odocument/655d5032-b8cd-4461-933b-7b18d79e93ad/amenity_feature_menu.pdf

that might exist. The OLTNP is proposing to apply new street classifications to a limited number of streets in the OLTNP area, in an effort to increase sidewalk widths, respond to existing and planned infrastructure projects, and maximize safety for all users.

The Mobility Plan 2035 includes Network Maps, which identify priorities for different modes of mobility such as walking, cycling, and transit on streets throughout the city. The Mobility Plan Networks shown on these maps identify which streets might best serve the needs of different non-auto users, and each Mobility Plan Network contains a set of improvements that should be made to optimize that mode of transportation. For example, streets included on the Bicycle Enhanced Network are targeted for bike infrastructure, including protected bike lanes, while streets included on the Pedestrian Enhanced District (PED) map are eligible to receive improvements aimed at improving pedestrian safety and comfort, such as signalized crossings, curb bulb-outs, and wayfinding signage.

As with street classifications, Community Plans and Transit Neighborhood Plans present opportunities to update Mobility Plan Networks in and around the OLTNP boundaries. The OLTNP has proposed several such changes to the Mobility Plan Networks , which is detailed in the related Case No. CPC-2025-5486-GPA, before the City Planning Commission as a related case action.

Development and Preservation of Housing

The guiding principle of the approach to zoning around the three stations is to locate higher density and mixed use development closest to the stations, as well as near major corridors and intersections. Existing multi-unit residential areas are proposed to stay primarily residential and generally are of a lower scale than the corridors. The OLTNP Project promotes the development of additional affordable housing, and opportunities to live, work, and shop in proximity to different transportation options while also respecting the existing residential neighborhoods by tapering development density and scale between major corridors and residential streets.

The OLTNP Project encourages the production of affordable housing through an incentive system that permits additional development rights in the form of higher floor area ratio and building height in exchange for providing a mix of residential units at different levels of affordability. The amount of bonus FAR and height is set by the form district in each property's zoning. The OLTNP Project proposes to set 'base' levels of development intentionally low (many having an FAR of 1.5:1) in order to incentivize developers to include affordable housing in future developments. Affordability levels and the percentage of units that must be provided to receive bonus development rights have been established by citywide affordable housing policy. The goal is through these incentive programs, additional housing units will be constructed by-right.

Preservation of Existing Industrial Land Use

Constituents shared concerns about changing the land use of auto repair shops on Oxnard Street, stating the use should be preserved since it provides jobs for the local community. While the original OLTNP Project area did include industrial lands as part of the area, as stated in the project history, in 2021 after the certification of the Housing Element EIR, the project was re-evaluated and it was determined that an addendum to the EIR could apply to the OLTNP area if the industrial lands (which had not been analyzed in an EIR) were removed from the OLTNP Project, and consequently the boundaries were adjusted. While varying comments were made about the Industrial lands in the OLNTP area at and after the hearing, pursuant to the environmental review limitations, no adjustments are proposed to the industrially zoned

properties near the OLTNP Project area. However, there are some industrial zoned parcels along Sepulveda Boulevard which are proposed for mixed-use land use and zoning due to the site's use as commercial presently.

Communities Where Residents Can Live, Work, and Play

The vision statement of the Orange (G) Line TNP is to create thriving mixed use districts that encourage sustainable living, with multiple housing options and connections to neighborhood amenities and services.

In order to create more walkable neighborhoods and more neighborhood serving amenities the OLTNP created a use district known as Residential-Mixed Use 5 (RX5) that permits a small amount of neighborhood-serving retail such as coffee shops or delis to locate within otherwise residential buildings. Commercial space is limited to 3,000 square feet on the ground floor, and is only permitted in buildings that are served by alleys, located on corners, or that front major streets such as boulevards or avenues (designated in the Circulation Maps of the Community Plans, an implementing tool of Mobility Plan 2035). These commercial uses are intended to create more complete, walkable neighborhoods.

The OLTNP is also applying Special Lot Lines, a tool that is meant to ensure buildings contribute to a safer and more vibrant public realm. It is strategically applied in all three station areas, around select alleys with high pedestrian activity, and portions of the Orange Line bicycle path. Special Lot Lines are intended to better activate spaces where pedestrians and cyclists already are, and to create a better experience and more visibility for users of these spaces by applying some frontage standards to the rear of the buildings in order to create a more interactive rear-building experience.

Connection Between Constituents and Work Program

As noted, the OLTNP's public outreach process spanned approximately 10 years and involved over 75 touchpoints. There were various outreach efforts to share the work program with local interested parties (Exhibit H.1). Outreach ranged from flyering at local businesses, tabling at Metro (G) Line stations, using the Department of City Planning's social media pages, email blasts, and presenting at local Neighborhood Councils, Valley Industry & Commerce Association (VICA) and other organizations.

Additionally, in an effort to further reach transit users throughout the San Fernando Valley, digital ads highlighting the OLTNP ran on all four of the following San Fernando Valley DASH bus routes from January-April 2024:

- North Hollywood
- Van Nuys/Studio City
- Panorama City/Van Nuys
- Northridge

The ads, which were produced in English and Spanish, reached an estimated 489,617 transit users over the duration of their run.

In preparation of the OLTNP public hearing held on March 18, 2026, e-blasts, newspaper notices, mailed hearing notices, and updated draft plan materials were released and posted on the project website. In depth videos on the background of the project, the land use and zoning

strategy for each station, additional plan features, mobility updates, and an interactive land use and zoning map were also posted prior to the public hearing in order to provide affected/relevant parties time to review the materials. Time was also allotted for members of the public to submit written comments to the OLTNP team after the public hearing and office hours were scheduled as requested.

Arts District

North Hollywood is known for its historic Arts District – a point of pride and identity for the neighborhood. However, there is a concern about the area losing this identity as theaters and studio spaces close and market conditions evolve. Following this feedback, the OLTNP created a Public Benefits Incentive Set (Set 4) under the Community Benefits Program through the Public Benefits Systems that offers additional FAR and height for projects that provide dedicated arts spaces - be it artist studios or galleries, performance art venues, or movie theaters only for the Regional Center land uses in the North Hollywood Station area. Additionally, the Use Districts applied to properties in the NoHo Arts District within the Regional Center and Community Center land uses, allows for an expanded list of arts uses to locate in the neighborhood by right. Currently, these arts uses are permitted to locate in the arts district as a result of the North Hollywood Commercial and Artcraft District Overlay, which expands permitted uses beyond what is allowed in the base zoning of the property. Since the OLTNP will be permitting these uses in the New Zoning Code base zoning, the Overlay will be repealed upon adoption of the plan.

Public Hearing Concerns

- **Parking**- additional parking requirements were requested at the hearing. However, California state law Assembly Bill 2097 prohibits parking minimums near a major transit stop[26]. The majority of parcels within OLTNP are AB 2097 eligible. Therefore, all parcels being rezoned as part of the OLTNP will not include parking minimum requirements as part of its rezoning, but does not prohibit parking. Developers may still provide parking based on expected parking demand. Removing parking minimums throughout the OLTNP aligns with broader policy goals of the work program to reduce Vehicles Miles Traveled (VMT), and streamline the development of new housing opportunities.

- **Homeownership and Townhomes**- the OLTNP Project is adopting new General Plan land uses and zones for the area which will allow many lots to densify. No policy document is accompanying this OLTNP Project, which could encourage different types of ownership policies; however, homeownership for townhomes or condominiums would occur through a subdivision process authorized by the State Subdivision Map Act. Current and new zones allow for subdivisions to take place should a developer wish to file for that entitlement.

- **Tenant Protections**- comments were noted about a desire for stronger tenant protections. The City adopted the Resident Protection Ordinance (Ordinance No. 188,481 - Ch 1, Ordinance No. 188,482 - Ch 1A) which gives existing tenants many

[26] "Major Transit Stop" applies on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions and is defined as a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods

strengthened protections. The Resident Protections Ordinance (RPO) establishes consistent protections for residents citywide and expands access to new affordable housing for Angelenos. RPO codifies and strengthens state Housing Crisis Act requirements, and makes replacement requirements, no net loss findings and occupant protections (including the right to relocation, right to remain and right to return) permanent for Housing Development projects. The ordinances also establish 99-year affordability terms for deed-restricted affordable units, with some exceptions, and regulate their equitable distribution and quality, including their size, location and amenities. The ordinance's provisions are enforced by the Los Angeles Housing Department (LAHD).

The OLTNP Project has addressed many issues raised by constituents, while staying within the limits of State law and environmental limitations.

RECOMMENDATIONS

The OLTNP Project proposes changes to the General Plan Land Use designations and updates to the General Plan, including the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans and the Citywide General Plan Framework Element, as well as the adoption of amendments to the New Zoning Code (Chapter 1A of the LAMC) and amendments to the City's Zoning Map to redesignate properties in the plan area with Chapter 1A zoning typologies. These amendments include the adoption of new a Public Benefit Incentive Set, new Local Affordable Housing Incentive Program (LAHIP) sets, new Special Lot Lines, the incorporation of the District NoHo Specific Plan regulations into the zoning regulations in Chapter 1A, adding TCN suffixes as appropriate, and replacing the Transit Oriented Incentive Program, and removing building line restrictions. Additionally, the OLTNP Project includes the repeal of a portion of the Van Nuys Central Business District Community Design Overlay and a repeal of the NoHo Commercial and Artcraft District Overlay, and the adoption of other revisions and amendments necessary to implement the above, including amendments to the LAMC, and other ordinances and regulations (collectively, "Implementing Zoning Ordinances") within the Project boundaries.

Staff recommends the City Planning Commission **approve** and **recommend** the Mayor **approve** and City Council **adopt** the Orange (G) Line Transit Neighborhood Plan. The proposed regulatory tools and strategies for the areas around the Van Nuys, Sepulveda, and North Hollywood Metro Stations achieve the goals that aim to encourage transit ridership, enhance the urban built environment, and focus new growth and housing production in areas surrounding transit hubs.

It is also recommended the City Planning Commission **find**, based on the independent judgment of the decision maker and in consideration of the whole of the administrative record, that the City Planning Commission reviewed the Housing Element Environmental Impact Report (SCH No. 202101030) ("EIR"), certified on November 29, 2021, Addendum No. 1 (ENV-2020-6762-EIR-ADD1), and Addendum No. 2 (ENV-2020-6762-EIR- ADD2), and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, and Addendum No. 3, dated June 2026 (Exhibit F) and determined that the project was previously assessed in the EIR, and pursuant to CEQA Guidelines Sections 15162 and 15164, no subsequent or supplemental EIR is required for approval of the project; and **determine** pursuant to CEQA Guidelines, Section 21080.085, the Project is exempt from CEQA (Exhibit F).

The Proposed Orange (G) Line Transit Neighborhood Plan is attached herein (Exhibits A-E).

FINDINGS

Project Location

The Orange (G) Line Transit Neighborhood Plan (OLTNP or OLTNP Project) consists of updates and changes to General Plan Land Use designations and Zones for the areas around the Van Nuys, Sepulveda, and North Hollywood Stations along the Metro Orange (G) Line Bus Rapid Transit (BRT). The project area comprises the land largely within a half-mile radius of these three distinct Orange (G) Line stations. The Van Nuys and Sepulveda stations are approximately four and five miles west of North Hollywood, respectively, and the North Hollywood station is approximately 11 miles northwest of downtown Los Angeles.

The proposed OLTNP Project area consists of non-contiguous portions of land. The Van Nuys - Sepulveda Station area (Western OLTNP) is generally bounded by the Interstate 405 Freeway, Haynes Street, Hamlin Street, Murrieta Avenue, and Killion Street. The Van Nuys Station is located south of the San Fernando Valley Civic Center, which includes Van Nuys City Hall, the Los Angeles Superior Court, Van Nuys Courthouse, police station, library, and several other government buildings. The Sepulveda Station is located northwest of the intersection of Sepulveda Boulevard and Oxnard Street. The North Hollywood Station area (Eastern OLTNP) is generally bounded by the State Route 170 Freeway, Hatteras Street, Cahuenga Boulevard, and Camarillo Street. The North Hollywood Station is located at the eastern terminus of the Metro G Line Bus Rapid Transit (BRT) Line and northern terminus of the Metro B Line Rapid Transit Subway System at the intersection of Lankershim Boulevard and Chandler Boulevard.

The Transit Neighborhood Plan is located entirely within the incorporated City of Los Angeles, and includes portions of the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plan areas. The OLTNP Project areas fall within three Council Districts and four Neighborhood Councils including Greater Valley Glen, NoHo, Sherman Oaks, and Van Nuys. The Western OLTNP area is shared by Council District Nos. 2, 4, and 6, while the Eastern OLTNP area is entirely within Council District No. 2.

I. Finding Requirements for General Plan Amendments and Zoning Ordinances

I.A. City Charter Findings

I.A.a Charter Section 555

Charter Section 555 provides that the City Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has a significant social, economic, or physical identity. The OLTNP Project amends two elements of the City's General Plan: (1) the Land Use Element, which is composed of 34 Community Plans which each include a General Plan Land Use (GPLU) Map and (2) the Framework Element. The OLTNP Project amends portions of the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans and modify the Citywide Framework Element's land use designation descriptions adding Mid-Rise to Medium Neighborhood Residential and Medium Residential GPLUs. Also in the Citywide Framework Element's Regional Center GPLU description and zoning corresponding table, the range of Mid-Rise to High-Rise as corresponding Form Districts are also added back as a technical correction. It should be noted that there is a related case, Case No. CPC-2025-5486-GPA, that proposes changes to the Circulation Element (Mobility Plan 2035). The amendments to the

City's General Plan are related to areas of the City within the OLTNP's boundaries, an area which has a significant social, economic, and physical identity as reflected in the whole of the record.

I.A.b Charter Sections 556 and 558

Charter Sections 556 and 558 require the City Planning Commission and the City Council to adopt these findings when taking any action to (i) adopt a resolution to the General Plan, (ii) create or change a zone or zoning district created for the purpose of regulating the use of land, or (iii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances:

- *whether adoption of the proposed ordinance, order or resolution is in substantial conformance with the purposes, intent and provisions of the General Plan, and*

- *whether adoption of the proposed ordinance, order or resolution will be in conformity with public necessity, convenience, general welfare and good zoning practice.*

The OLTNP Project ordinances and resolutions include the following: changes to the General Plan Land Use designations and updates to the General Plan, including the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans and the Citywide General Plan Framework Element, as well as the adoption of amendments to the New Zoning Code (Chapter 1A of the LAMC) and amendments to the City's Zoning Map to redesignate properties in the plan area with Chapter 1A zoning typologies. These amendments include the adoption of new a Public Benefit Incentive Set, new Local Affordable Housing Incentive Program (LAHIP) sets, new Special Lot Lines, the incorporation of the District NoHo Specific Plan regulations into the zoning regulations in Chapter 1A, adding TCN suffixes as appropriate, and replacing the Transit Oriented Incentive Program, and removing building line restrictions. Additionally, the OLTNP Project includes the repeal of a portion of the Van Nuys Central Business District Community Design Overlay and a repeal of the NoHo Commercial and Artcraft District Overlay, and the adoption of other revisions and amendments necessary to implement the above, including amendments to the LAMC, and other ordinances and regulations (collectively, "Implementing Zoning Ordinances") within the Project boundaries.

The OLTNP Project is in substantial conformance with the purposes, intent, and provisions of the General Plan as well as LAMC Chapters 1 and 1A. The OLTNP Project complies with the General Plan Framework, the Housing Element, the Public Safety Element, the Circulation Element (Mobility Plan 2035), the Health Element (Plan for a Healthy Los Angeles), and the Land Use Element (Community Plans). The OLTNP Project is in conformity with public necessity, convenience, general welfare and good zoning practice as detailed within the findings and upon implementation. The OLTNP Project incentivizes the production of housing and other community benefits, and includes development restrictions such as height limitations; restrictions on incompatible uses; focuses development potential in strategic areas around transit accessible infrastructure, including transit stations and bus-served corridors, and elevates design and interaction with the new structures from a human-centered design perspective.

I.B. LAMC Section 12.32 C. (Chapter 1) Findings

The Implementing Zoning Ordinances are in substantial conformance with the purposes, intent, and provisions of the General Plan. All the Implementing Zoning Ordinances comply with the procedures in LAMC Section 12.32 C (Chapter 1), which incorporates the Charter Findings in Section 556 and 558. The OLTNP Project complies with the General Plan Framework as amended, the Housing Element, the Public Safety Element, the Circulation Element (Mobility Plan 2035), the Health Element (Plan for a Healthy Los Angeles), and the Land Use Element (Community Plans) as amended. The OLTNP Project is in conformity with public necessity, convenience, general welfare and good zoning practice as detailed within the findings and upon implementation. The OLTNP Project incentivizes the production of housing and other community benefits, and includes development restrictions such as height limitations; restrictions on incompatible uses; focuses development potential in strategic areas around transit accessible infrastructure, including transit stations and bus-served corridors, and elevates design and interaction with the new structures from a human-centered design perspective.

I.C. State General Plan Consistency Requirements

The zoning ordinances are consistent with the General Plan (vertical consistency), pursuant to state law which requires that the General Plan to have internal consistency among its elements (horizontal consistency). The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. The updated Community Plans and Citywide Framework Element are all consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety, and Health Element. In addition to the eight mandated elements, the City of Los Angeles's General Plan includes the Framework Element, Infrastructure Systems Element, Public Facilities and Services Element, and Air Quality Element. State law does not require the City to adopt consistency findings or any other findings to amend a Land Use element.

The OLTNP Project is in substantial conformance with the purposes, intent, and provisions of the General Plan as well as LAMC Chapters 1 and 1A. The OLTNP Project complies with the Citywide General Plan Framework, the Housing Element, the Public Safety Element, the Circulation Element (Mobility Plan 2035), the Health Element (Plan for a Healthy Los Angeles), and the Land Use Element (Community Plans).

II. Findings for the Implementing Zoning Ordinances

II.A. Charter Sections 556 and 558, LAMC Sections 13B.1.E and 13B.1.4.E (Chapter 1A). and LAMCSection 12.32 (Chapter 1)

Pursuant to Charter Sections 556 and 558, LAMC Sections 13B.1.E and 13B.1.4.E. (Chapter 1A) and LAMC Section 12.32 (Chapter 1), for all of the reasons provided herewith and based on the whole of the record of proceedings, the OLTNP Project is:

(1.) In substantial conformance with the purposes, intent, and provisions of the General Plan;
(2.) In conformity with public necessity, convenience, general welfare, and good zoning practice; and,
(3.) In compliance with other findings required by law.

The OLTNP Project ordinances and resolutions include the following: changes to the General Plan Land Use designations and updates to the General Plan, including the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans and the Citywide General Plan Framework Element, as well as the adoption of amendments to the New Zoning Code (Chapter 1A of the LAMC) and amendments to the City's Zoning Map to redesignate properties in the plan area with Chapter 1A zoning typologies. These amendments include the adoption of new a Public Benefit Incentive Set, new Local Affordable Housing Incentive Program (LAHIP) sets, new Special Lot Lines, the incorporation of the District NoHo Specific Plan regulations into the zoning regulations in Chapter 1A, adding TCN suffixes as appropriate, and replacing the Transit Oriented Incentive Program, and removing building line restrictions. Additionally, the OLTNP Project includes the repeal of a portion of the Van Nuys Central Business District Community Design Overlay and a repeal of the NoHo Commercial and Artcraft District Overlay, and the adoption of other revisions and amendments necessary to implement the above, including amendments to the LAMC, and other ordinances and regulations (collectively, "Implementing Zoning Ordinances") within the Project boundaries.

The OLTNP Project is in substantial conformance with the purposes, intent, and provisions of the General Plan as well as LAMC Chapters 1 and 1A. The OLTNP Project complies with the General Plan Framework, the Housing Element, the Public Safety Element, the Circulation Element (Mobility Plan 2035), the Health Element (Plan for a Healthy Los Angeles), and the Land Use Element (Community Plans). The OLTNP Project is in conformity with public necessity, convenience, general welfare and good zoning practice as detailed within the findings and upon implementation. The OLTNP Project incentivizes the production of housing and other community benefits, and includes development restrictions such as height limitations; restrictions on incompatible uses; focuses development potential in strategic areas around transit accessible infrastructure, including transit stations and bus-served corridors, and elevates design and interaction with the new structures from a human-centered design perspective.

II.B. General Plan Framework Element

The OLTNP Project is in compliance with the Framework Element, with respect to the distribution of land use, population and employment growth, economic development, and residential neighborhoods. The Framework Element allocates mixed-use land uses such as around the three Metro (G) Line Stations within the Transit Neighborhood Plan boundaries. The Framework Element does not mandate any particular policy or program be included in a Community Plan, however, it is intended to guide Community Plan updates and other planning programs such as Transit Neighborhood Plans.

With respect to *distribution of land use*, the General Plan Framework Element states the following:

> *Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.*

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

Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the Community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

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

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

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

The OLTNP Project provides for a variety of land uses to meet the diverse needs of the community and constituents, including housing that accommodates varying household sizes, and commercial businesses that contribute to the local and regional economy. The OLTNP Project includes a recommended pattern of land use that directs future growth to OLTNP areas best served by existing and future planned transportation infrastructure. It facilitates mixed-use development along corridors and near transportation nodes. The transportation nodes, the OLTNP stations, are intended to have more intense development with the intensity tapering down with less intense, lower scale residential development further out from the stations.

The OLTNP Project's commercial mixed-use areas are centers of activity, with a broad range of businesses and destinations. Primarily commercial today, the OLTNP Project will incentivize mixed-use development to create new housing opportunities. Throughout the OLTNP Project area, base Floor Area Ratio (FAR) has been set low to encourage use of the Community Benefits Program, which requires public benefits in the form of on-site affordable housing and amenities to be provided in exchange for increased FAR and height.

The OLTNP Medium Neighborhood Residential land use and Residential-Mixed (RX5) Use District strategy permits new limited commercial uses in targeted residential neighborhoods and further allows current and future residents of the OLTNP area to access household goods and services within walking or biking distance of their residences, reducing reliance on vehicle travel. Commercial space is limited to 3,000 square feet on the ground floor, and is only permitted in buildings that are served by alleys, located on corners, or that front major streets

such as boulevards or avenues. There are also proposed limitations on the hours of operation and alcohol sales, in an effort to prevent nuisance related issues from commercial uses.

The OLTNP Project directs new housing growth around commercial corridors closest to fixed transit stations which reduces the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation in accordance with recent legislation, Senate Bill 375, and consistent with the General Plan Framework Element.

With respect to *population and employment growth*, the General Plan Framework Element states the following:

> *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.*

The State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's projection of growth for the region. State and federal regulations require that local plans be consistent with the Regional Air Quality Plan and the Regional Mobility Plan.

While no specific growth targets were assigned to the OLTNP geography as it is smaller than a Community Plan, the OLTNP Project accommodates projected population and employment growth. Through the updated General Plan Land Use designations and new zoning in accordance with LAMC Chapter 1A (Exhibits B.3 and C.3), the OLTNP Project generally upzones or maintains existing zoning capacity. Lots on Sepulveda Boulevard (current location of big-box retailer Costco and other stores) have an Industrial Land Use designation but are currently used for commercial retail. These lots are changing from Industrial Land Use designation and zones to Commercial Land Use and zones, which could be viewed as a downzone of use intensity. However, the change is an upzone for housing purposes as no housing units are currently permitted in industrial zones but housing is allowed in commercial zones. Through the zone change ordinance, the OLTNP will supersede the Transit Oriented Incentive Area (TOIA) Program (Exhibits C.2, C.3, and E.1) and the Project will be removed from the mapping of the TOIA, as the development incentives or set-aside percentages set forth in the Transit Oriented Incentive Program are exceeded.

In order to accommodate these incentive programs that upzone the OLTNP areas, the OLTNP Project amends the Citywide General Plan Framework land use designation for Medium Neighborhood Residential and Medium Residential GPLUs to include Mid-Rise Form District. By adding the Mid-Rise Form to these GPLUs a new form district range with higher Floor Area Ratios (FARs), and height ranges may be accommodated and align with the City's General Plan.

Consistent with the objective contained in the Framework Element, the OLTNP Project is near the fixed-transit line of the Orange (G) Line Bus Rapid Transit, but also near other transit lines.

With respect to *economic development*, the Framework Element states the following:

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

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

Policy 7.10.2: Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.

Consistent with the above policies, the OLTNP Project directs new housing, commercial, and mixed-use development towards transit-served commercial corridors and in proximity to the OLTNP station areas. In doing so, the OLTNP Project supports sustainable development principles to promote economic development throughout the OLTNP areas. The incentive programs and permitted uses in the OLTNP Project's new zoning seek to promote access to local jobs, and place housing and neighborhood-serving commercial uses in close proximity to transit. New zoning allows for limited commercial uses in targeted residential neighborhoods and neighborhood-serving commercial business spaces along neighborhood focused corridors.

The OLTNP Project is consistent with the Framework Element in that it concentrates future growth around transit stations and encourages the development of complete communities with a range of employment and housing opportunities supported by services and amenities. The OLTNP Project directs new housing and jobs growth along major commercial corridors and in close proximity to transit. This is consistent with the Citywide Framework Element's policies with respect to transit stations and states the following:

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

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

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

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

Program 18: Amend the Zoning Ordinance to implement the policies and standards of the General Plan Framework Element. The revisions provide tools needed to which are described below and are representative of the actions that may be taken.

> *b. Establish incentives to stimulate the types of use desired (e.g., mixed-use, community facilities in centers, districts, and boulevards, and other) and development in appropriate selected targeted growth areas as defined in the community plans, such as density bonuses for mixed-use development, parking in proximity to transit stations and transit corridors, "by-right" entitlements with administrative review and approval for traffic or other necessary studies and mitigation, and other.*

The OLTNP Project includes tools that concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. The OLTNP Project directs commercial and neighborhood serving uses towards walkable and accessible corridors. The OLTNP Project increases development potential around transit stations, primarily increasing floor area, height and density regulations along major corridors served by transit.

The three stations in the OLTNP area have among the highest ridership for the BRT Line, which is one of the most frequently used bus lines in the Los Angeles Metro network. Each station covered included in the OLTNP Project sits at the intersection of at least two major transit services:

- In North Hollywood, the Orange (G) Line connects with the Red (B) Line subway to Hollywood and Downtown Los Angeles, along with several buses on Lankershim Boulevard;
- In Van Nuys, the Orange (G) Line connects with local and rapid bus services on Van Nuys Boulevard, is the highest-ridership transit corridor in the San Fernando Valley; and,
- In Sepulveda, the Orange (G) Line connects with local buses served by bus only lanes and rapid bus services that take passengers to the Westside.

In addition, the stations in the OLTNP Project area also intersect with various new transit lines that are either planned or in construction including Los Angeles Metro's East San Fernando Valley Light Rail Transit, Sepulevda Transit Corridor Project, and North Hollywood to Pasadena Bus Rapid Transit line.

- Metro's East San Fernando Valley Light Rail Transit (ESFV LRT) is a future 6.7-mile light rail line with 11 stations along Van Nuys Boulevard connecting the Metro (G) Line Van Nuys Station to San Fernando Road. Construction of the project has begun and the forecasted completion date is 2031.

- Metro's Sepulveda Transit Corridor Project is a proposed high-capacity rail line that will provide a crucial north-south transit connection between the San Fernando Valley, the Westside and eventually Los Angeles International Airport (LAX). In January 2026, the Metro Board selected the Locally Preferred Alternative (LPA), an underground heavy rail line between the Van Nuys Metrolink Station and Expo (E) Line's Sepulveda Station. The LPA route selected and Los Angeles Metro has begun developing the project's design, is assessing a Public Private Partnership delivery approach, and is refining design elements to improve connectivity, including the Orange (G) Line interface in Van Nuys.

- Metro's North Hollywood to Pasadena Bus Rapid Transit (BRT), estimated completion 2028, will connect North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena with bus service. Environmental review was completed and certified by the Metro Board of Directors in 2022. Metro has started construction and completed engineering for several stations; construction began Spring 2026.

The OLTNP stations are intended to have more intense development with the intensity tapering down for less-intense, lower-scale residential development further out from the stations. The reason higher intensity is planned near the stations is to incentivize:

- Housing for all incomes,
- More community-serving businesses and amenities,
- A variety of mobility options,
- Implementable standards that support a safe public realm; and,
- Healthy and sustainable neighborhoods.

Furthermore, the OLTNP Project will incentivize mixed-use development near the stations to create new housing opportunities. Throughout the OLTNP Project area, base Floor Area Ratio (FAR) has been set low to encourage use of the Community Benefits Program which requires public benefits in the form of on-site affordable housing and amenities to be provided in exchange for a FAR and height bonus.

With respect to *residential neighborhoods*, the City's General Plan Framework Element states the following:

> *Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*
>
> *Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.*
>
> *Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.*

Consistent with the referenced policies, goals and objectives of the Citywide Framework Element, the OLTNP Project has located more intense zoning standards near the transit stations and major corridors, while using lower-intensity land use designations and zoning for residential neighborhoods surrounding the transit stations and corridors to limit incompatible uses.

The OLTNP Project focuses commercial and mixed-use developments primarily along select commercial centers and corridors with access to public transportation. The OLTNP Project's new zoning, under the form district, includes a transitional height requirement which will benefit those areas where commercial land uses directly abut lower residentially zoned parcels. The new zoning districts also establish design standards to enhance the character through design features and architectural elements of the OLNTP areas.

With respect to the *Regional Centers land use*, the Framework Element states the following:

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

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

A Regional Center is a hub of regional commerce and activity that serves a large area and contains a diversity of uses such as retail, commercial, government buildings, major entertainment and cultural facilities, and professional offices. The OLTNP designates a Regional Center near the three Metro's (G) Line stations to create pedestrian-friendly streets and a vibrant and livable district by: promoting mixed-use, transit-oriented development; requiring high quality and well-designed buildings; providing housing at various levels of affordability; and enhancing the appearance and identity of the area. The OLTNP Project prioritizes higher density mixed-use and commercial corridors within the Regional Center GPLU which includes a corresponding Density District that would be limited by Floor Area, as well as technical corrections to include the range of Mid-Rise to High-Rise in the corresponding Form Districts.

II.C. Other General Plan Elements

The OLTNP Project is in substantial conformance with the purpose, intent, and provisions of the General Plan as it helps to implement policies in a number of other General Plan Elements in addition to the Framework Element as discussed, including the Housing Element, the Safety Element, the Circulation Element (Mobility Plan 2035), the Plan for a Healthy Los Angeles (Health Element), and the Land Use Element (Community Plans).

Housing Element

With respect to housing, the 2021-2029 Housing Element states the following:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

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

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

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

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher

Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The OLTNP Project is in substantial conformance with the policies and objectives of the City's General Plan 2021-2029 Housing Element. The OLTNP Project addresses housing needs by encouraging and directing new housing development in areas closest to planned and existing fixed rail transit and bus lines, as well as near jobs. The OLTNP Project's accompanying zoning increases the development potential of multi-unit zoned properties adjacent to major corridors conforming with Housing Element policies to direct new housing close to jobs.

Safety Element

With respect to constituents health and wellbeing, the Safety Element states the following:

Policy 1.2.5 Housing and Development: In keeping with the Housing Element, create housing opportunities that enhance affordability, equity, livability, sustainability and resilience.

The OLTNP Project is in substantial conformance with the policies and objectives of the Safety Element of the General Plan. The OLTNP Project addresses housing needs by creating zones that allow for new housing developments in areas closest to fixed rail transit and bus lines, as well as near jobs. The approach is sustainable, in that new residents will have access to housing without requiring a car. In co-locating these uses, the greenhouse gas emissions are reduced and the cost to non-car owning residents is significantly less as there is not a carrying cost of owning a car, which allows for a more equitable living situation.

Circulation Element (Mobility Plan 2035)

The City's Circulation Element (Mobility Plan 2035) contains a number of important policies related to the OLTNP Project including:

Policy 1.6 Poverty and Health: Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

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

The OLTNP Project improves mobility and complies with the Mobility Plan 2035 by directing future employment and housing near transit stations and frequent bus transit and promoting the development of mixed-use neighborhoods, thereby helping to reduce vehicle trip generation and improve air quality. By locating uses near transit, VMT will also be reduced and the mode share of transit will be increased, as will walking, and bicycling.

Health Element (Plan for a Healthy Los Angeles)

With respect to livable neighborhoods, the Health Element (Plan for a Healthy Los Angeles) states the following:

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

The OLTNP Project accommodates and directs future growth near transit to promote a better jobs-housing balance as well as support walkability and transit ridership and to reduce greenhouse gas emissions and improve overall air quality and as such, the project complies with the City's Health Element.

Land Use Element (Community Plans)

The OLTNP Project includes portions of the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plan areas, two of the 34 Community Plans which comprise the Land Use Element of the City's General Plan. The Community Plans include relevant land use goals, objectives, and policies as follows:

North Hollywood - Valley Village Community Plan

> *Chapter 1 Transportation Opportunity: The potential to incorporate needed facilities conveniently near transit station stops, such as child care, senior housing, and an arts and craft district.*
>
> *Objective 4: To promote economic well being and public convenience through:*
>
> a. *Allocating and distributing commercial lands for retail, service and office facilities, with adequate off-street parking in quantities and patterns based on accepted planning principles and standards; retaining viable commercial frontages with provision for concentrated development and redesigning underutilized strip commercial zoning to more appropriate uses; and improving the appearance of commercial buildings along the major arteries.*
>
> *Objective 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.*
>
> 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 5: To provide a basis for the location and programming of public facilities services and utilities and to coordinate the phasing of public facilities with private development by:*
>
> a. *Providing neighborhood park and recreational facilities, including bicycle paths that utilize rights-of-way and other public lands where feasible.*
>
> *Objective 7: To encourage open space for recreational uses for the enjoyment of both local residents and persons throughout the Los Angeles region.*

Policy Chapter 4 Commercial: High-medium and medium density residential areas will be encouraged around the North Hollywood Business District, and in the area surrounding the transit station.

Policy Chapter 4 Open Space: Open space and public facilities zones have been enacted to reflect both current and future public uses within the North Hollywood-Valley Village Community Plan area.

Van Nuys - North Sherman Oaks Community Plan

Goal 1: A Safe, Secure, And High Quality Residential Environment For All Economic, Age, And Ethnic Segments Of The Community.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Policy 1-1.4: Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate this development.

Policy 1-2.3: Encourage multiple residential development in commercial zones.

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-5.2: Promote housing in mixed use projects in transit corridors.

Policy 1-5.3: Ensure that new housing opportunities minimize displacement of the residents.

Goal 2: A Strong And Competitive Commercial Sector Which Best Serves The Needs Of The Community Through Maximum Efficiency And Accessibility While Reserving The Historic Commercial And Cultural Character Of The Community.

Objective 2-2: To enhance the identity of distinctive commercial districts.

Policy 2-2.1: New development needs to add to and enhance the existing pedestrian street activity.

Policy 2-2.2: Ensure that commercial in-fill projects achieve harmony in design with the best of existing development.

Policy 2-2.4: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts incorporate retail and service oriented commercial uses.

Policy 2-2.5: Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

Policy 2-2.6: Encourage large mixed use projects and other large new development projects adjacent to transit stations to incorporate child care and/or other appropriate human service facilities as part of the project.

Objective 11-2 To increase the work trips and non-work trips made on public transit.

Policy 11-2.1: Develop an intermodal mass transportation plan to implement linkages to future rail service.

Goal 12: Encourage Alternative Modes Of Transportation To Reduce The Use Of Single Occupant Vehicles (Sov) In Order To Reduce Overall Vehicular Trip Volumes.

Objective 12-1 To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

The OLTNP Project provides for a variety of land uses to meet the diverse needs of the community, including housing that accommodates varying household sizes and economic brackets, and commercial businesses that contribute to the local and regional economy. The OLTNP Project includes a recommended pattern of land use that directs future growth to areas best served by existing transportation infrastructure and facilitates mixed-use development along corridors and near transportation nodes. The OLTNP Project directs new housing growth around commercial corridors closest to fixed transit stations, including connections to new or updated transit lines, which reduces the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation.

The OLTNP Project's commercial mixed-use areas are centers of activity, with a broad range of businesses and destinations.These transportation nodes, the OLTNP stations, are intended to have more intense development with the intensity tapering down for less intense, lower scale residential development further out from the stations.

As noted above, the OLTNP Project accommodates projected population and employment growth within the OLTNP boundaries. Through the updated General Plan Land Use designations and new zones (Exhibits B.3 and C.3), the OLTNP Project generally upzones or maintains existing zoning. Lots on Sepulveda Boulevard (current location of big-box retailer Costco and other stores) have an Industrial Land Use designation but are currently used for commercial retail. These lots are changing from Industrial Land Use designation and zones to

Commercial Land Use and zones, which could be viewed as a downzone of use intensity. However, the change is an upzone for housing purposes as no housing units are currently allowed in industrial zones, but housing is permitted in commercial zones.

Primarily commercial today, the OLTNP Project will incentivize mixed-use developments to create new housing opportunities (Exhibits C2, C.3, and E) . Throughout the OLTNP Project area, base Floor Area Ratio (FAR) has been set low to encourage use of the Public Benefits Systems, which requires public benefits in the form of on-site affordable housing and amenities to be provided in exchange for increased FAR and height.

Through the Public Benefits Systems (Article 9 of LAMC Chapter 1A) developers are able to utilize the Community Benefits Program. The purpose of this incentive program is to encourage the development of facilities and services that are necessary to or are of benefit to the public and the community in which the facility or service is located. The Public Benefits Menu activated through the Community Benefits Program and similar incentive programs provides a centralized and standardized list of beneficial facilities and services that incentive programs can point to in order to activate the provision of public facilities and services that are appropriate for the goals and needs of each program or community.

The Form Districts applied by the OLTNP Project allows for the Local Affordable Housing Incentive Program (Exhibits C.3, E.1, and E.2.c) to be enabled and utilized. In order for a project to receive the program's additional floor area ratio and bonus height, the developer must first meet the tier 1 bonus requirements of the Form District. A project will be awarded additional floor area up to the maximum tier 2 bonus floor area ratio and tier 2 bonus height allowed by the applied Form District, by providing one or more of the public benefits options found in the respective public benefits sets mapped in the OLTNP Project area.

The OLTNP Project also created and mapped the Public Benefits Incentive Set 4 as part of the Public Benefits Menu and Community Benefits Program. The Public Benefit Incentive Set 4 is mapped in the Regional Center land uses on the OLTNP North Hollywood Arts District boundaries, and is located to surround the Metro Orange (G) Line and Red (B) Line Stations where future commercial and housing increase is projected. This was created due to a concern about the North Hollywood Arts District area losing this identity as theaters and studio spaces close and market conditions evolve. As a result the OLTNP Project introduces this incentive set to encourage artistic uses in this area by providing public benefits options that include theaters and artspaces.

Many of the design issues the City of Los Angeles grappled with in the past are being handled with the new Chapter 1A Zoning Code, which includes form-based standards. Form-based zoning regulates development by examining the scale, design, and placement of buildings, in order to advance a more pedestrian-friendly environment. The code format is intended to improve the environment through attention to the appearance of communities and buildings.

In addition, the NoHo Commercial and Artcraft District Overlay (adopted via Ordinance No. 170,549) which defined requirements, and put forth standard conditions to encourage and retain "artcraft functions" had many of the previous standards of the District Overlay incorporated into the Chapter 1A New Zoning Code. This was done through the application of the Commercial-Mixed 7 (CX7) and Commercial-Mixed 10 (CX10) Use Districts applied to the proposed Regional Center and Community Center land uses within the NoHo CAD boundary. These Use Districts retain many of the same arts and crafts uses that were originally part of the NoHo Commercial and Artcraft District Overlay (Exhibit C.3, E.1, and E.2.c). In an effort to

streamline the Zoning Code and make standards more transparent to applicants, the NoHo Commercial and Artcraft District Overlay is repealed and integrated into Chapter 1A New Zoning Code.

Similarly, the OLTNP Project also removes the need for the Van Nuys Central Business District (CBD) Community Design Overlay (CDO) District (adopted via Ordinance No. 174,420) within the OLTNP boundaries (Exhibits D.1 and D.2). Since new design standards are part of the New Zoning Code, the portion that overlaps with the OLTNP Project area is integrated into Chapter 1A and removes the CDO suffix and associated Qualifying Conditions through the zone change area. The remaining Van Nuys CBD CDO District boundaries are amended to remove the portion located within the OLTNP boundaries. The existing Guideline and Standards language are modified to reflect the new boundaries, removing any reference to geographies no longer in the amended boundaries, and other technical corrections as necessary to remove antiquated language as well as language clean-up.

The District NoHo Specific Plan (adopted via Ordinance No. 188,144) will be maintaining the underlying Regional Center General Plan Land Use and regulations (Exhibits B.2 and B.3). This designation does not have corresponding Form, Use, and Density districts applied; instead the [DNH][SN] Special Zone, as a Special Zoning District, is applied to all parcels with this designation (Exhibits C.2 and C.3). The OLTNP Project adds the District NoHo Special Zone by name to Article 8 in Chapter 1A of the Zoning Code (Exhibit E.1), thereby bringing the Specific Plan into the New Zoning Code and retaining the regulations and standards supersedes the other Chapter 1A zoning.

In terms of integrating new uses and opportunities for new businesses, the OLTNP Medium Neighborhood Residential land use and Residential-Mixed (RX5) Use District strategy permits new limited commercial uses in targeted residential neighborhoods and further allows current and future residents of the OLTNP area to access household goods and services within walking or biking distance of their residences, reducing reliance on vehicle travel. Commercial space is limited to 3,000 square feet on the ground floor, and is only permitted in buildings that are served by alleys, located on corners, or that front major streets such as boulevards or avenues. There are also proposed limitations on the hours of operation and alcohol sales, in an effort to prevent nuisance related issues from commercial uses.

The OLTNP Project also proposes to maintain the area where restaurants may take advantage of the Restaurant Beverage Program (RBP). The RBP is an administrative review process available for qualifying sit-down restaurants requesting to serve alcoholic beverages. To apply, restaurants must be located in an RBP-eligible geographic area of the city and must comply with a set of standards. The entire OLTNP geography is currently eligible for the RBP (Exhibit E.2.c), and the OLTNP Project maintains this geography while porting the standards of the program into Chapter 1A of the New Zoning Code. As a result, the alcohol sales permission within the OLTNP Project area will continue to allow restaurants to follow this administrative process, to maintain a business-friendly approach.

The OLTNP Project includes Special Lot Lines (Exhibit E.2.d), a tool that is meant to ensure buildings contribute to a safer and more vibrant public realm. It is strategically applied around all three station areas, select alleys with high pedestrian activity, and portions of the Orange Line bicycle path. Special Lot Lines can better activate spaces where pedestrians and cyclists already are, and to create a better experience and more visibility for users of these spaces by applying some frontage standards to the rear of the buildings in order to create a more

interactive rear-building experience and promoting accessibility with pedestrian-friendly features and active alleys.

Transit Oriented Incentive Areas Program

In order for the 2021-2029 Housing Element to accommodate the number of units identified in the Regional Housing Needs Assessment (RHNA) pursuant to State Law, several strategies and programs were introduced.

In order to facilitate the construction of this number of new housing units, the City adopted the Citywide Housing Incentive Program (CHIP). The CHIP ordinance consists of three larger programs, each aimed at creating more housing - these are State Density Bonus, the Affordable Housing Incentive Program (AHIP), and the Mixed Income Incentive Program (MIIP). These CHIP programs provide development bonuses for projects that provide affordable housing. The CHIP programs also offer additional development bonuses for projects that provide other public benefits.

Of these programs, MIIP has had the largest impact on the OLTNP zoning strategy. MIIP comprises three individual programs, and these are: Opportunity Corridor Incentive Areas (OC), Opportunity Corridor Transition Areas (CT), and Transit Oriented Incentive Areas (TOIA) Program. These programs apply as overlays that supplement existing zoning regulations.

Much of the OLTNP area is covered by TOIA incentives. Areas closest to major transit stations are referred to as Tier 3 and receive the most generous development bonuses. Areas furthest from major transit stops- up to ½ a mile away, are referred to as Tier 1 areas receiving additional development bonuses through the TOIA program, though less than what is offered to parcels in Tier 2 and 3.

Pursuant to LAMC Section 1.5.16.C.2 (Chapter 1A):

> *The Transit Oriented Incentive Program may be superseded by a Specific Plan, a Supplemental District, or a Special Zone, or a zone change ordinance, including as part of a Community Plan Update or Transit Neighborhood Plan, if the Specific Plan, the Supplemental District, or the Special Zone, or zone change ordinance, exceeds the development incentives or set-aside percentages set forth in the Transit Oriented Incentive Program. In such a case, the area covered by the superseding Specific Plan, Supplemental District, Special Zone, or other zoning ordinance shall not be subject to the update frequency provisions of Paragraph 1, [as noted earlier in the code section].*

It is noted that a Community Plan or TNP can exceed the development bonuses offered by TOIA and that geography will become unmapped from TOIA, and will not be subject to future map updates. The zone change ordinance will supersede the density and floor area allowed through TOIA, and as the incentives provided in the OLTNP area (Exhibits C.3, E.1, E.2.b, and E.2.c) exceed those detailed in the TOIA program, this removes the Transit Neighborhood Plan (TNP) area from the TOIA program mapping. The OLTNP Project is also competitive with the State Density Bonus program.

II.D. LAMC Section 12.32 R.2 Building Line Removal

The Building Line Removals are consistent with the General Plan and in conformance with the public necessity, convenience, general welfare or good zoning practice and are incidental to the

proposed zone changes for parcels containing building lines within the boundaries of the OLTNP.

LAMC Section 12.32 R (Chapter 1) dictates the legislative procedures and findings required to establish, change, or remove a Building Line in the City of Los Angeles. A Building Line is:

> *"established, changed or removed along any street or portion of a street in order to provide for the systematic execution of the General Plan; to obtain a minimum uniform alignment from the street at which buildings, structures or improvements may be built or maintained; to preserve the commonly accepted characteristics of residential districts; to protect and implement the Highways and Freeways Element of the General Plan* (superceded by Mobility Plan 2035 in 2016)*; to provide sufficient open spaces for public and private transportation; to facilitate adequate street improvements; to prevent the spread of major fires and to facilitate the fighting of fires; and to promote the public peace, health, safety, comfort, convenience, interest and general welfare."*

Existing Building Lines of various depth are located along Burbank Boulevard, Cahuenga Boulevard, Camarillo Street, Camellia Avenue, Delano Street, Emelita Street, Hazeltine Avenue, Kester Avenue, Killion Street, Klump Avenue, La Maida Street, Lankershim Boulevard, McCormick Street, Morrison Street, Oxnard Street, Riverton Avenue, Satsuma Avenue, Sepulveda Boulevard, Sylvan Street, Tujunga Avenue, Tyrone Avenue, Van Nuys Boulevard, Vineland Avenue, Victory Boulevard, and Weddington Street, within the OLTNP boundaries established under Ordinance Nos. 58209, 60931, 76347, 86752, 96567, 97939, 98921, 99300, 101016, 103678, 108950, 109940, 113741, 115201, 120294, 123410, 124418, 124512, 124677, 124869, 125050, 125365, 125934, 125976, 126150, 126425, 130250, and 138605.

The OLTNP Project is requesting the removal of all Building Lines (Exhibit D.3) within the OLTNP boundaries as the street standard in accordance with the Mobility Plan 2035 Element will obtain minimum uniform alignment, adequate street improvements, provide sufficient depths for transportation, and to promote the general welfare. Further, the Bureau of Engineering may require widening of streets or sidewalks through dedicated land along frontages to complete with half right-of-way in accordance with street standards of the Mobility Plan 2035 for future development within the project boundaries. The OLTNP is rezoning all parcels to be incorporated within the new form based code and maintaining existing building lines could hinder future development standards and frontage districts.

Removal of the Building Lines allows additional space to accommodate the future development, which will permit the construction of much needed housing in the City and around the three Orange (G) Line Station areas. Without the removal of the building lines, future development could be hindered by setbacks that do not align with the existing and proposed street classifications along these various street frontages within the OLTNP boundaries. Therefore, the current Building Lines are no longer needed since future street dedication and improvements to proposed development within the OLTNP boundaries would be required to comply with the street standard of Mobility Plan 2035 as development occurs. As such, the removal of the building lines are consistent with the General Plan and in conformance with the public necessity, convenience, general welfare, and good zoning practice.

As noted above, the OLTNP Project complies with the General Plan and all of its elements.

II.E. <u>Other Findings</u>

Measure JJJ Assessment, LAMC Section 11.5.8 (Chapter 1)

In November 2016 voters passed Measure JJJ, known as the “Build a Better LA” initiative. The measure was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a Community Plan to ensure that proposed changes do not: (1.) Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or (2.) Undermine California Government Code Section 65915 or any other affordable housing incentive program.

The OLTNP Project does not reduce the capacity for creation and preservation of affordable housing. The OLTNP Project applies land use designation and zoning districts from LAMC Chapter 1A that continue to allow multi-unit residential development and introduces zoning districts and incentive tools that prioritize affordable housing. The OLTNP Project increases maximum development capacity over a majority of OLTNP area, allowing for more capacity of housing to be developed.

The OLTNP Project accommodates projected population and employment growth within the OLTNP area. Through the updated General Plan Land Use designations and new zones (Exhibits B.3, C.3 and E), the OLTNP Project generally upzones or maintains existing zoning. While lots on Sepulveda Boulevard (current location of big-box retailer Costco and other stores) are changing from an Industrial Land Use designation and zone to a Commercial Land Use and zone, which could be viewed as a downzone of use intensity, the change is an upzone for housing purposes as no housing units are permitted in industrial zones. The Transit Oriented Incentive Area (TOIA) Program is superseded by the zone change ordinance (Exhibits C.3, E.1, E.2.b, and E.2.c), as the potential development incentives or set-aside percentages set forth in the TOIA are exceeded by the OLTNP.

Primarily commercial today, the OLTNP Project will incentivize mixed-use developments to create new housing opportunities. Throughout the OLTNP Project area, base Floor Area Ratio (FAR) has been set low to encourage use of the Public Benefits Systems, specifically the Community Benefits Program, which requires public benefits in the form of on-site affordable housing and amenities to be provided in exchange for increased FAR and height.

The Community Benefits Program prioritizes the provision of affordable housing, requiring housing development projects to participate in the Local Affordable Housing Incentive Program, which requires affordable housing units consistent with California Government Code Section 65915, before offering incentives for other public benefits. Furthermore, the Local Affordable Housing Incentive Program requires the provision of a higher amount of affordable housing units than is currently required under 65915, in exchange for greater incentives, while the provisions and incentives of 65915 would remain available.

The OLTNP Project does not reduce access to local jobs. The uses allowed today will largely be intensified or maintained at the current level. The OLTNP Project seeks to create flexibility to respond to changing economic conditions, retain affordable commercial spaces for neighborhood-serving businesses. The OLTNP Project proposes an updated Medium Neighborhood Residential General Plan Land Use that permits a small amount of neighborhood-serving retail such as coffee shops or delis to locate within otherwise residential buildings on the ground floor. This allows current and future residents living within the OLTNP area to access household goods and services within walking or biking distance of their residence, reducing reliance on vehicle travel, and encourages new small businesses.

The OLTNP Project includes land use policies that support the preservation and creation of affordable housing through equitable housing distribution.

State Law Restrictions on Zoning Actions under Housing Crisis Act

On October 9, 2019, Governor Newsom signed into law Senate Bill (SB) 330, the Housing Crisis Act of 2019. The act amends existing state laws and creates new regulations around the production, preservation and planning of housing. The goal of SB 330 and subsequent amendments, including SB 8 (2021) and Assembly Bill 130 (2025), is to create certainty in the development of housing projects, speeding up the review of these projects. The bill requires that the historic status or designation of any site be determined at the time an application for a discretionary action is deemed complete. Non-objective design review standards established after January 1, 2020, cannot be imposed or enforced. SB 330, as codified in the California Government Code Section 66300, also prevents zoning actions that reduce the capacity of housing below what was allowed on January 1, 2018. Plans that result in a net downzoning or otherwise reduce housing and population (except for specified reasons involving health and safety, affordable housing and voter initiatives) are prohibited. Moratoriums on housing development, or limits on approval, permits, or housing units cannot not be imposed by local jurisdictions. This does not apply to zoning efforts that reduce development intensity (e.g. FAR, height, setbacks, etc.) for parcels that allow residential uses as long as density (number of units allowed on a parcel) and intensity (buildable envelope) is increased on other parcels and therefore results in “no net loss” in zoned housing capacity or intensity. As noted, the OLTNP Project increases maximum development capacity over a majority of OLTNP area, allowing for more housing to be built, and therefore complies with this requirement.

III. CEQA Finding

Based on the independent judgment of the decision-maker and in consideration of the whole of the administrative record, the project was assessed for the Housing Element Environmental Impact Report (SCH No. 202101030) (“EIR”), certified on November 29, 2021, Addendum No. 1 (ENV-2020-6762-EIR-ADD1), and Addendum No. 2 (ENV-2020-6762-EIR-ADD2), and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, and Addendum No. 3, dated June 2026 and it was determined that the project was previously assessed in the EIR, and pursuant to CEQA Guidelines Sections 15162 and 15164, no subsequent or supplemental EIR is required for approval of the project. Further it was determined pursuant to CEQA Guidelines, Section 21080.085, the project is exempt from CEQA.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

A virtual Public Hearing was held from 5:00 PM to 7:00 PM on Wednesday, March 18, 2026, attended by roughly 25 members of the public. The hearing notice was posted in two local newspapers, and 191 individual mailers were sent to contacts in the Orange (G) Line Transit Neighborhood Plan (OLTNP) interested parties list as well as an e-blast, which was sent to over 2,600 email addresses. The hearing was attended by members of the Van Nuys Neighborhood Council, Sherman Oaks Neighborhood Council, and the Director of Planning and Land Use from Council District (CD) No. 6. A four part video series (including a version in Spanish) was also posted on the OLTNP website a month in advance to present interested parties with an in-depth review of the plan's background, review of update proposals for each station, and updates to the Mobility Plan.

At the hearing, a slideshow was presented including project background, related State and City legislation and programs impacting the OLTNP Project, zoning updates for the Van Nuys and North Hollywood Community Plan areas, highlights of special OLTNP Project features responding to constituent input, a high-level summary of the OLTNP Project's mobility updates including street reclassifications and Mobility Plan Network changes, and the proposed environmental review of the OLTNP Project including an Addendum to the General Plan Housing Element EIR and CEQA Statutory/Categorical Exemptions. The presentation was followed by a question-and-answer period and then the public hearing began inviting attendees to make official comments on the project record with the facilitation of a hearing officer.

Attendees' questions focused on:

- The OLTNP Project's impact on the specific local areas if implemented, as well as how the OLTNP interacts with California Senate Bill 79 for the OLTNP area,
- How planned and zone changes take effect,
- Number of stories planned to be built in each of the proposed new General Plan Land Uses designations; and,
- Impacts on street parking for existing residents.

Six individuals of the 25 participants choose to provide verbal public testimony. The representative from Council District 6 expressed support for the OLTNP Project, with hope that it would catalyze new development, including mixed-use activated sites, and desire for the OLTNP Project to mitigate relevant parties' concerns around the redevelopment of the Sepulveda Station area. Other attendees' comments included support for concentrating building height on major corridors, transitional height developments including a desire for townhomes adjacent to single-unit residence zoned streets. Parking was repeatedly mentioned by a few speakers, including the desire for a traffic and parking study for the Sepulveda Station area and requests for requiring parking for new residential structures.

Communications

The OLTNP's public outreach process spanned approximately 10 years and involved over 75 touchpoints (Exhibit H.1). This outreach helped identify a number of key issues informing the land use and zoning recommendations of the Proposed Plan. Topics ranged from desire to see a greater tree canopy in the San Fernando Valley, an increase in bike lanes, more affordable housing, more open space, preservation of single-unit residents, and an improved public transportation system.

Four letters were received within the comment period (Exhibit H.2) that followed the hearing from representatives of the Sherman Oaks Vision and PLUM committees of the Sherman Oaks Neighborhood Council, Van Nuys Neighborhood Council, and individuals from the Part of Sherman Oaks (POSO) and Van Nuys neighborhoods. Additional written public testimony are summarized as follows:

- Consistency in the application of density and building heights across the respective OLTNP Areas;
- Varying levels of support regarding the provision of public amenities, including open space;
- Varying testimony regarding the omission of Industrial land use designations within the Plan;
- The necessity of incorporating transitional height requirements;
- Opportunities to facilitate "missing middle" housing and expanded homeownership options;
- Provisions within the OLTNP Project addressing tenant protections, affordability mandates, and support for legacy businesses;
- Support for new development that prioritizes pedestrian, bicycle, and transit-oriented design over auto-oriented configurations, including the integration of mixed-use spaces;
- Incorporating large setback requirements and landscaped buffers adjacent to sensitive land uses;
- Support for concentrating building height on major corridors, excluding low scaled neighborhoods; and
- Desire for additional parking above proposed parking requirements for new projects.

EXHIBIT A:

Resolution for the General Plan Framework, North Hollywood - Valley Village Community Plan, and the Van Nuys - North Sherman Oaks Community Plan

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CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, APPROVING THE ORANGE (G) LINE TRANSIT NEIGHBORHOOD PLAN, AND AMENDMENTS TO THE FRAMEWORK ELEMENT AND LAND USE ELEMENT OF THE CITY'S GENERAL PLAN; AND ADOPTING ADDENDUM NO. 3 (ENV-2020-6762-EIR-ADD3) TO AN EXISTING ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2021010130) (ENV-2020-6762-EIR).

WHEREAS, the North Hollywood - Valley Village Community Plan was last updated and adopted by the City Council on May 14, 1996 (Council File No. 95-0830), incorporating the Valley Village Specific Plan adopted February 23, 1993 (Council File No. 91-0911-S2) and amended August 4, 2015 (Council File No. 13-1324), and the NoHo Commercial and Artcraft District on May 31, 1995 (Council File No. 93-2134);

WHEREAS, the Van Nuys - North Sherman Oaks Community Plan was adopted by the City Council on September 9, 1998 (Council File No. 98-0572) and the Van Nuys Central Business District Community Design Overlay District boundaries were adopted on January 18, 2002 (Council File No. 01-2527) which added the CDO suffix as part of the zone classification, and associated Design Guidelines & Standards which were re-adopted by the City Planning Commission on August 16, 2004;

WHEREAS, the Department of City Planning prepared the Orange (G) Line Transit Neighborhood Plan which supplements and updates the Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans and consists of all of the following:

(1) Amendments to the General Plan Land Use Map, referred to as the Van Nuys - North Sherman Oaks/Valley Village - North Hollywood Community Plans General Plan Land Use Maps;
(2) Amendments to Appendix A to the Framework Element for consistency with the Orange (G) Line Transit Neighborhood Plan;
(3) Zoning ordinances to implement the Orange (G) Line Transit Neighborhood Plan
    a. Amendments to LAMC Chapter 1A;
    b. Zone Changes to the City of Los Angeles Zoning Map;
    c. Amendment to the Van Nuys Central Business District Community Design Overlay District boundaries established by Ordinance No. 174,420;
    d. Repeal of the NoHo Commercial and Artcraft District Overlay established by Ordinance No. 170,549;
    e. Amendment to the District NoHo Specific Plan established by Ordinance No. 188,144 and associated Sign District
    f. Repeal the Transit Oriented Incentive Areas (TOIA)
    g. Building Line Removals
    h. Zoning Maps: Special Lot Line
    i. Zoning Maps: Local Affordable Housing Incentive Program
    j. Zoning Maps: Public Benefits Incentives
    k. Zoning Maps: Alcohol Permission Area

(4) Revised Design Guidelines & Standards for the Van Nuys Central Business District Community Design Overlay to reflect the boundary changes and other technical corrections;

WHEREAS, a notice of public hearing on the Proposed Project was published in the "Daily Journal" and "Daily News" on February 2, 2026, and mailed to Neighborhood Councils

and other interested parties on January 30, 2026 in accordance with Sections 13B.1.1.C.1, 13B.1.2.C.1, 13B.1.3.C.1 and 13B.1.4.C.1 of Chapter 1A of the Los Angeles Municipal Code (LAMC); and

WHEREAS, hearing officers of the Planning Department, as representatives of the City Planning Commission, pursuant to LAMC Section 13B.1.1 of Chapter 1A, held the initial public hearing regarding the Project on March 18, 2026 and made a report and recommendation; and

WHEREAS, a notice of a public hearing for the City Planning Commission was published in the "Daily Journal" and "Daily News" on May 29, 2026, and mailed to Neighborhood Councils on May 29, 2026 in accordance with LAMC Sections 13B.1.1.C.1 13B.1.2.C.1, 13.B.1.3.C.1 and 13B.1.4.C.1 of Chapter 1A; and WHEREAS, the City Planning Commission conducted a public hearing on June 25, 2026, and considered all evidence, both oral and written, made at the hearing, and the previous initial public hearing, including, without limitation, the Recommendation Report of the City Planning Department, including exhibits and appendices, which included the recommendations of the hearing officers, and testimony, documents, and exhibits or attachments, submitted by interested parties, including other state and local agencies; and

WHEREAS, at the completion of the June 25, 2026 public hearing, the City Planning Commission recommended the Mayor approve and the City Council adopt the Project [OPTIONAL "with the following modifications"]; and

WHEREAS, the City Council finds that the Project implements the New Zoning Code, LAMC Chapter 1A, which came into effect after the current Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans and their implementing ordinances were adopted; and

WHEREAS, the amendments proposed by the Orange (G) Line Transit Neighborhood Plan consist of changes that implement applicable Community Plan and General Plan policies related to planning for expanding affordable housing opportunities, additional employment uses, and fostering good building design next to active transportation facilities; and

WHEREAS, the City Council has reviewed and considered based on the whole of the administrative record, that the Orange (G) Line Transit Neighborhood Plan was analyzed in the Housing Element Environmental Impact Report (SCH No. 2021010130) (Housing Element EIR) certified on November 29, 2021, and Addendum No. 1 (ENV-2020-6762-EIR-ADD1), Addendum No. 2 (ENV-2020-6762-EIR-ADD2), Addendum No. 3 (ENV-2020-6762-EIR-ADD3); the Orange (G) Line Transit Neighborhood Plan is within the scope of the project of covered by the Housing Element EIR; and the Housing Element EIR adequately describes the activity for the purposes of CEQA; and pursuant to CEQA Guidelines Sections 15162, 15164 and 15168, no subsequent or supplemental environmental impact report is required.

WHEREAS, pursuant to the City Charter Section 555 and LAMC Section 13B.1.1 of Chapter 1A, the Mayor and the City Planning Commission have transmitted their recommendations to the City Council.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.

2. CEQA Findings. The City Council finds based on its independent judgment, after consideration of the whole of the administrative record, the project was assessed for the Housing Element Environmental Impact Report (SCH No. 202101030) ("EIR"), certified on November 29, 2021, Addendum No. 1 (ENV-2020-6762-EIR-ADD1), and Addendum No. 2 (ENV-2020-6762-EIR-ADD2), and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, and Addendum No. 3, dated June 2026 and it was determined that the project was previously assessed in the EIR, and pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164, no subsequent or supplemental EIRis required for approval of the project. Further it was determined pursuant to CEQA Guidelines, Section 21080.085, the project is exempt from CEQA.

3. General Plan Amendments. The City Council approves the proposed General Plan text and map amendments found in Council File No._____, as recommended by the City Planning Commission on _____, and adopted by the City Council on _____, to: (a) Van Nuys - North Sherman Oaks and North Hollywood - Valley Village Community Plans (Land Use Element); and (b) the Framework Element.

4. Reversion to Prior Community Plan. Unless otherwise provided by action of the City Council, to the extent the Orange (G) Line Transit Neighborhood Plan is enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the Van Nuys - North Sherman Oaks Community Plan (as adopted in 1998) or the North Hollywood - Valley Village Community Plan (as adopted in 1996) shall, by operation of law, be revived and continue in full force and effect, until such time as the injunction is dissolved, the court order is set aside, and/or until further action of the City Council.

5. Severability. If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Resolution are severable.

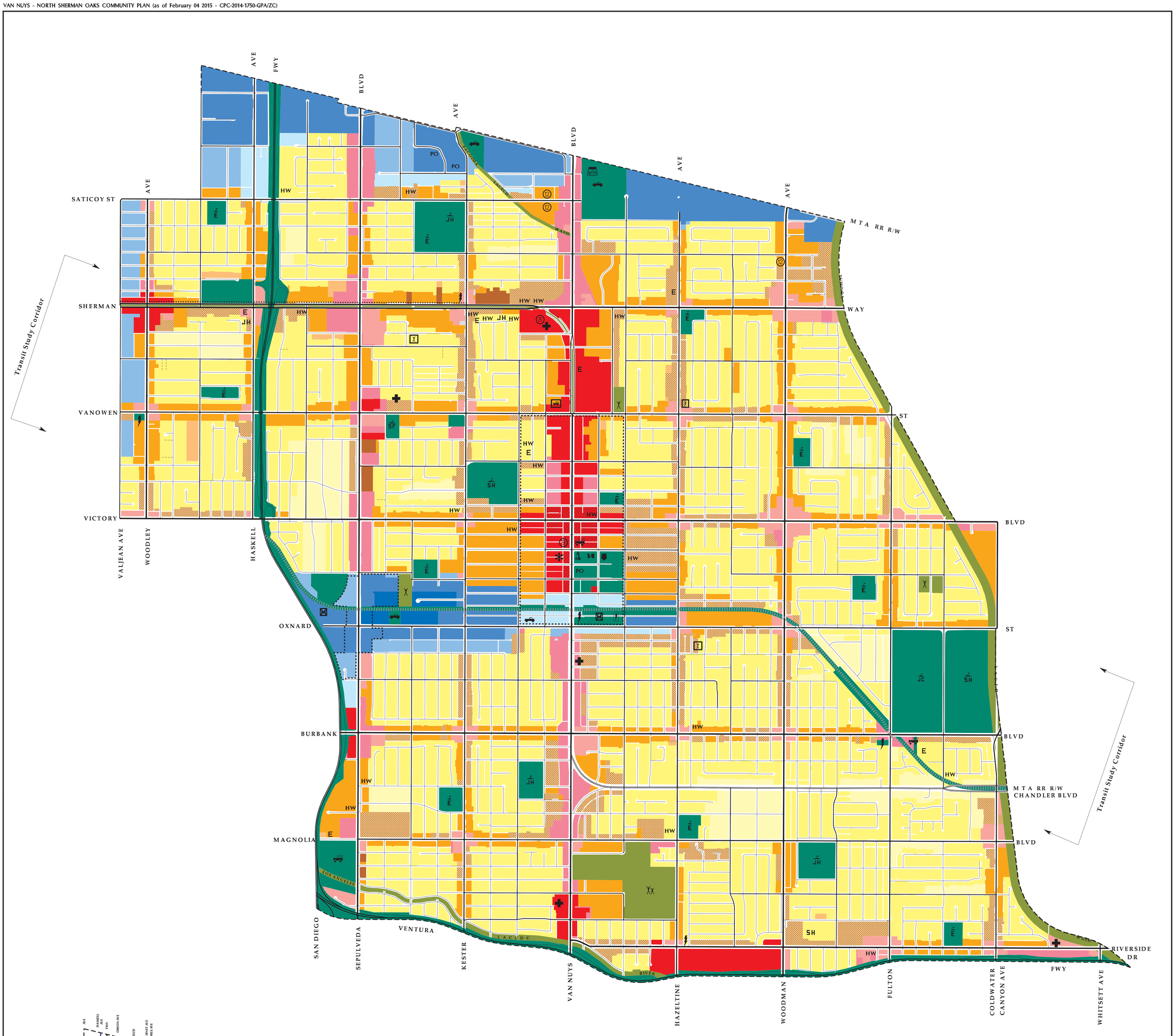
6. Operative Date. To ensure the City's zoning ordinances are in conformity with the general plan, this Resolution is operative upon the adoption by the City Council of the following implementing ordinances found in Council File No. _____ for the Orange (G) Line Transit Neighborhood Plan: Amendments to Chapter 1A, and zone changes to the City Zoning Map.

EXHIBIT B.1:

Existing General Plan Land Use Maps

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026



GENERALIZED CIRCULATION
(See Note "D")

LAND USE

RESIDENTIAL [1]

		CORRESPONDING [11] ZONES
LOW DENSITY	VERY LOW	RE20, RA, RE15, RE11
	LOW	RE9, RS, R1, RU, RD6, RD5 [5]
MULTIPLE FAMILY	LOW MEDIUM I	R2, RD6 [5], RD3, RD4 RZ3, RZ4, RU, RW1
	LOW MEDIUM II	RD1.5, RD2, RW2, RZ2.2
	MEDIUM	R3
	HIGH MEDIUM	R4

COMMERCIAL		
NEIGHBORHOOD [2] COMMERCIAL	C1, C1.5, C2, C4, RAS3, RAS4	
GENERAL [2] COMMERCIAL	C1.5, C2, C4, RAS3, RAS4	
COMMUNITY [3] COMMERCIAL	CR, C2, C4, RAS3, RAS4	
REGIONAL COMMERCIAL	CR, C1.5, C2, C4, R3 R4, R5, RAS3, RAS4	

INDUSTRIAL		
COMMERCIAL MANUFACTURING		CM
LIMITED INDUSTRIAL		CM, MR1, M1
LIGHT INDUSTRIAL		MR2, M2
HEAVY INDUSTRIAL		M3

OPEN SPACE, PUBLIC FACILITIES		
OPEN SPACE		OS, A1
PUBLIC [13] FACILITIES		PF

PARKING		
PARKING		P, PB

CIRCULATION

- Freeway [7]
- Divided Major Highway II
- Divided Scenic Major Highway II
- Major Highway II
- Secondary Highway
- Collector Street [7]
- Local Street
- Private Street
- MTA RR R/W

SPECIAL BOUNDARY

- Commercial Core Special Study Area

ADMINISTRATIVE BOUNDARY

- Community Boundary

NOTES:
- Proposed [6]

SERVICE SYSTEMS [6]

SCHOOL SITES
- E — Elementary School
- E — Private Elem School
- JH — Junior High School
- JH — Private Junior H S
- SH — Senior High School
- SH — Private Senior H S
- JC — Community College
- SF — Special Facility

RECREATIONAL SITES
- Neighborhood Park
- Community Park

OTHER FACILITIES
- Police
- Fire Station
- Community Library
- Health Center
- PO — Post Office
- Maintenance Yard
- HW — House Of Worship
- MTA Station
- MTA Metrolink Station
- Branch Administrative Center
- Power Receiving Station
- Power Distribution Station
- Cultural/Historical Site

FOOTNOTES

1. Height District No. 1.
2. Height District No. 1VL (three stories).
3. Height District No. 1L (six stories).
4. Gross acreage includes abutting street.
5. RD6 zone permits apartments and attached housing.
6. Boxed symbol denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
7. Local streets and freeways are shown for reference only.
8. If this property is developed with residential uses, density should not exceed medium (R3 zone).
9. The use of Transfer of Floor Area Ratio rights to a maximum of 6 to 1 shall be permitted within that portion of the proposed specific plan bounded by Vesper Avenue, Calvert Street, Sylmar Avenue and Gilmore Street, in exchange for public benefit purposes such as: provision of housing, open space, historic preservation, cultural, community and public facilities, and transportation improvements.
10. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
11. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

    Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

    It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
12. No new development shall exceed one (1) dwelling unit per 1,200 square feet.
13. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
14. All portions of buildings on a C or M zone lot governed by the provisions of Sec. 12.21.1 shall not exceed the height limits set forth below when located within the distances specified from a lot classified in the RW1 Zone or a more restrictive zone in accordance with Sec. 12.21.1 A 10 of the LAMC.

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 199 feet	61 feet

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.

Notes :
A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (http://www.planning.lacity.org).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

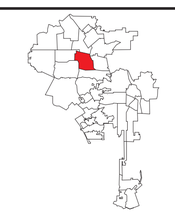
Disclaimer : The City Of Los Angeles is neither responsible nor liable for any inaccuracies,errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation,warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City Of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use,the map and\or the materials contained on the map whether the materials contained on the map are provided by the City Of Los Angeles, or a third party.

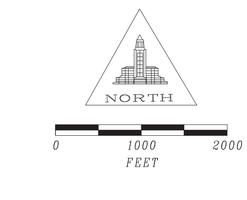
GENERAL PLAN LAND USE MAP (as of February 04 2015)

VAN NUYS - NORTH SHERMAN OAKS COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division Michael LoGrande - Director





PLOT DATE : 05/13/15

DATA SOURCES:
LANDUSE (gp map) path1 : VNYgdbGENPLAN(from MNT.GENPLAN@PLY@68ggisdb.sde)
LANDUSE (gp map) path2 : NA ' '
LANDUSE (gp map) path3 : NA ' '

CL cpln cover : x:\cpln\gpdata\VNY
MISC cpln cover : x:\cpln\gpdata\VNY
MAPS cpln cover : x:\cpln\gpdata\VNY

BSANNO cpln cover : x:\cpln\gpdata\VNY
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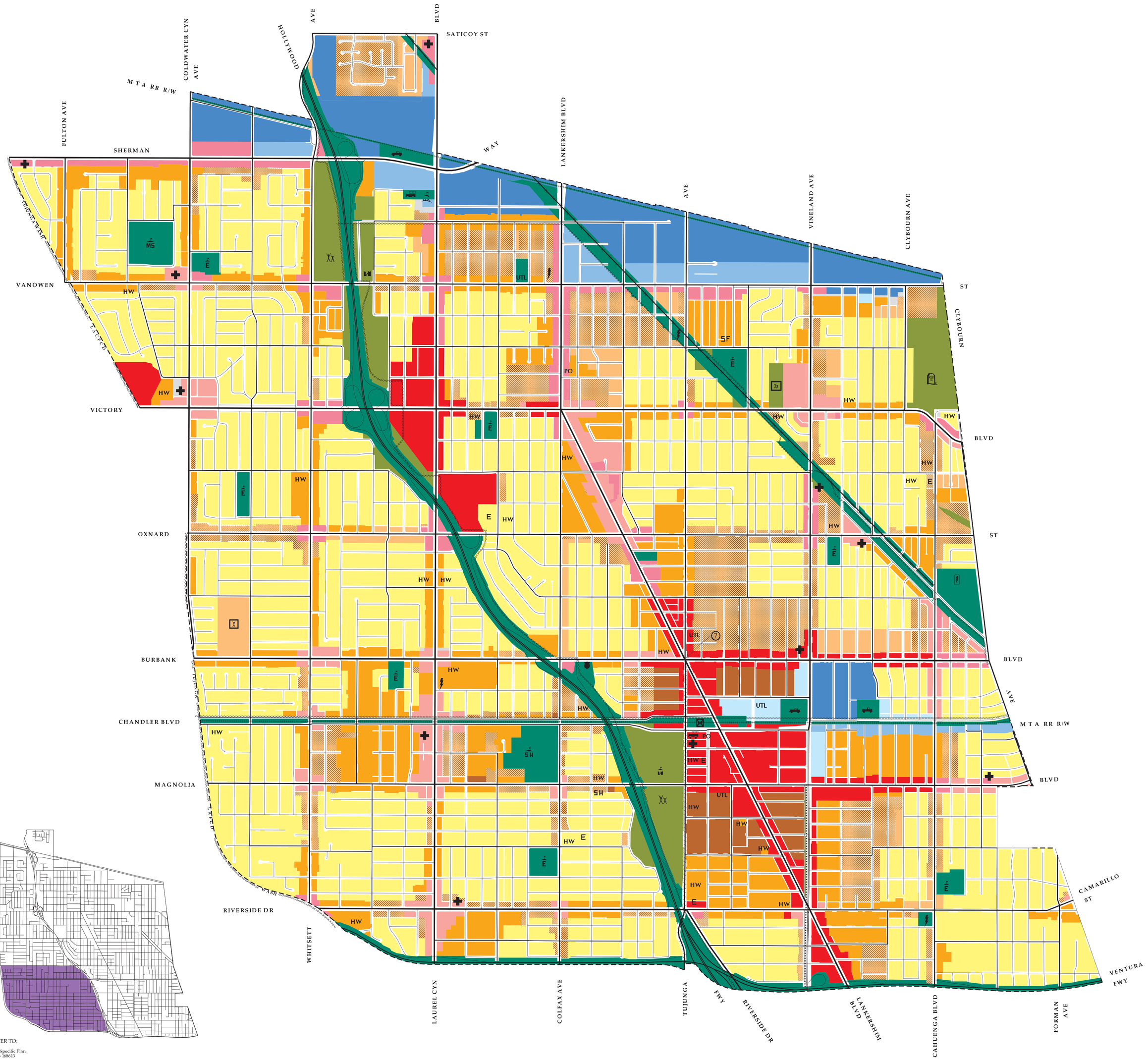
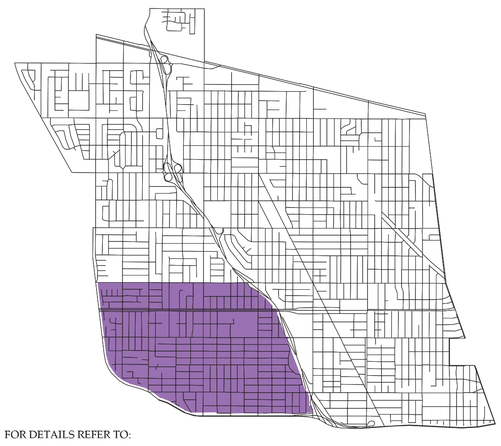
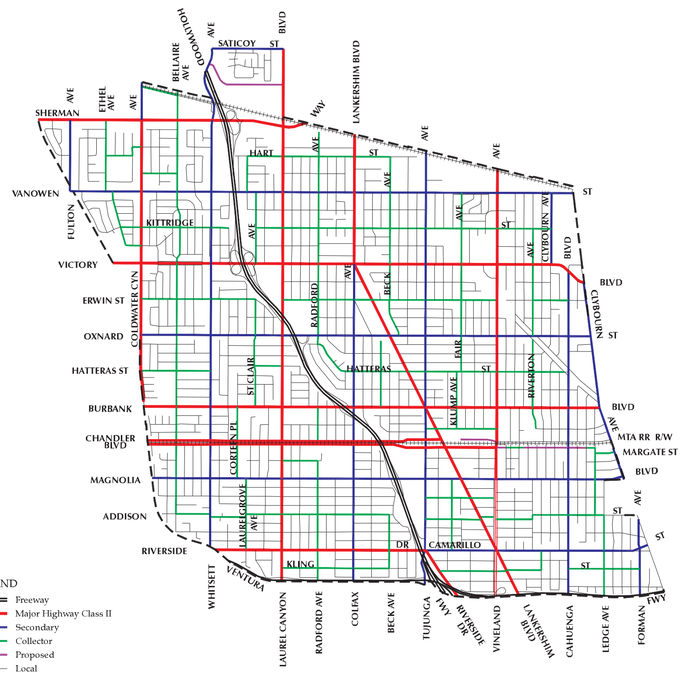




FOR DETAILS REFER TO:

Valley Village Specific Plan
Ordinance No 168613

SPECIFIC PLAN AREA



GENERALIZED CIRCULATION
(See Note "D")

LAND USE

RESIDENTIAL			
SINGLE FAMILY [1]			
LOW	RE9,RS,R1		
MULTIPLE FAMILY [1]			
LOW MEDIUM I	R2,RD5,RD4,RD3		
LOW MEDIUM II	RD2,RD1.5		
MEDIUM	R3		
HIGH MEDIUM	R4		
COMMERCIAL			
NEIGHBORHOOD [2]	CR,C1,C1.5, RAS3,RAS4,P		
HIGHWAY ORIENTED [2]	C1,C1.5,C2,C4, RAS3,RAS4,P		
COMMUNITY [3]	CR,C1,C1.5,C2,C4, RAS3,RAS4,P,PB		
INDUSTRIAL [4]			
COMMERCIAL MANUFACTURING	CM,P		
LIMITED	M1,MR1,P		
LIGHT	M2,MR2,P		
PARKING			
PARKING			
OPEN SPACE, PUBLIC FACILITIES			
OPEN SPACE	OS,A1		
PUBLIC FACILITIES [10]	PF		

CIRCULATION

- Divided Major Hwy II
- Divided Scenic Major Hwy II
- Freeway [6]
- Major Hwy II
- Secondary Hwy
- Modified Secondary Hwy
- Collector Street
- Local Street [6]
- Railroad R/W
- Equestrian Trail

UTILITY LINE

- Transmission Line

ADMINISTRATIVE BOUNDARY

- City Boundary
- Community Boundary

NOTES:

- Proposed [5]

SERVICE SYSTEM [5]

SCHOOL SITES

- E Elementary School
- MS Middle School
- SH Senior High School
- E Private Elementary School
- SH Private Senior H.S.
- SF Special School Facility

RECREATIONAL SITES

- Community Park
- Neighborhood Park

OTHER FACILITIES

- Community Library
- Regional Library
- Fire Training Site
- Fire Station
- Police Station
- Power Receiving Station
- Power Distribution Station
- Health Center/ Medical Facility
- PO Post Office
- Maintenance Facility
- UTL Utility Facility
- HW House of Worship
- M M.T.A. Station
- Cemetery

FOOTNOTES

1. Corresponds to Height District 1.
2. Highway Oriented and Neighborhood Commercial are intended to be limited to three stories or 45 feet.
3. Corresponds to an average Height District No. 1 with a maximum of Height District No. 2.
4. Industrial areas are intended to be limited to three stories or 45 feet.
5. Boxed symbol denotes the general location of a potential public facility, and does not designate any specific private property for acquisition.
6. Local streets and freeways are shown for reference only.
7. The Plan proposes a special study to redesign the problem intersection at Lankershim and Burbank Boulevards, and Tujunga Avenue.
8. Existing mobilehome parks are consistent with the Plan. Future mobile home parks shall be consistent with the Plan when developed in the RMP Zone.
9. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations.

   Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

   It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
10. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

Notes :

A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

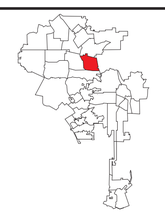
Disclaimer : The City Of Los Angeles is neither responsible nor liable for any inaccuracies,errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation,warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City Of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use,the map and\or the materials contained on the map whether the materials contained on the map are provided by the City Of Los Angeles, or a third party.

GENERAL PLAN LAND USE MAP (as of October 27 2009)

NORTH HOLLYWOOD - VALLEY VILLAGE COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division Con Howe - Director



NORTH
0 900 1800
FEET

PLOT DATE : 12/11/09

DATA SOURCES:
LANDUSE (gp map) path1 : NHLgdbGENPLAN(from MNT.GENPLAN@PLY@GBggisdb.sde)
LANDUSE (gp map) path2 : NA ' '
LANDUSE (gp map) path3 : NA ' '

CL cpln cover : x:\cpln\gpdata\NHL
MISC cpln cover : x:\cpln\gpdata\NHL
MAPS cpln cover : x:\cpln\gpdata\NHL

BSANNO cpln cover : x:\cpln\gpdata\NHL
BSICONS cpln cover : x:\cpln\gpdata\NHL
LUmask cover : x:\cpln\gpdata\NHL

EXHIBIT B.2:

Proposed General Plan Land Use Maps

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

PROPOSED GENERAL PLAN LAND USE DESIGNATION MAP
Orange (G) Line TNP - Van Nuys-Sepulveda Stations

PLAN BOUNDARIES

Orange (G) Line TNP

Metro Stations

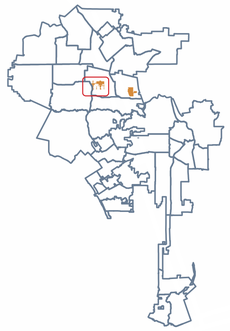
Operational

Under Construction

Metro - Lines

ESFV (Under Construction)

Orange (G)



N

0 0.25

Miles

SPRING 2026

Disclaimer:
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General Plan Land Use	Corresponding Form	Frontage	Development Standards	Use	Density	Supplemental District
Regional Center	MB6, MB3	SH4, SH5	11	CX7, CX10	FA	-
Community Center	LM13, MM7, MM8, MM9	SH4, SH5	10	CX10	4	-
Medium Neighborhood Residential	LM11, LM12, MM4, MM5, MM6	MU4	7	RX5	8	-
Medium Residential	LM12, MM4, MM5	MU4	7	RG2	8	-
Open Space	VF2	FX1	10	OS1	-	-
Public Facilities	VF2, MB3	FX1, SH4	7, 11, 15	P2	FA	[TCN]

PROPOSED GENERAL PLAN LAND USE DESIGNATION MAP
Orange (G) Line TNP - North Hollywood Station

General Plan Land Use	Form	Frontage	Development Standards	Corresponding Use	Corresponding Density	Corresponding Special Zone
Regional Center	DM7	SH4, SH5	11	CX7	4	[DNH][SN]
Community Center	MM9	SH4, SH5	10	CX10	4	-
Medium Neighborhood Residential	MM4, MM5, MM6	MU4	7	RX5	8	-
Medium Residential	MM4	MU4	7	RG2	8	-
Open Space	VF2	FX1	10	OS1	-	-
Public Facilities	VF2, MB3, MM9	FX1, SH4	7, 10, 11, 15	P2	FA	-

Metro Stations
- Operational
- Under Construction

Metro - Lines
- Red (B)
- Orange (G)
- NOHO to Pasadena BRT (Under Construction)

PLAN BOUNDARIES
- Orange (G) Line TNP

0 0.25 Miles

SPRING 2026

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EXHIBIT B.3:

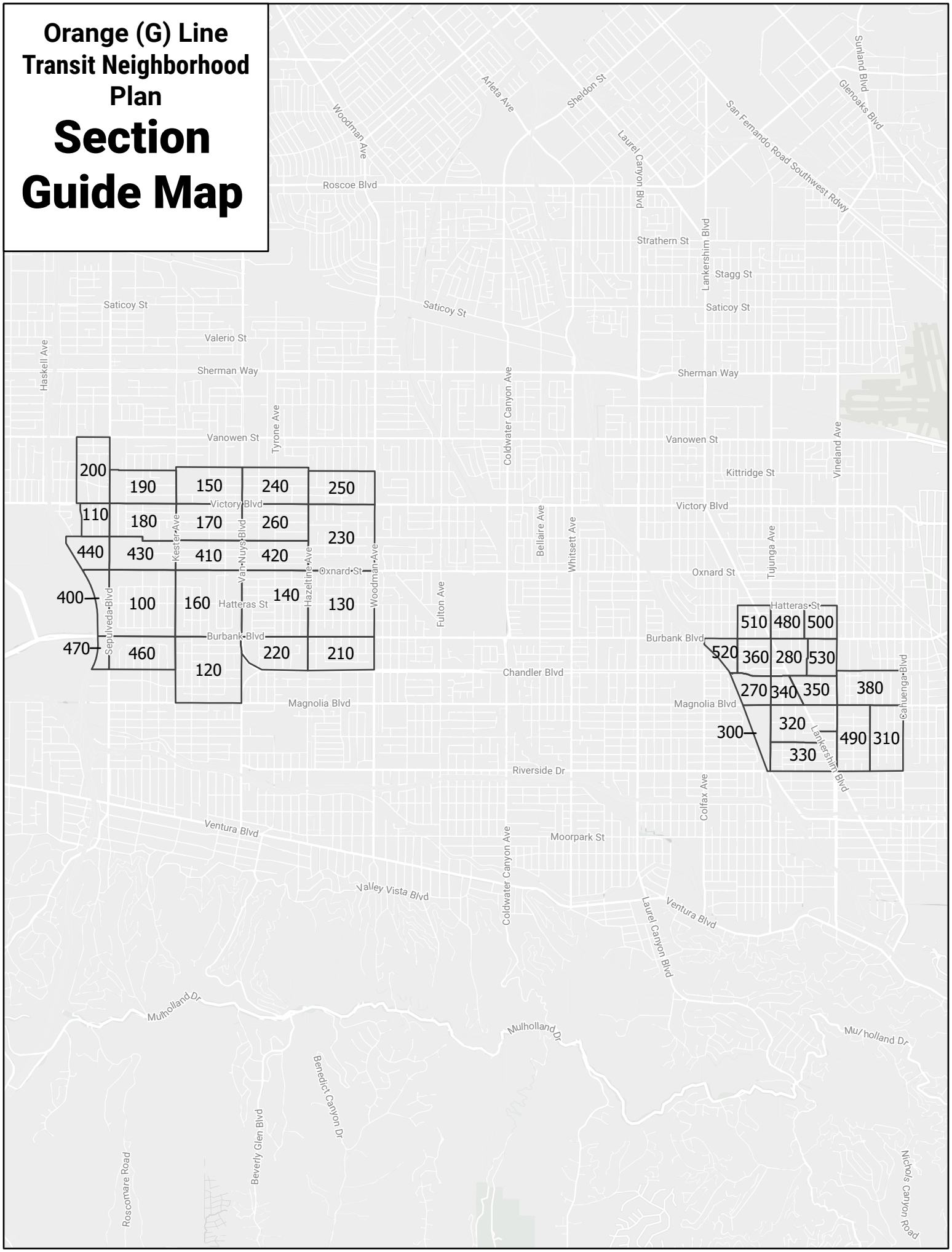
General Plan Land Use Change Maps and Matrices

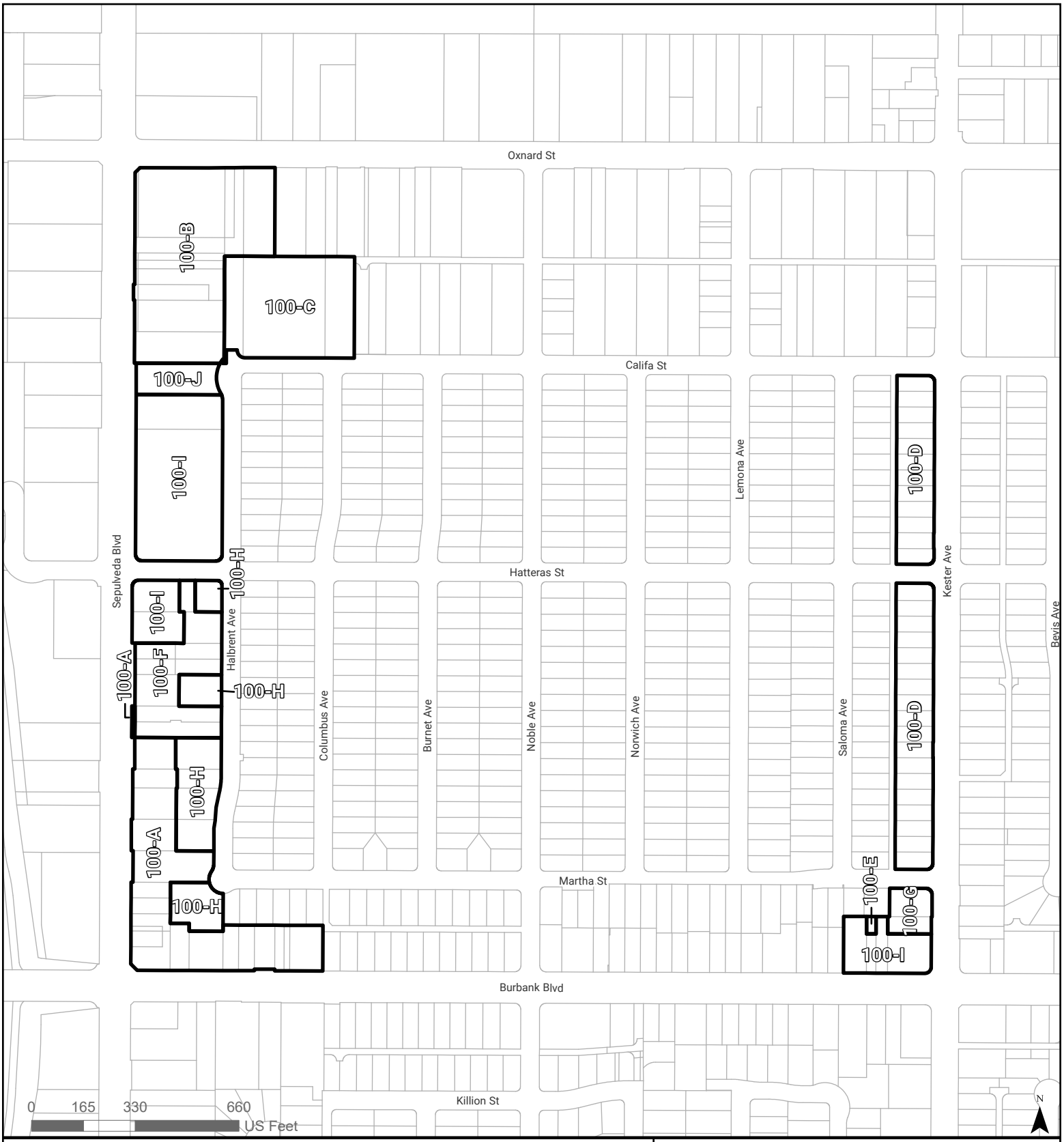
CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Orange (G) Line Transit Neighborhood Plan

Section Guide Map





GPLU MAP AMENDMENTS

SUBAREAS

100-A, 100-B, 100-C, 100-D, 100-E, 100-F, 100-G, 100-H, 100-I, 100-J

Section:

100

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

110-A

Section:

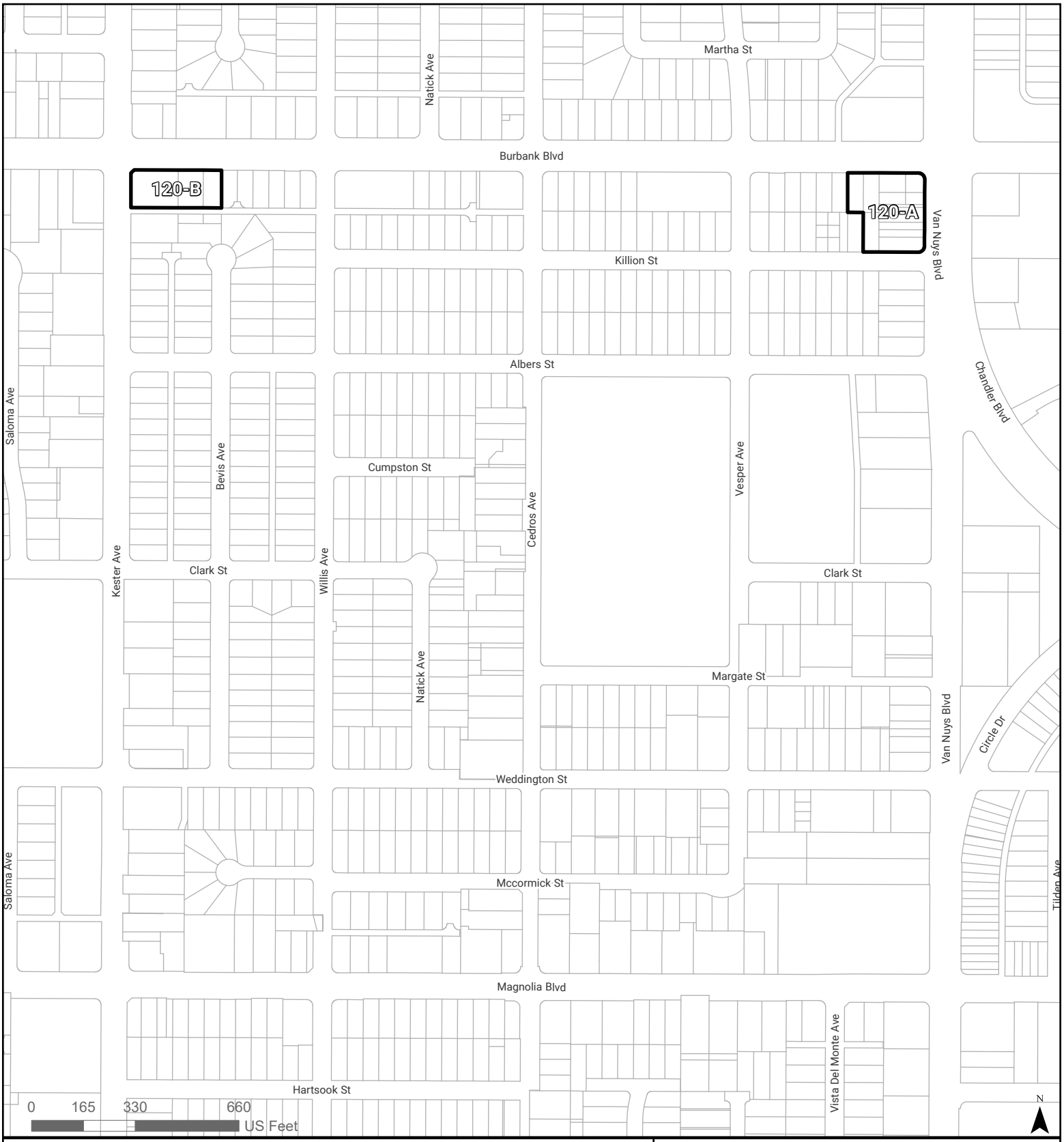
110

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

120-A, 120-B

Section:

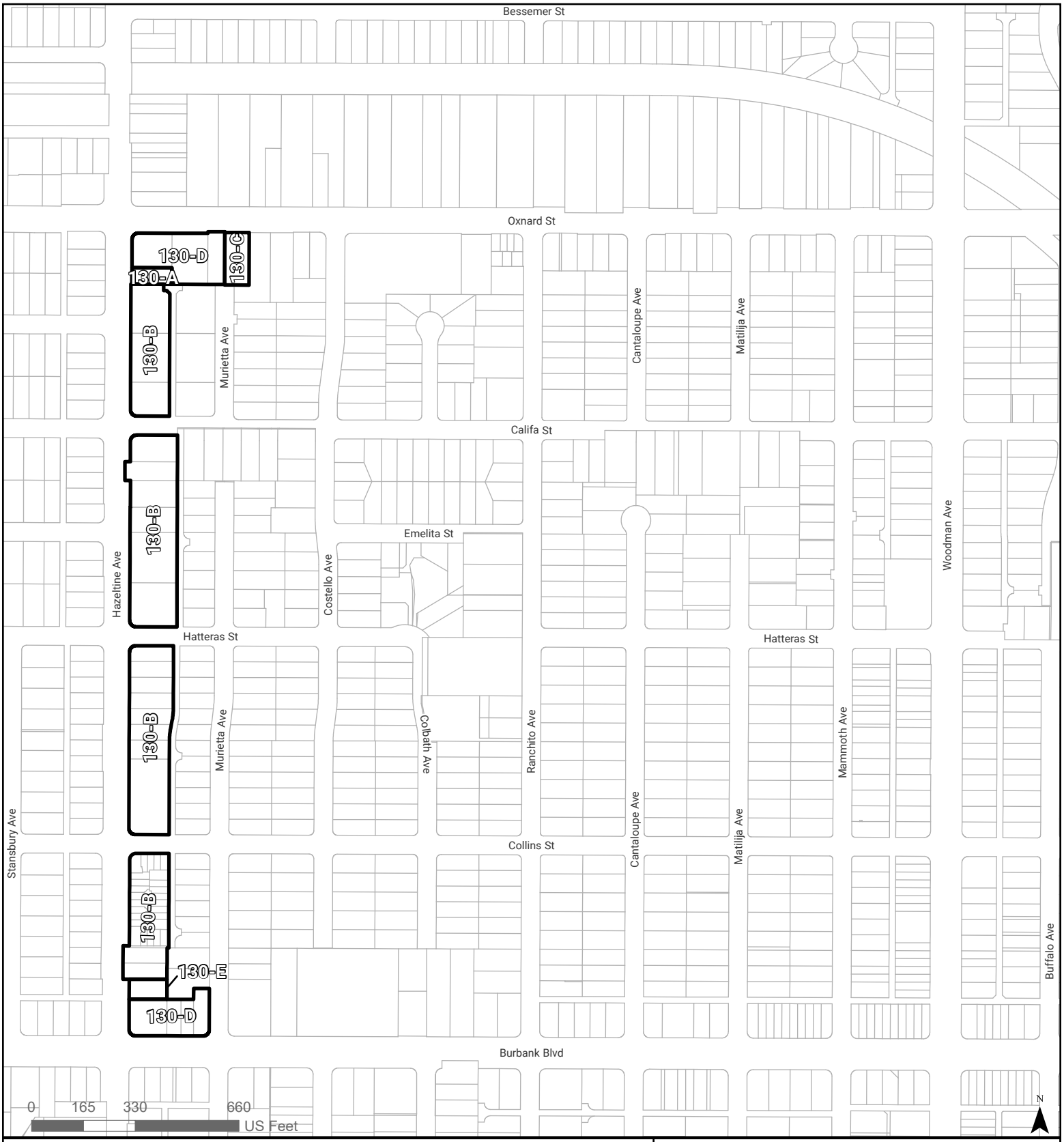
120

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

130-A, 130-B, 130-C, 130-D, 130-E

Section:

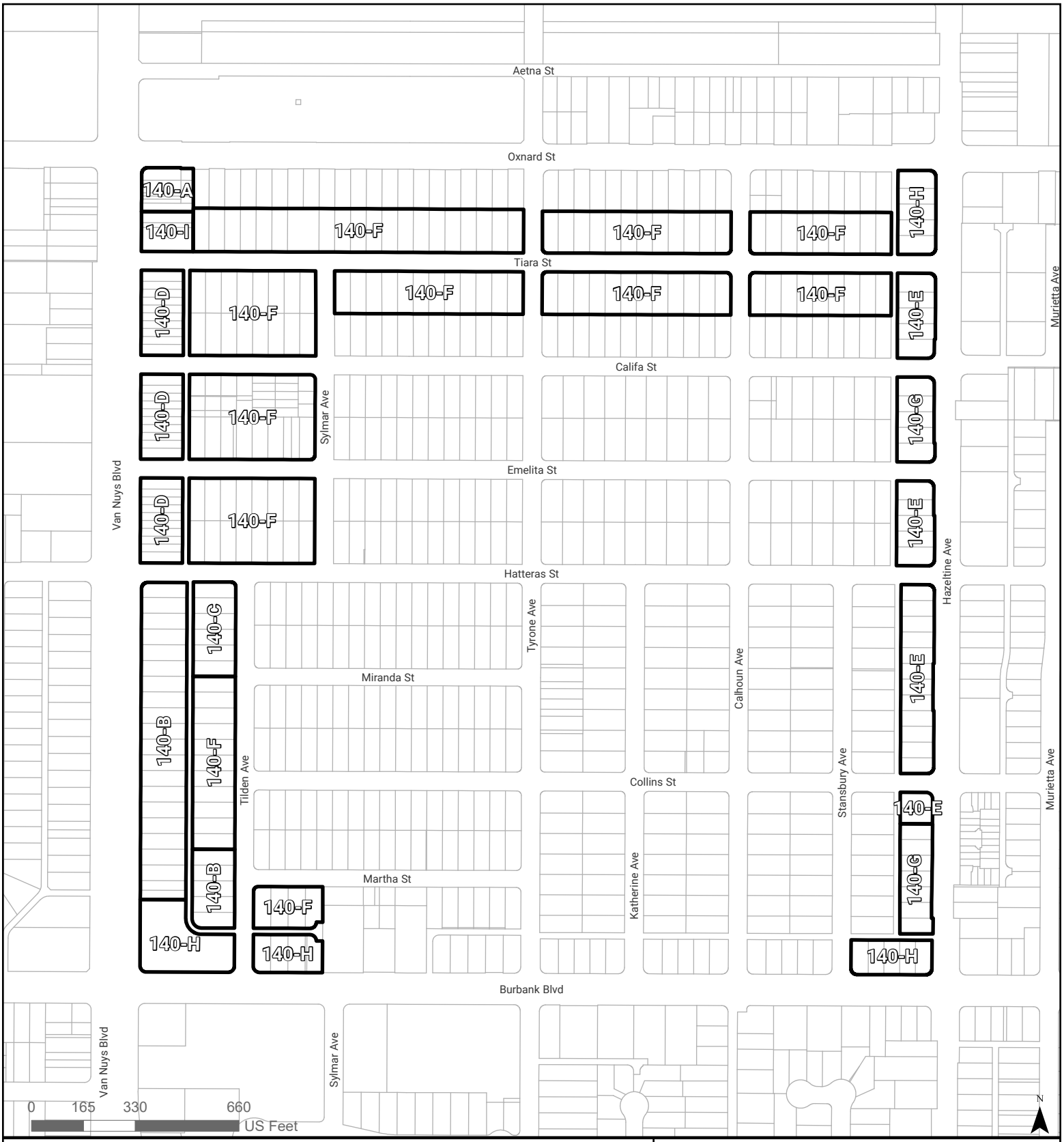
130

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

140-A, 140-B, 140-C, 140-D, 140-E, 140-F, 140-G, 140-H, 140-I

Section:

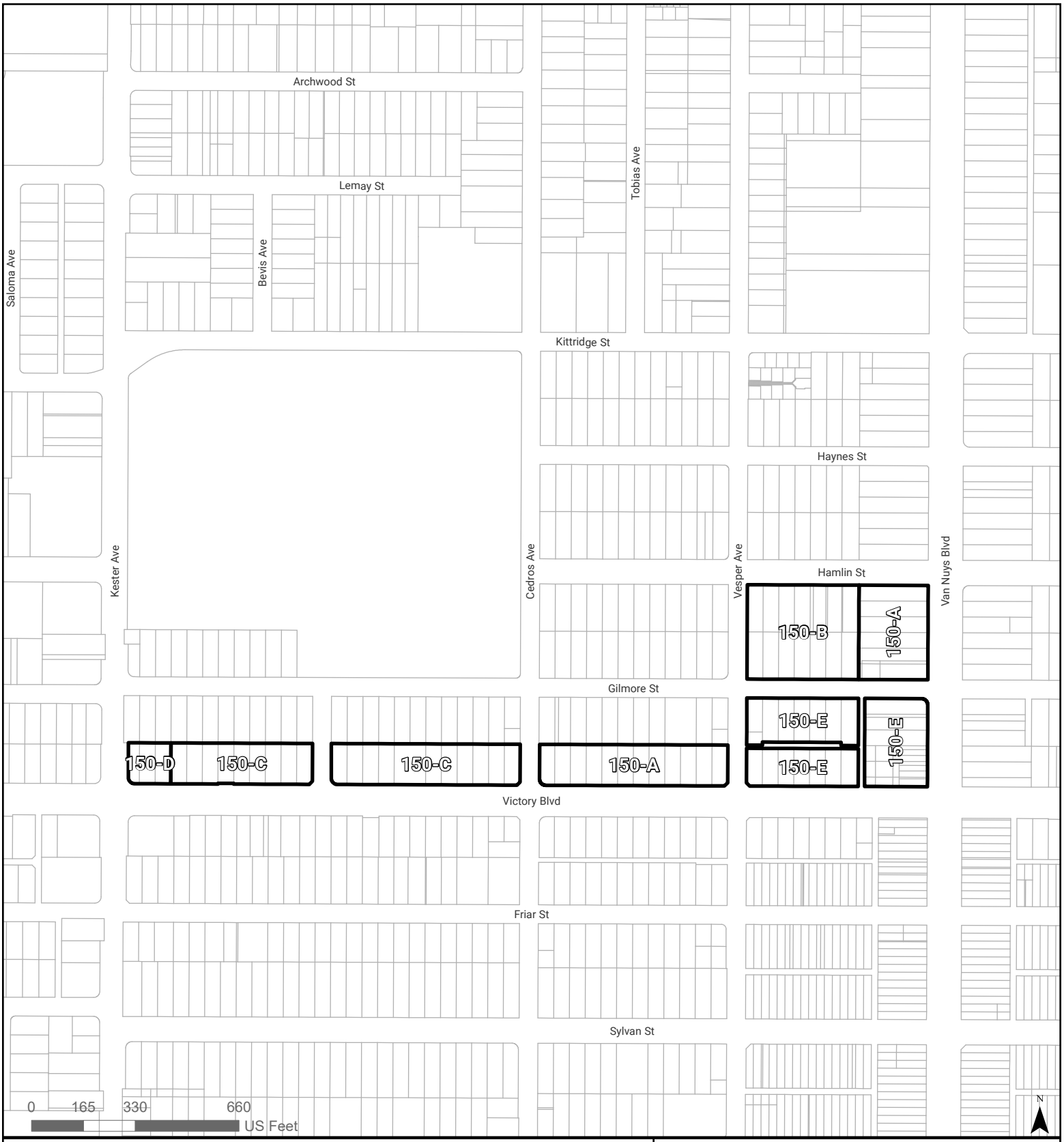
140

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

150-A, 150-B, 150-C, 150-D, 150-E

Section:

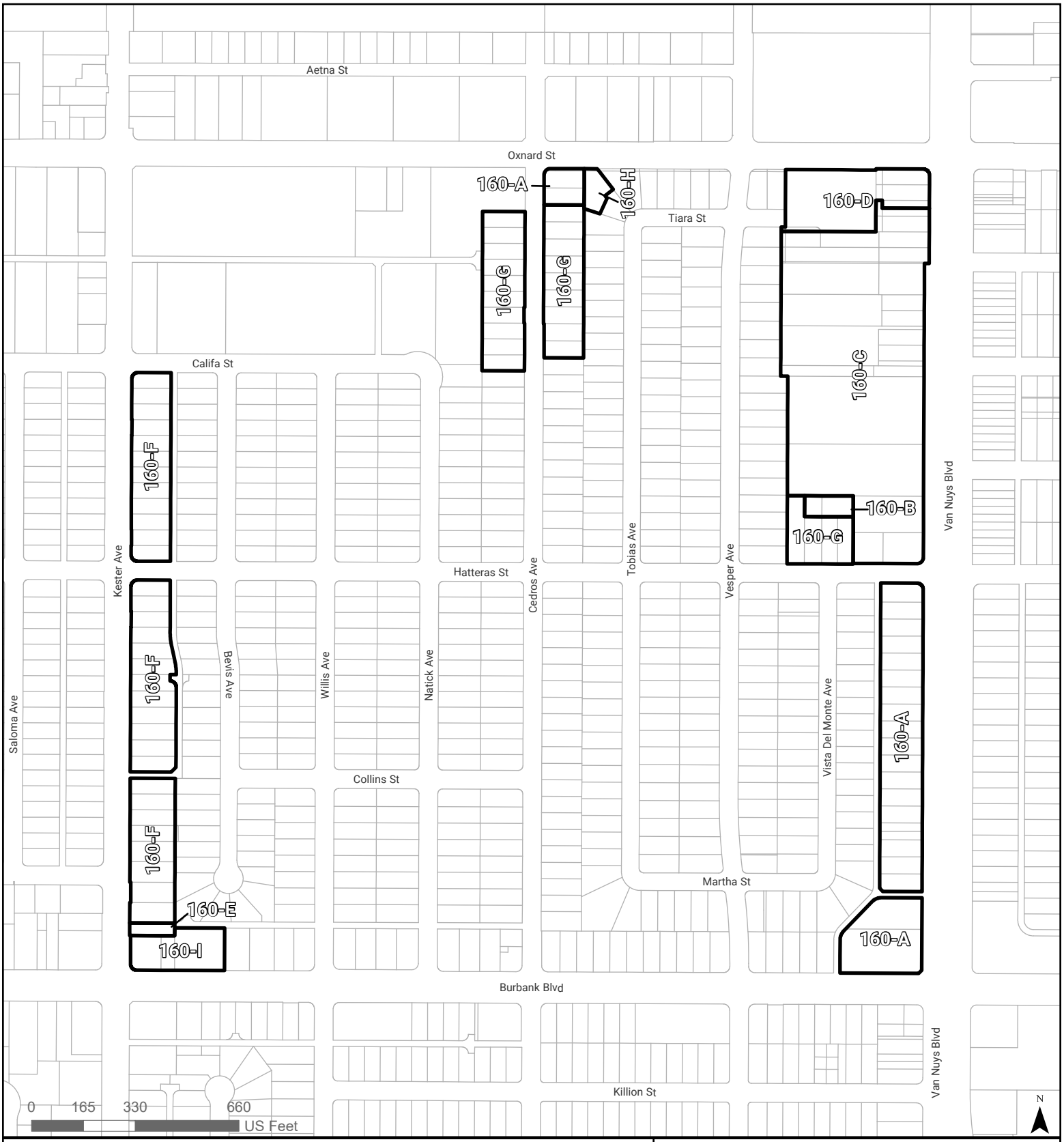
150

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

160-A, 160-B, 160-C, 160-D, 160-E, 160-F, 160-G, 160-H, 160-I

Section:

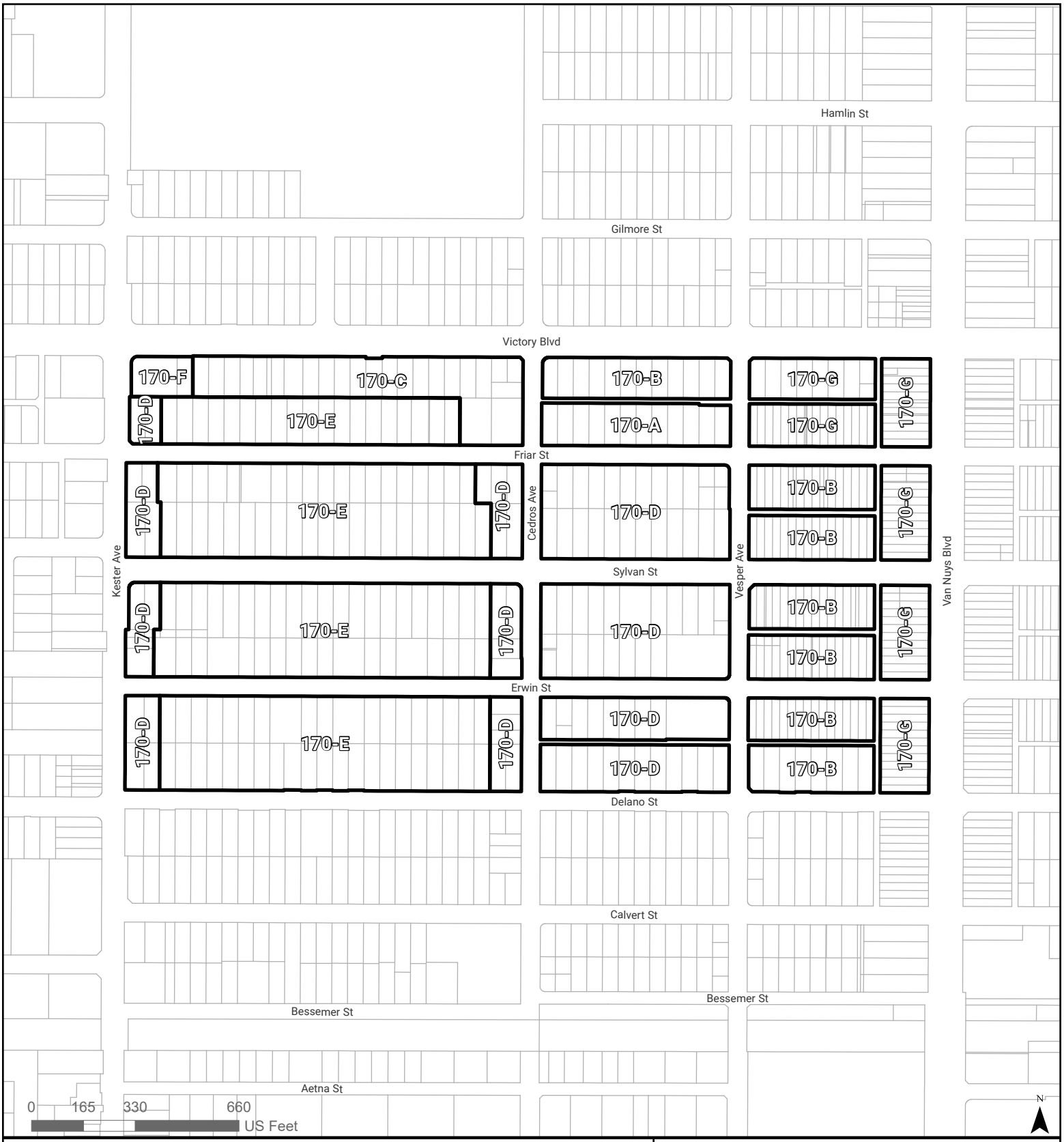
160

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

170-A, 170-B, 170-C, 170-D, 170-E, 170-F, 170-G

Section:

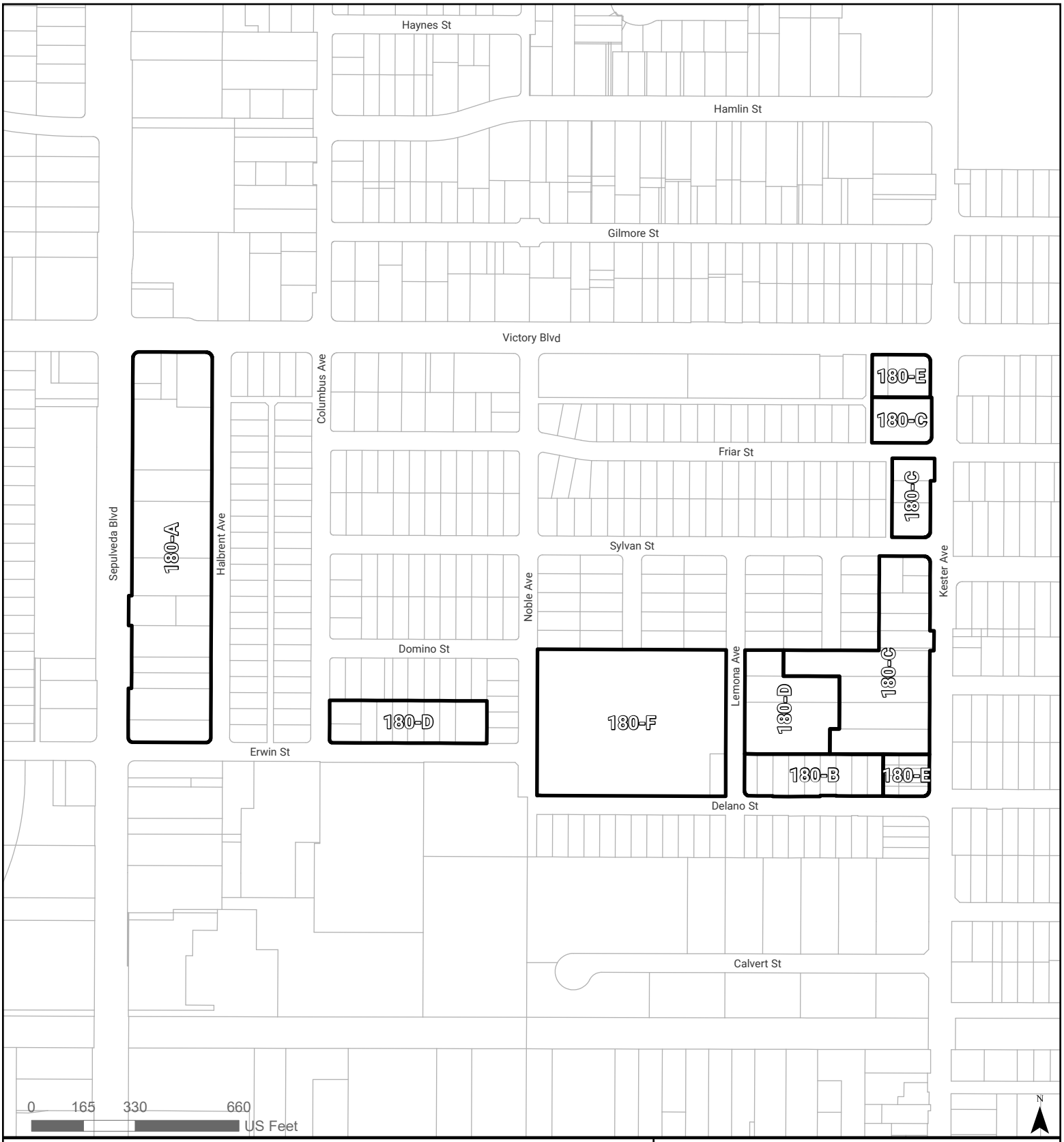
170

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

180-A, 180-B, 180-C, 180-D, 180-E, 180-F

Section:

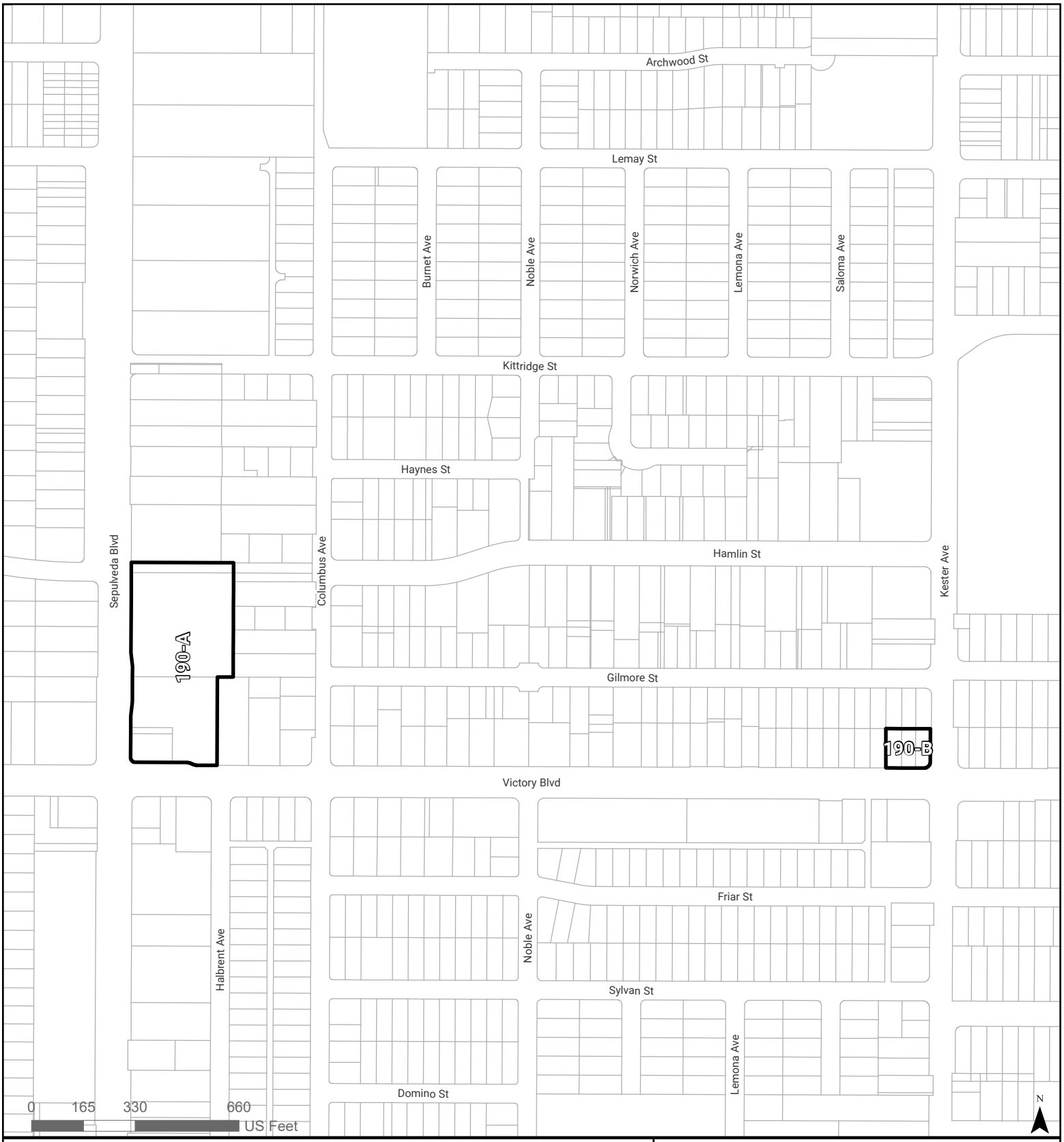
180

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

190-A, 190-B

Section:

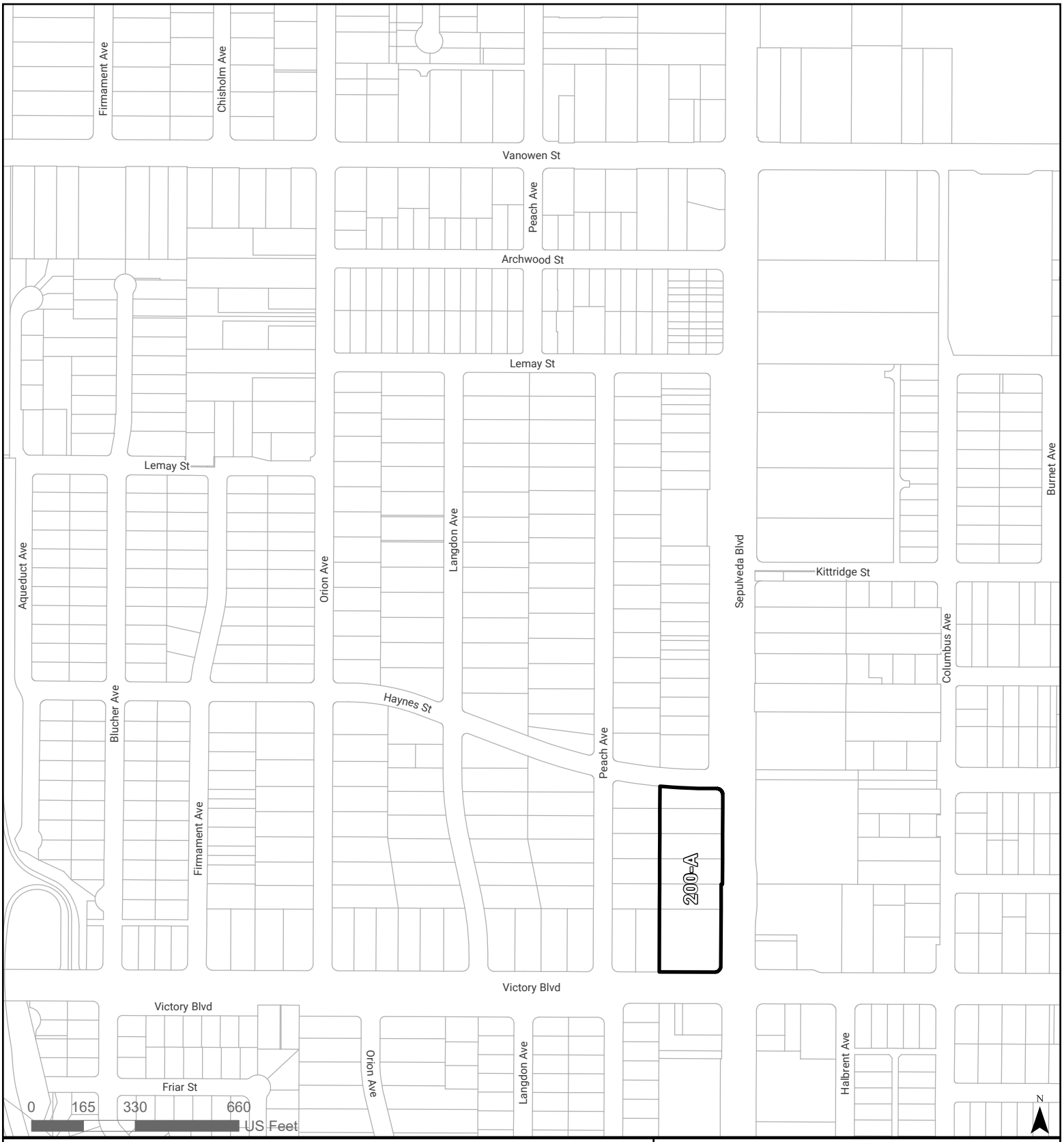
190

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

200-A

Section:

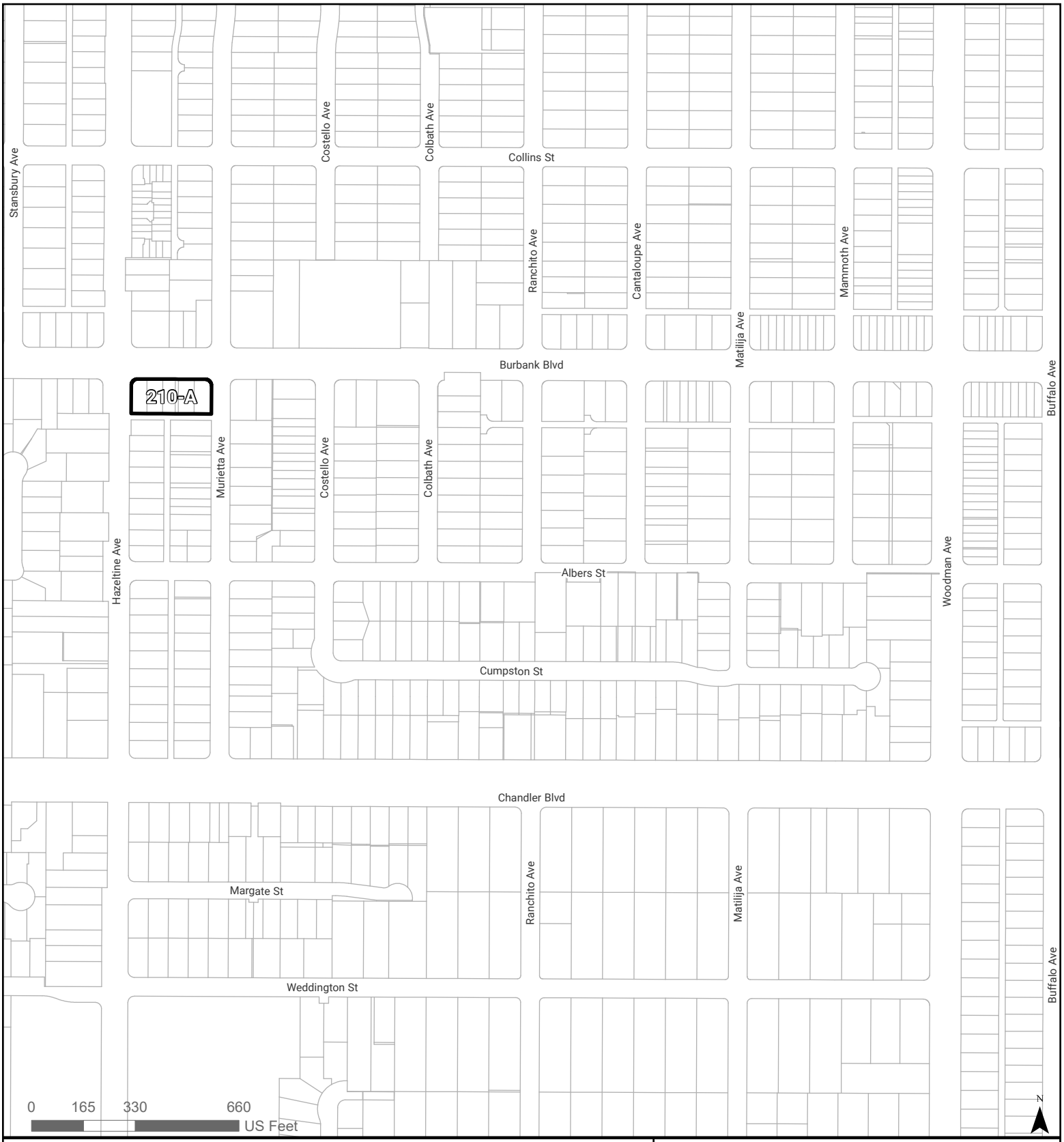
200

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

210-A

Section:

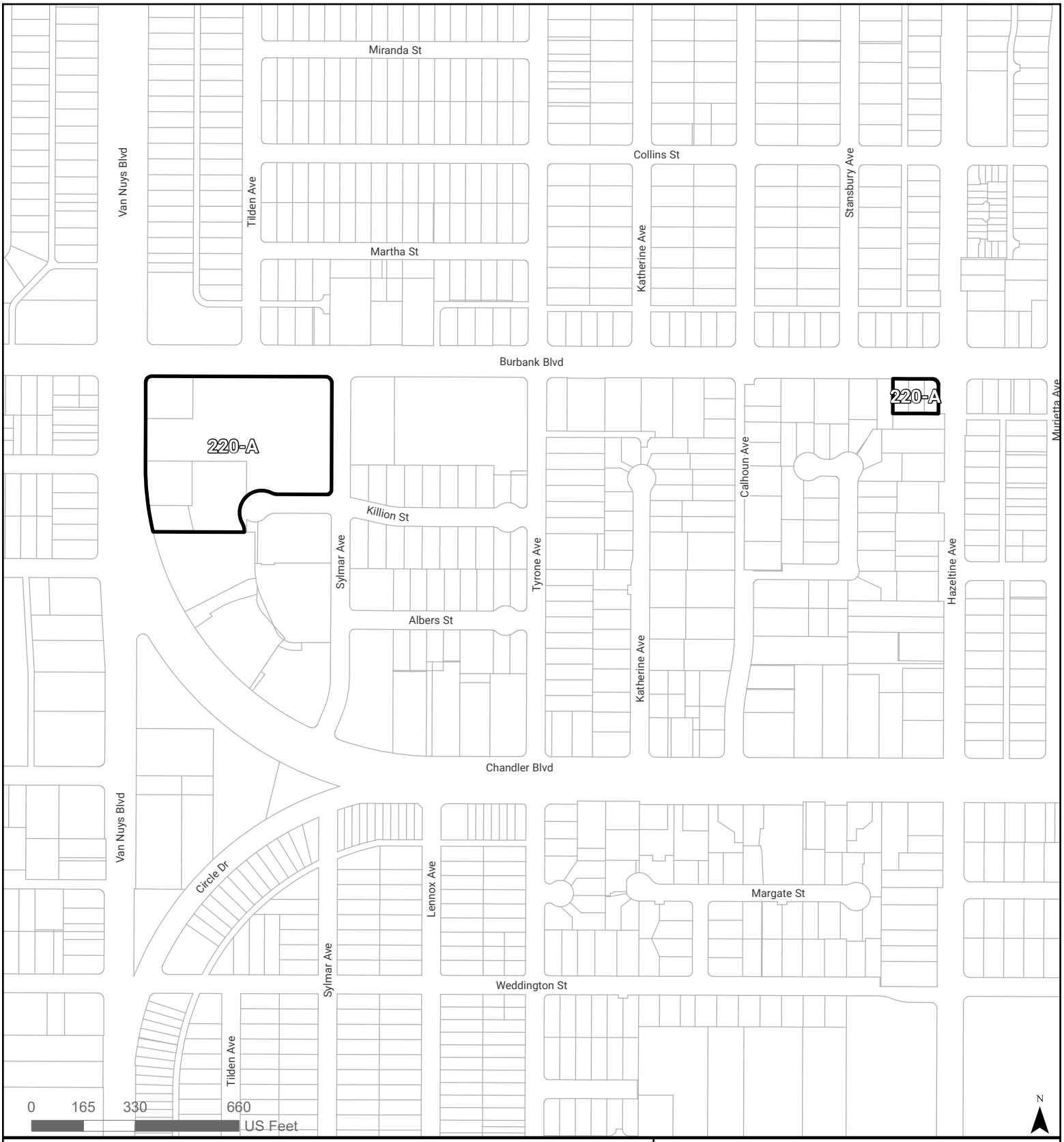
210

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

220-A

Section:

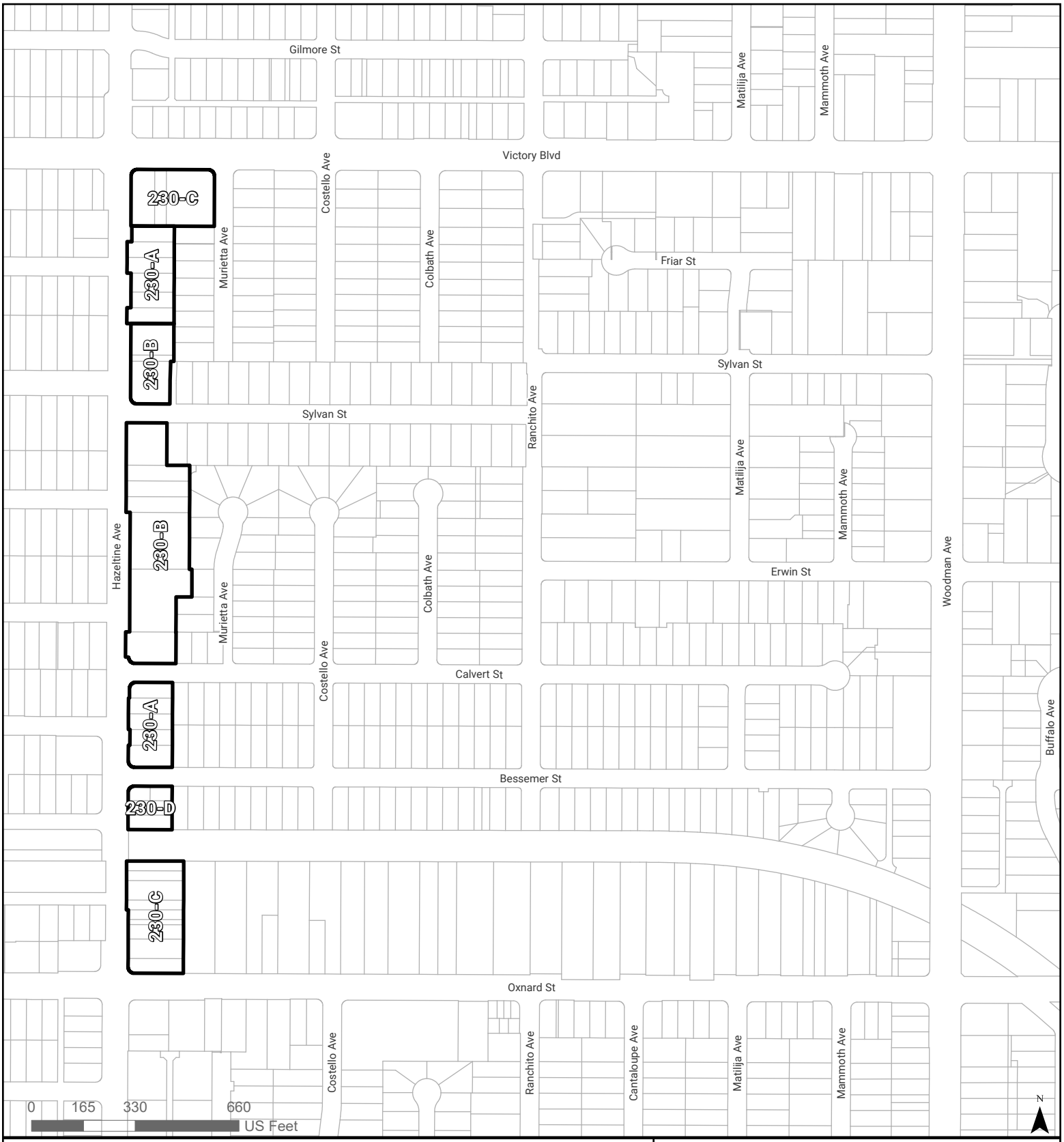
220

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

230-A, 230-B, 230-C, 230-D

Section:

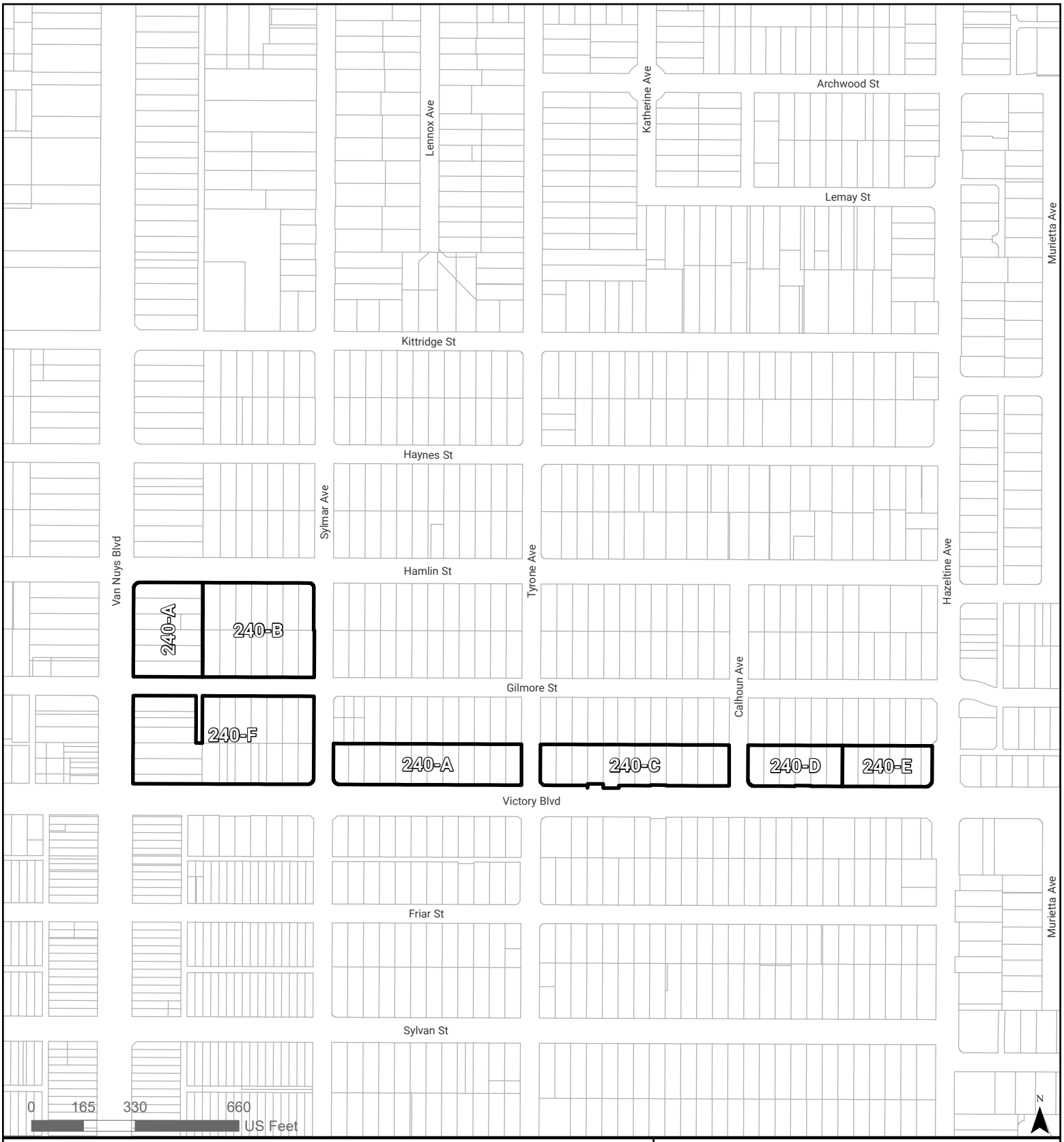
230

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

240-A, 240-B, 240-C, 240-D, 240-E, 240-F

Section:

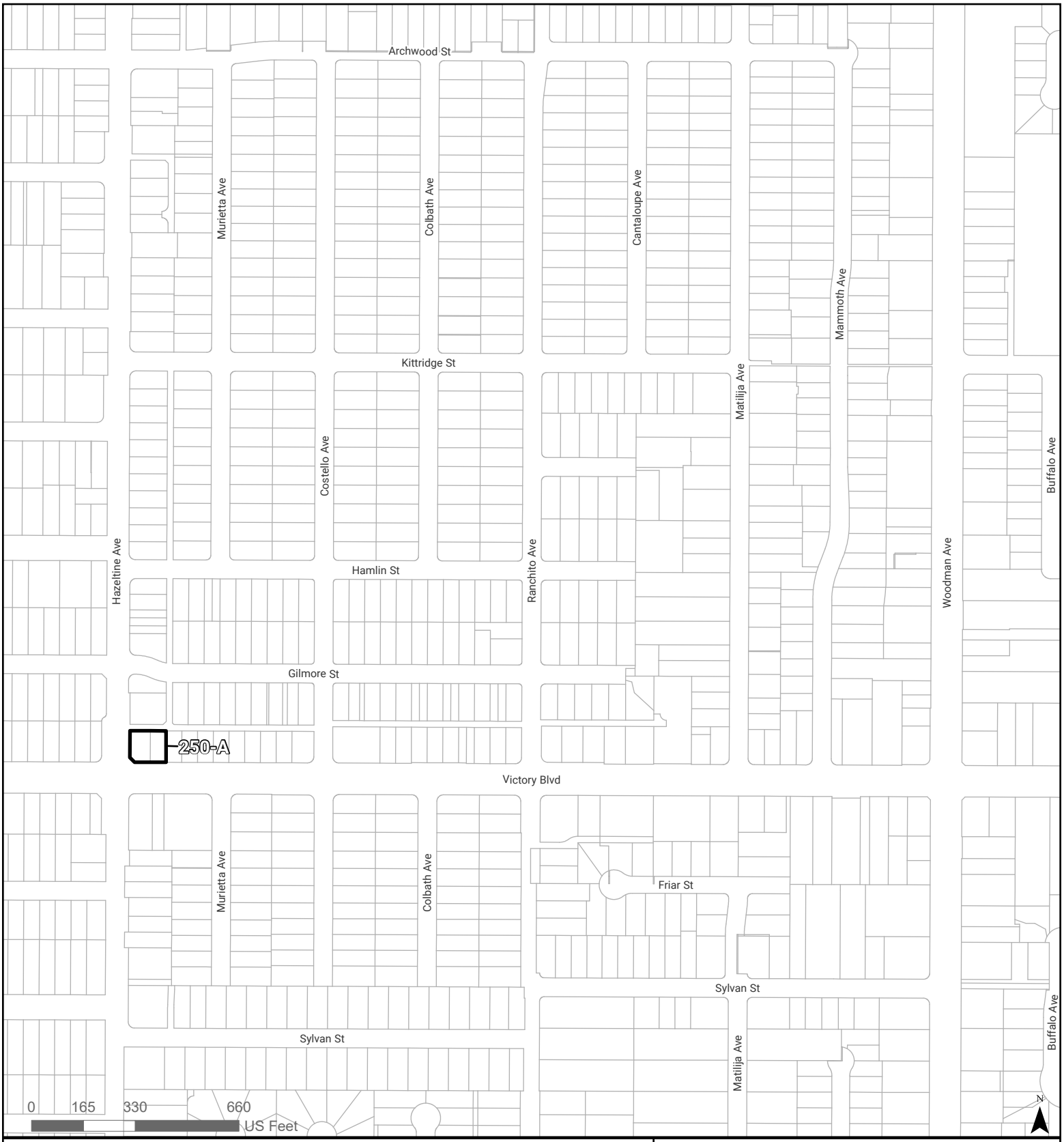
240

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

250-A

Section:

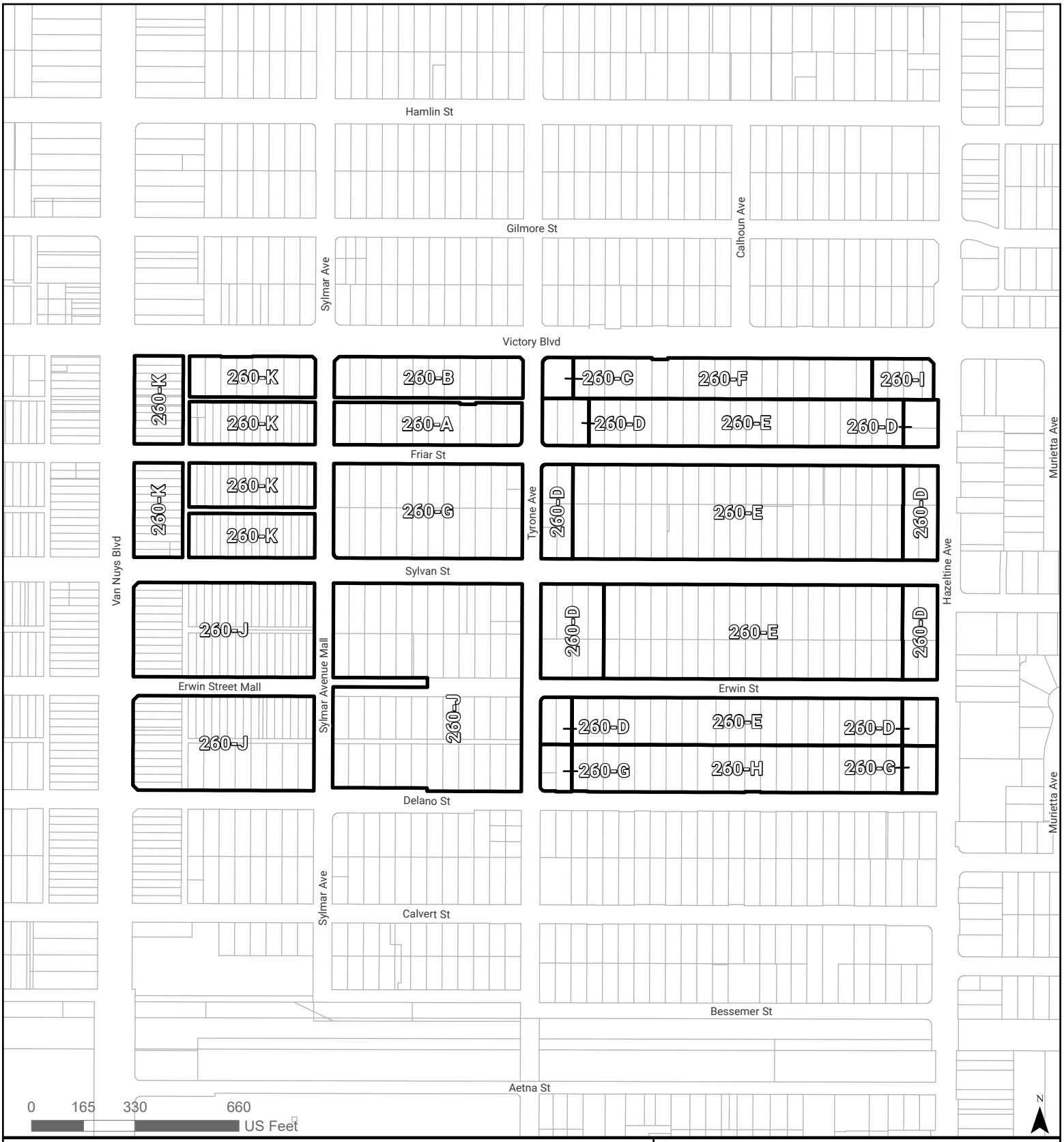
250

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

260-A, 260-B, 260-C, 260-D, 260-E, 260-F, 260-G, 260-H, 260-I, 260-J, 260-K

Section:

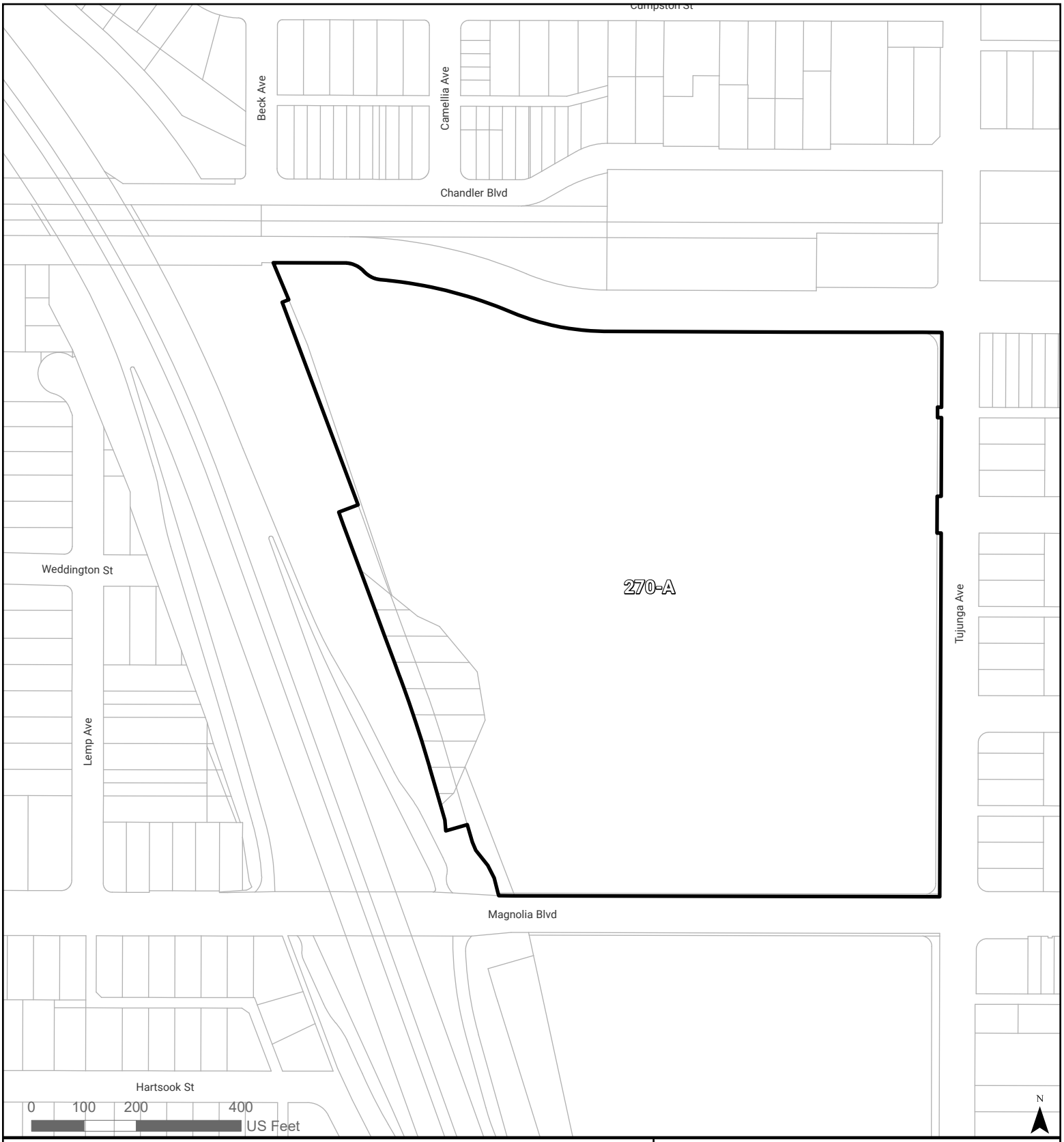
260

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

270-A

Section:

270

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

280-A, 280-B, 280-C, 280-D, 280-E, 280-F, 280-G

Section:

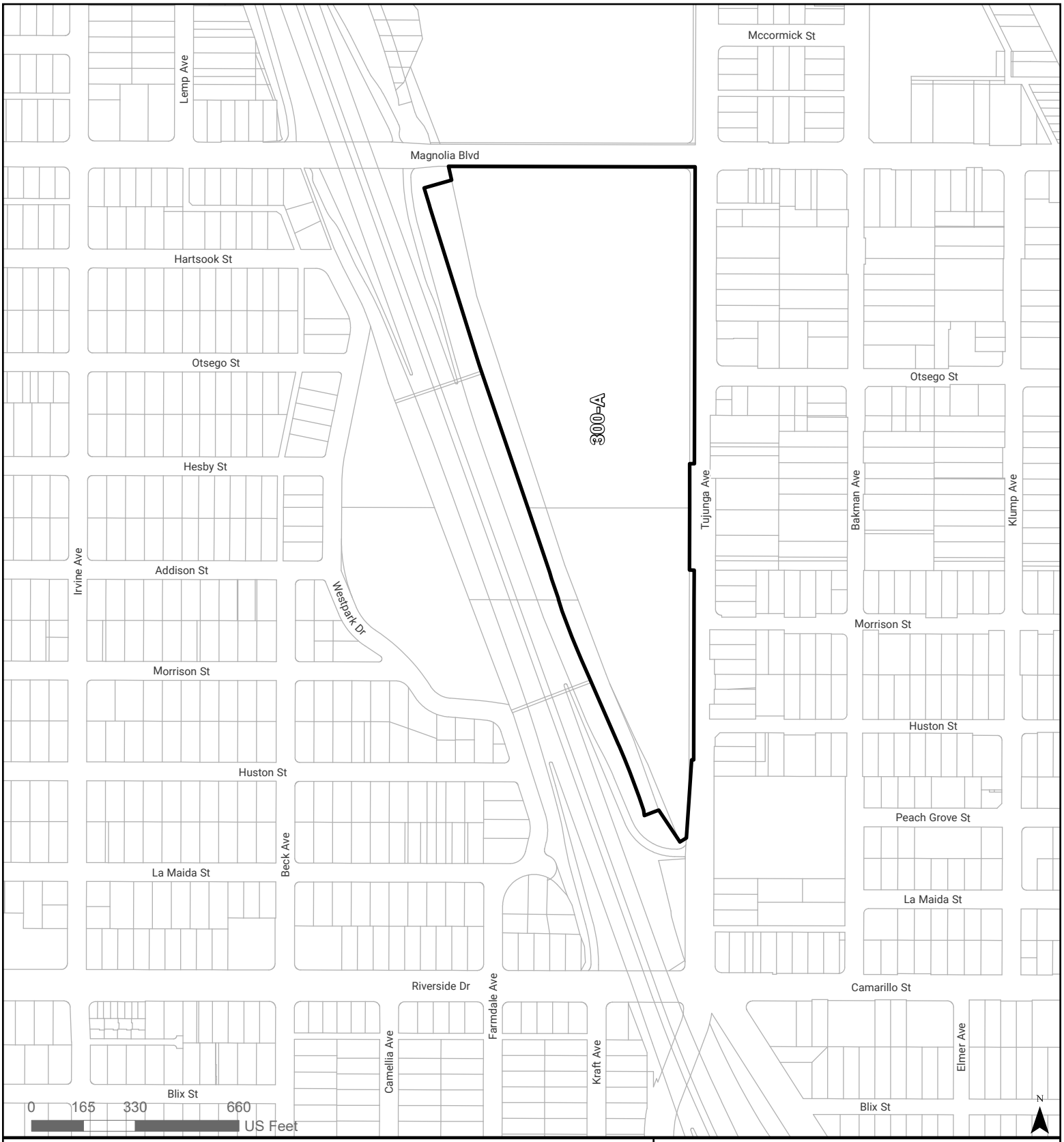
280

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

300-A

Section:

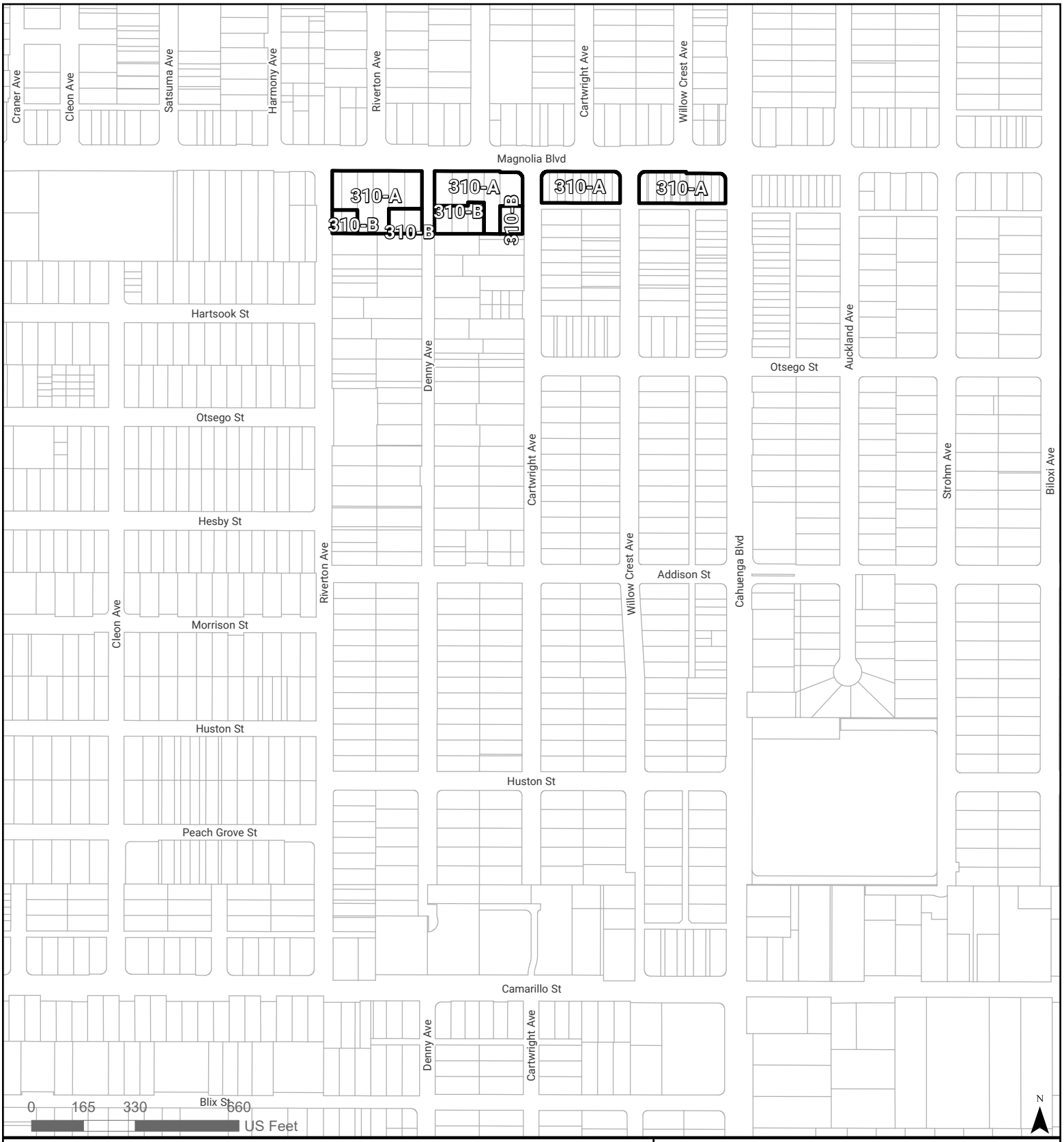
300

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

310-A, 310-B

Section:

310

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

320-A, 320-B, 320-C, 320-D, 320-E, 320-F, 320-G, 320-H

Section:

320

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

330-A, 330-B, 330-C, 330-D, 330-E

Section:

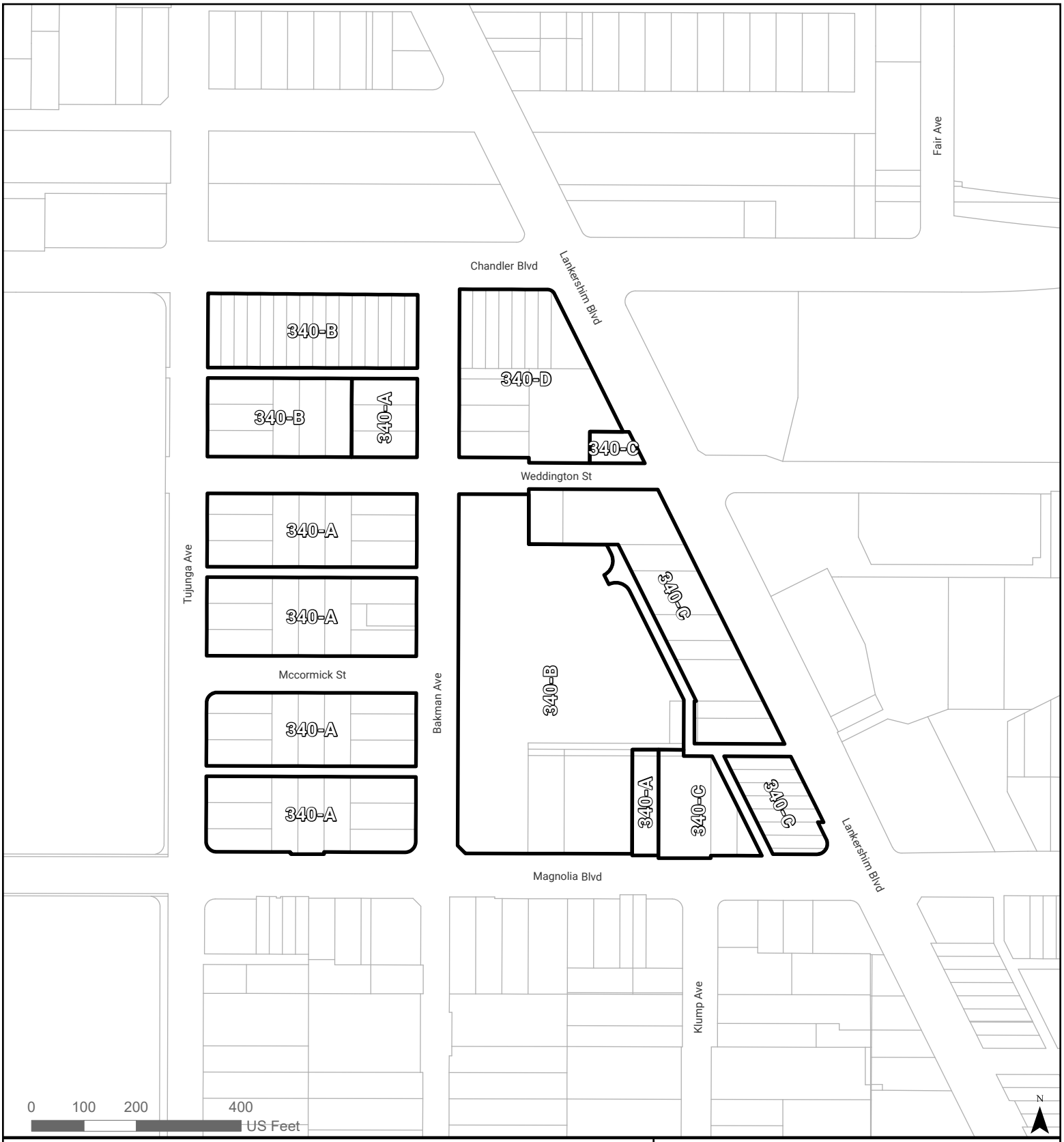
330

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

340-A, 340-B, 340-C, 340-D

Section:

340

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

350-A, 350-B

Section:

350

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

360-A, 360-B, 360-C, 360-D, 360-E, 360-F, 360-G, 360-H, 360-I, 360-J, 360-K

Section:

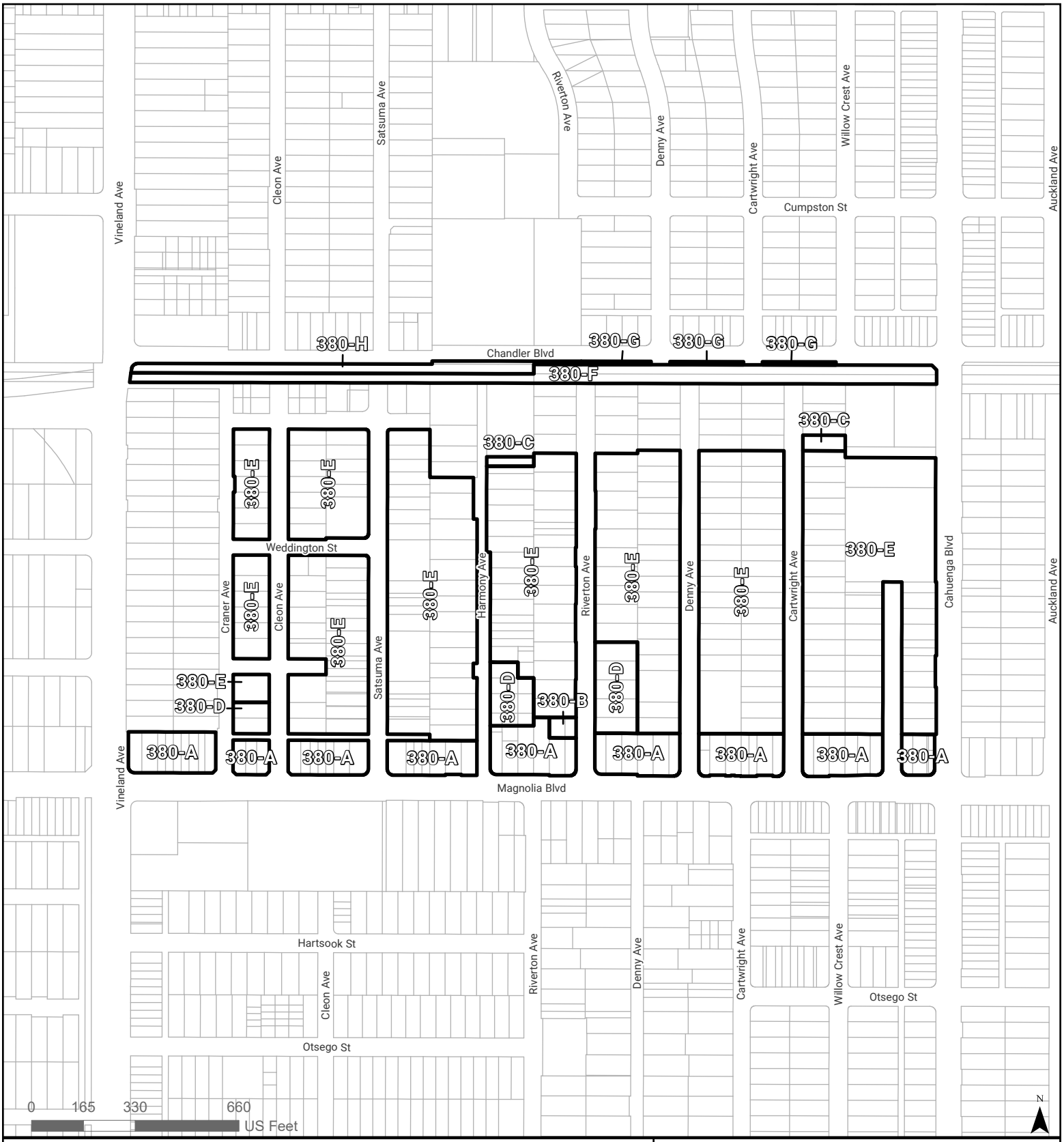
360

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

380-A, 380-B, 380-C, 380-D, 380-E, 380-F, 380-G, 380-H

Section:

380

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

400-A, 400-B, 400-C, 400-D, 400-E

Section:

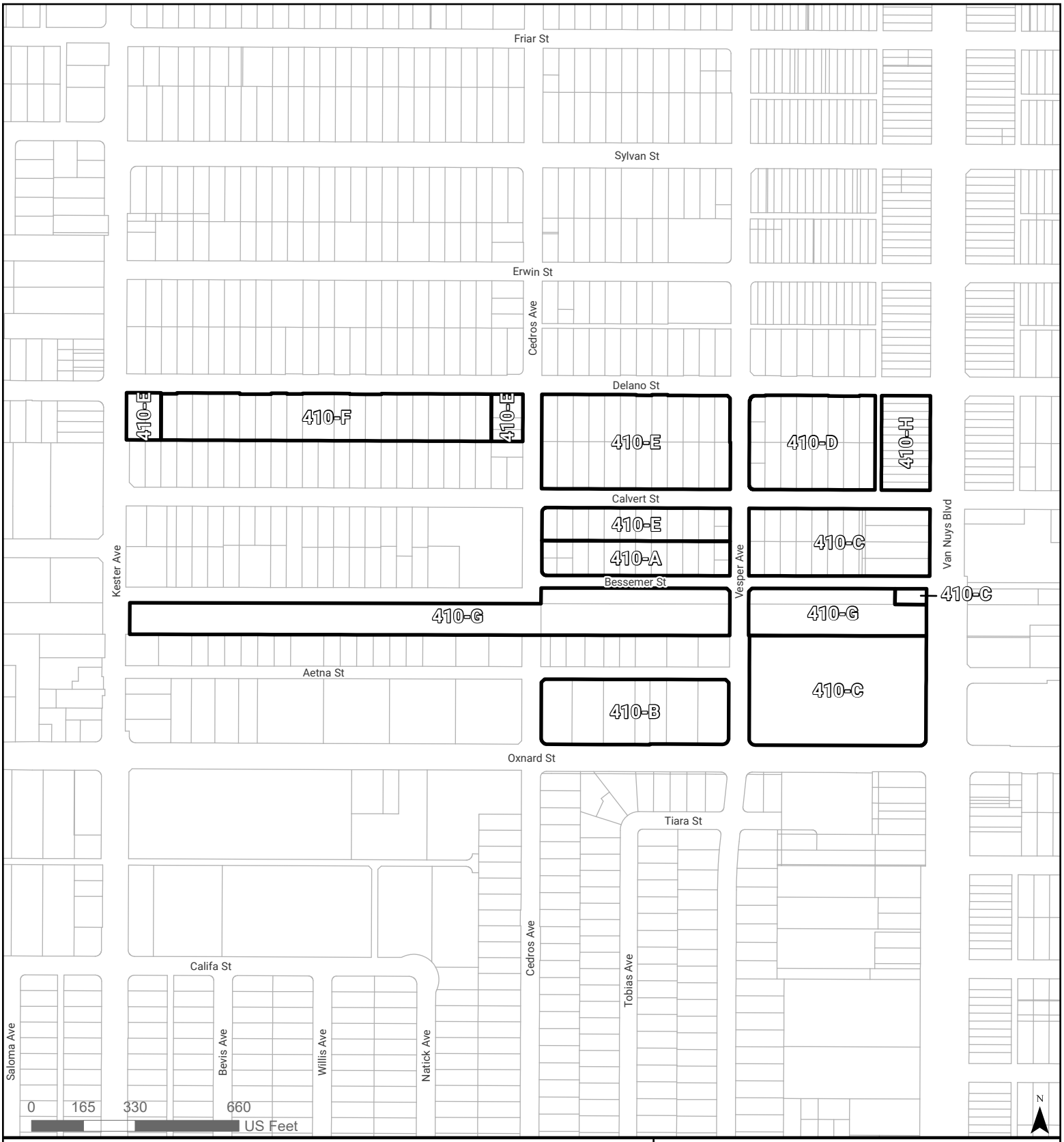
400

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

410-A, 410-B, 410-C, 410-D, 410-E, 410-F, 410-G, 410-H

Section:

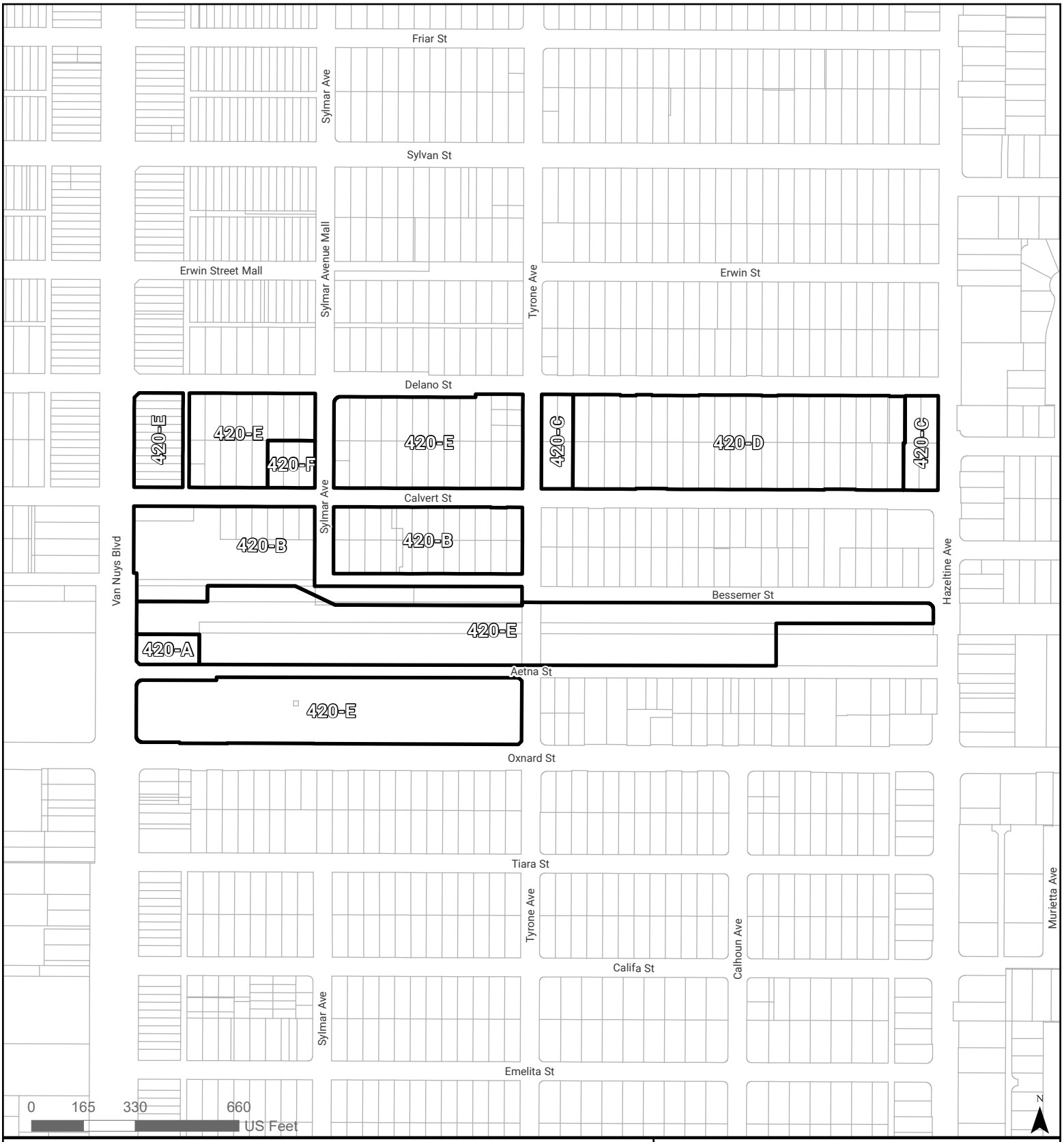
410

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

420-A, 420-B, 420-C, 420-D, 420-E, 420-F

Section:

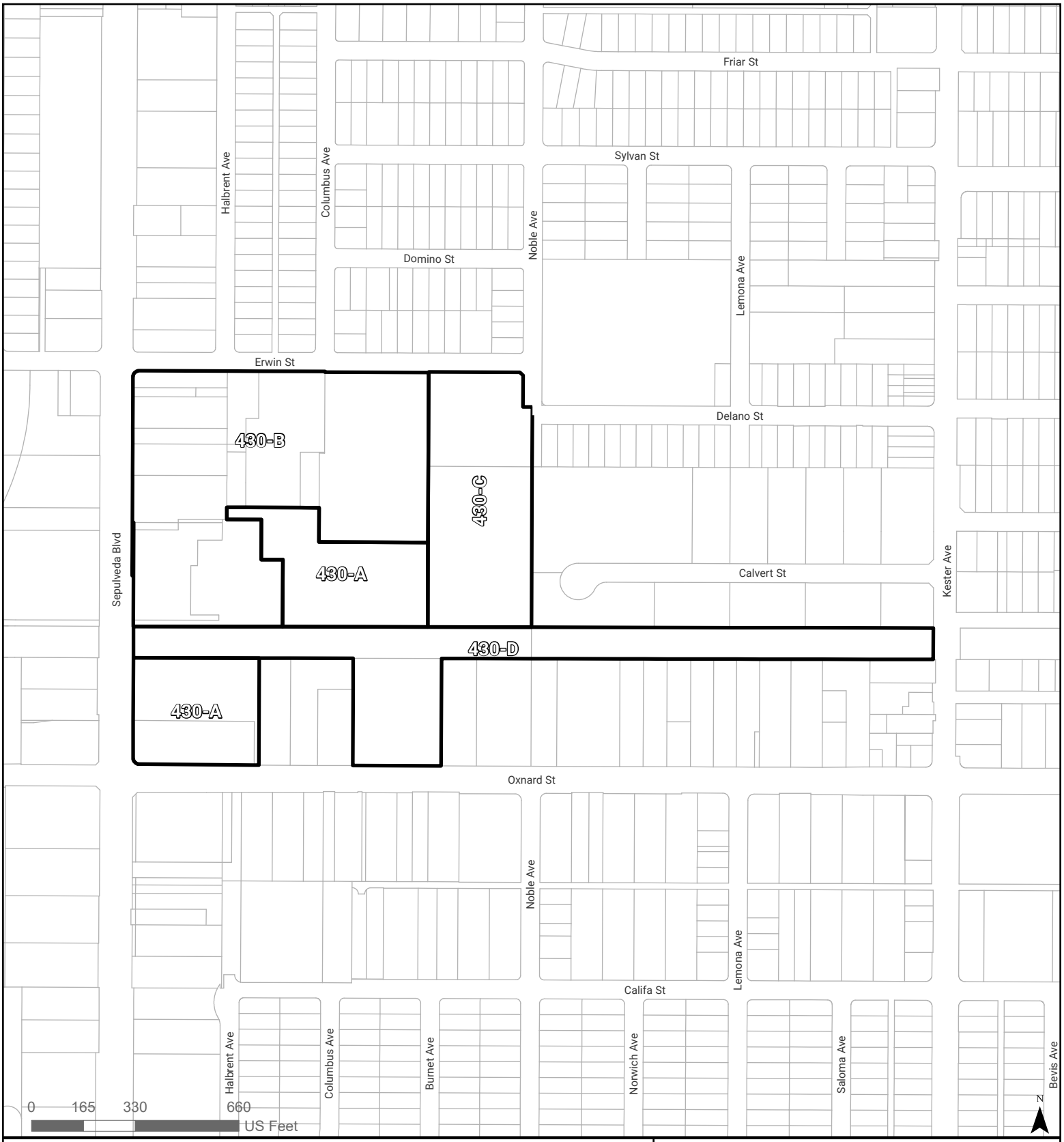
420

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

430-A, 430-B, 430-C, 430-D

Section:

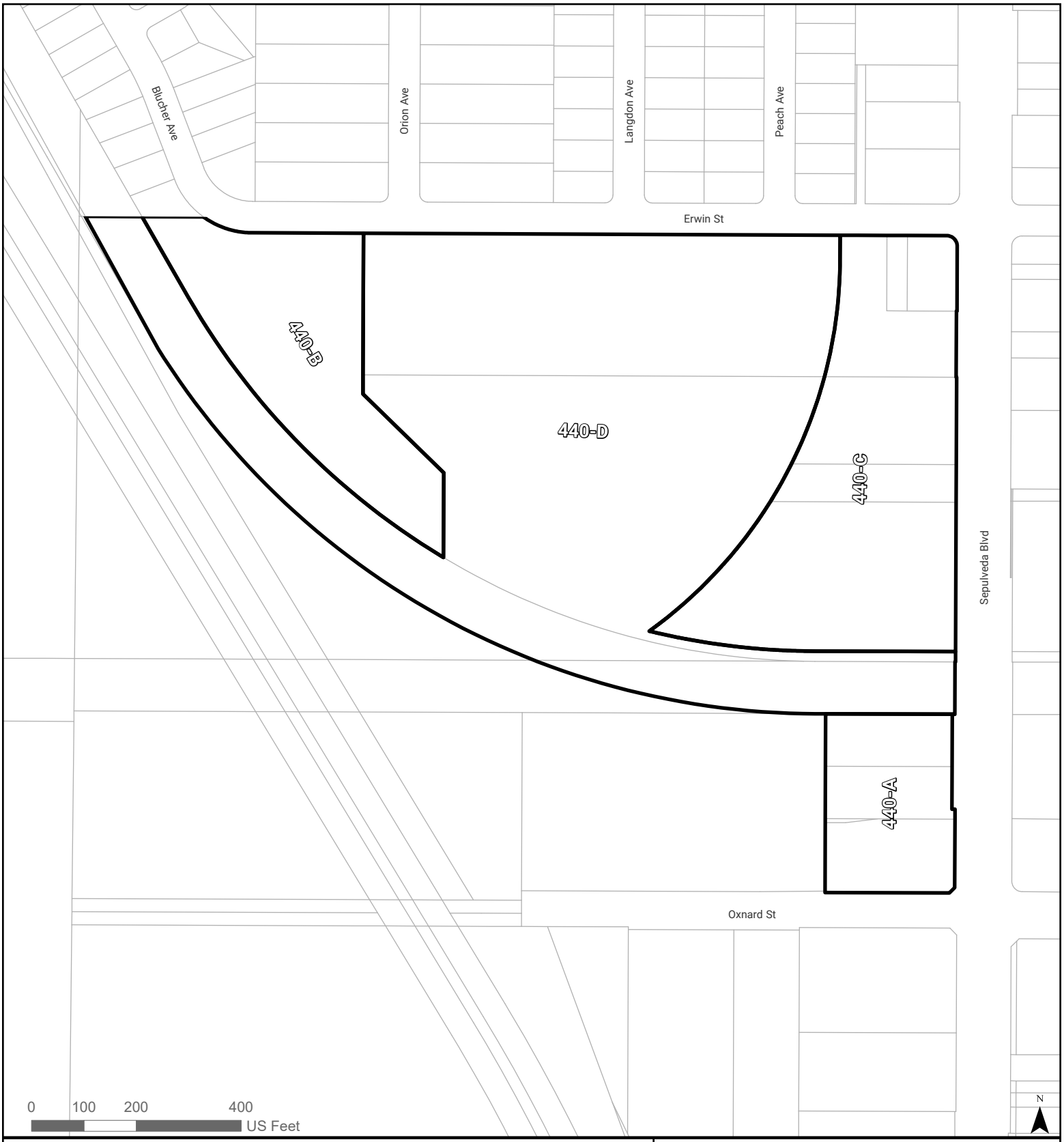
430

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

440-A, 440-B, 440-C, 440-D

Section:

440

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

460-A, 460-B

Section:

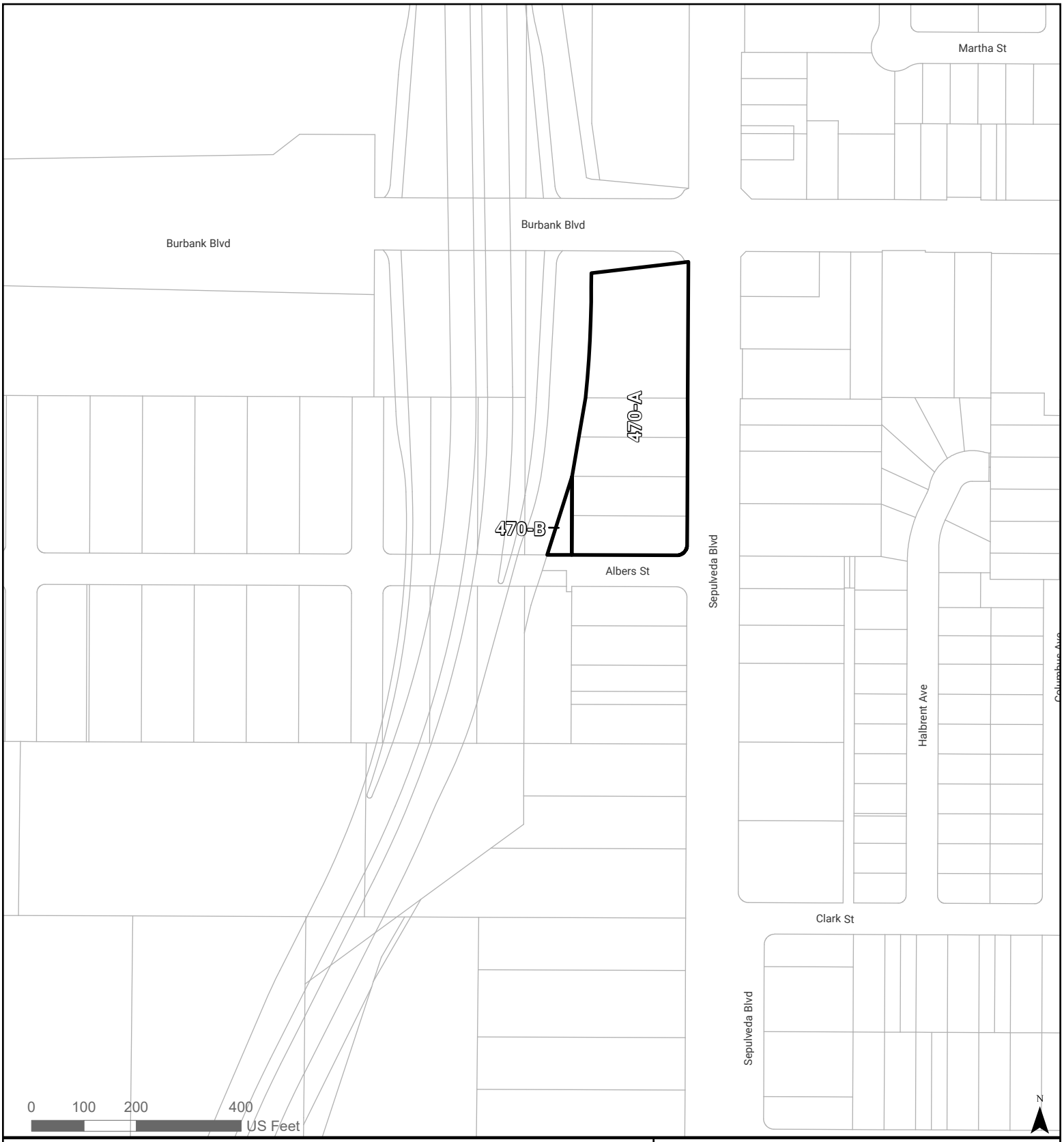
460

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

470-A, 470-B

Section:

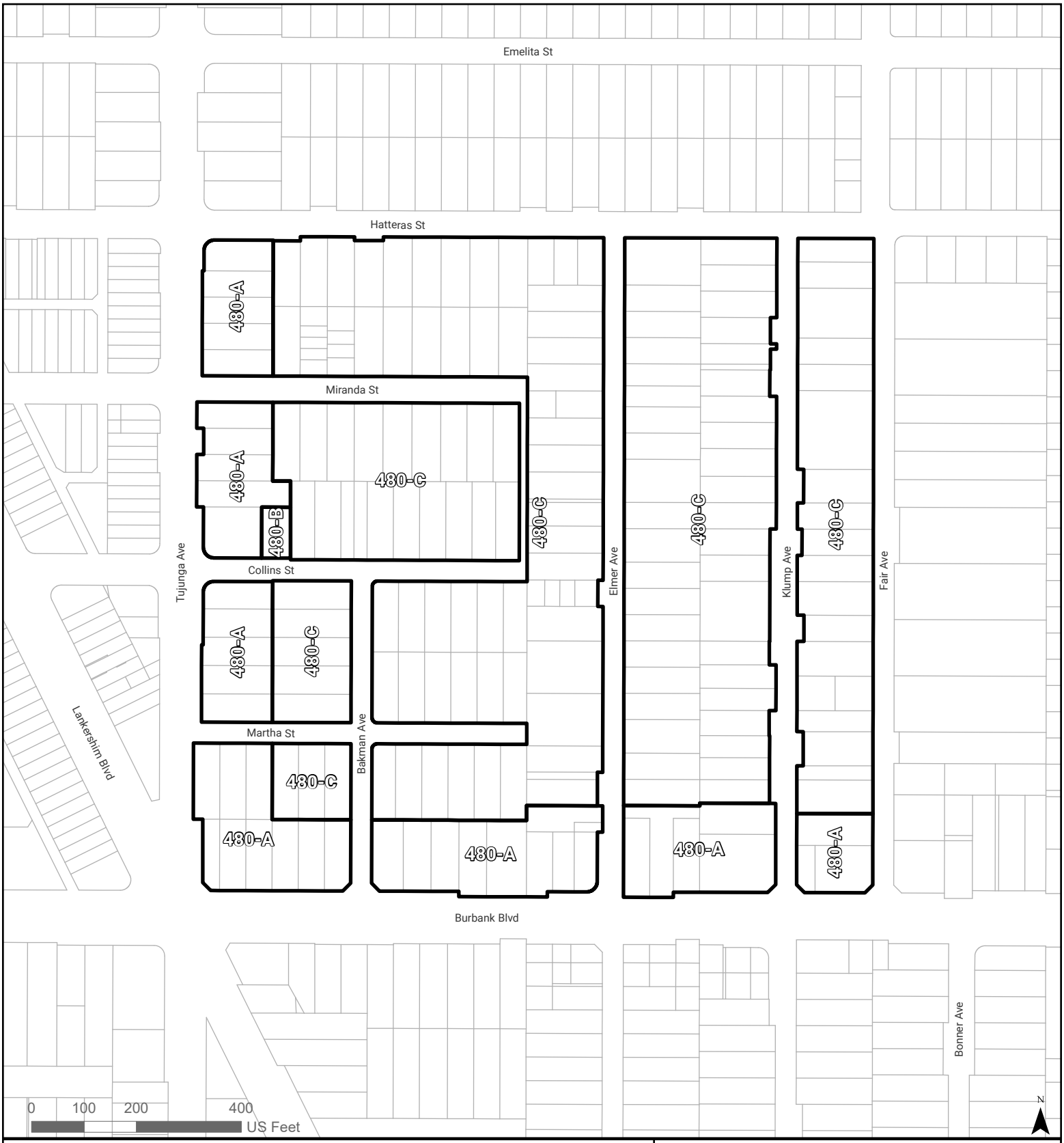
470

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

480-A, 480-B, 480-C

Section:

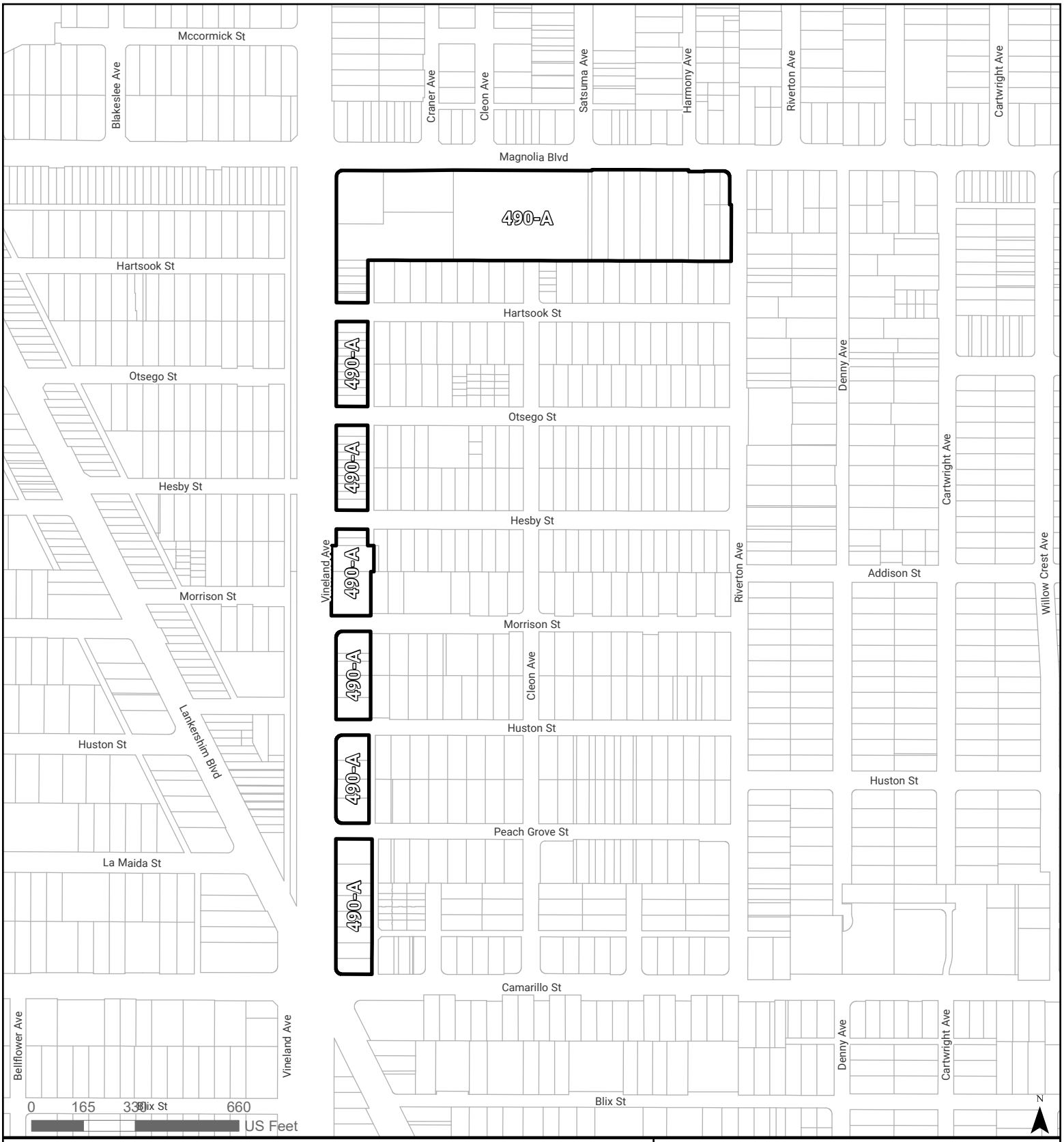
480

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

490-A

Section:

490

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

500-A, 500-B, 500-C

Section:

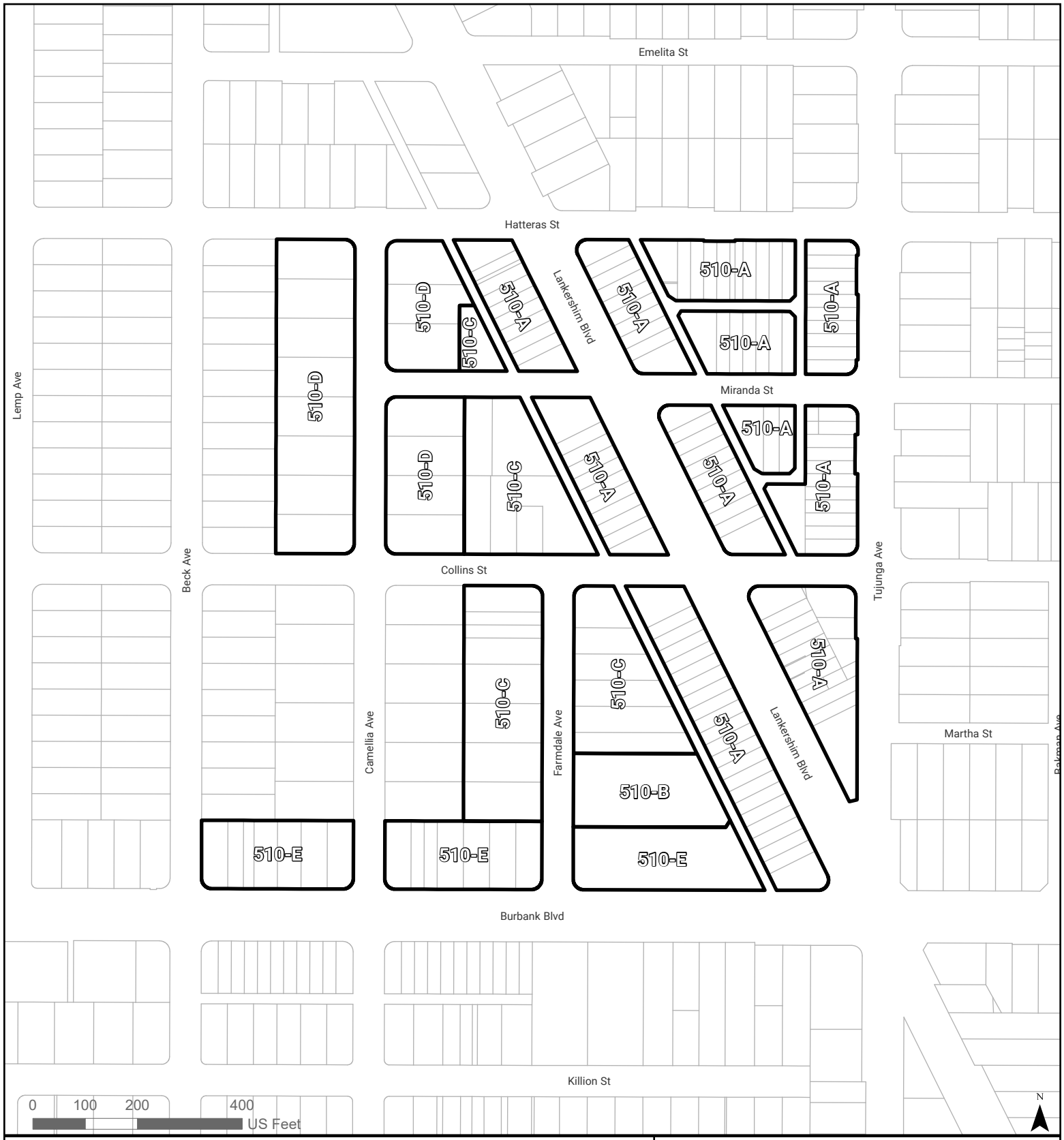
500

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

510-A, 510-B, 510-C, 510-D, 510-E

Section:

510

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

GPLU MAP AMENDMENTS

SUBAREAS

520-A

Section:

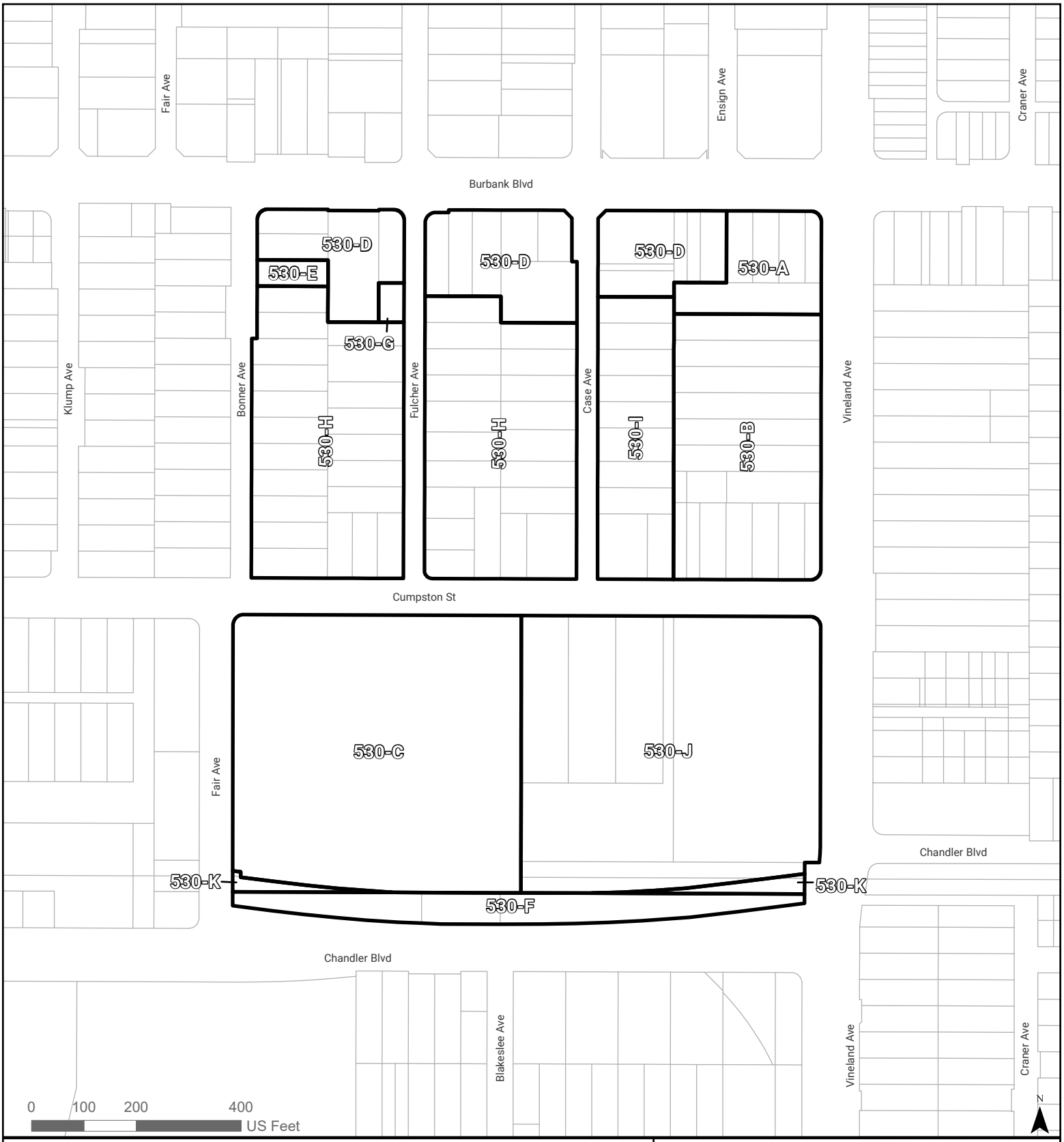
520

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



GPLU MAP AMENDMENTS

SUBAREAS

530-A, 530-B, 530-C, 530-D, 530-E, 530-F, 530-G, 530-H, 530-I, 530-J, 530-K

Section:

530

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-100-A	General Commercial	Medium Residential, Low Residential	Community Center
OLTNP-100-B	Light Manufacturing		Regional Center
OLTNP-100-C	Limited Manufacturing		Regional Center
OLTNP-100-D	Low Medium II Residential		Medium Neighborhood Residential
OLTNP-100-E	Low Residential		Community Center
OLTNP-100-F	Medium Residential	General Commercial	Community Center
OLTNP-100-G	Medium Residential		Medium Neighborhood Residential
OLTNP-100-H	Medium Residential	General Commercial	Medium Residential
OLTNP-100-I	Neighborhood Office	Low Residential	Community Center
OLTNP-100-J	Neighborhood Office		Regional Center
OLTNP-110-A	General Commercial		Community Center
OLTNP-120-A	General Commercial		Community Center
OLTNP-120-B	Neighborhood Office		Community Center
OLTNP-130-A	Low Medium II Residential		Community Center
OLTNP-130-B	Low Medium II Residential	Low Residential	Medium Neighborhood Residential
OLTNP-130-C	Medium Residential	Low Medium II Residential	Community Center

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-130-D	Neighborhood Office	Low Medium II Residential	Community Center
OLTNP-130-E	Neighborhood Office		Medium Neighborhood Residential
OLTNP-140-A	Commercial Manufacturing	Neighborhood Office Commercial	Regional Center
OLTNP-140-B	General Commercial		Community Center
OLTNP-140-C	General Commercial		Medium Residential
OLTNP-140-D	General Commercial		Regional Center
OLTNP-140-E	Low Medium II Residential		Medium Neighborhood Residential
OLTNP-140-F	Low Medium II Residential		Medium Residential
OLTNP-140-G	Medium Residential		Medium Neighborhood Residential
OLTNP-140-H	Neighborhood Office	General Commercial	Community Center
OLTNP-140-I	Neighborhood Office		Regional Center
OLTNP-150-A	Community Commercial		Regional Center
OLTNP-150-B	General Commercial		Community Center
OLTNP-150-C	Medium Residential		Community Center
OLTNP-150-D	Neighborhood Office		Community Center
OLTNP-150-E	Regional Center Commercial		Regional Center

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-160-A	General Commercial		Community Center
OLTNP-160-B	General Commercial		Medium Residential
OLTNP-160-C	General Commercial	Limited Manufacturing, Parking	Regional Center
OLTNP-160-D	Limited Manufacturing		Regional Center
OLTNP-160-E	Low Medium II Residential		Community Center
OLTNP-160-F	Low Medium II Residential		Medium Neighborhood Residential
OLTNP-160-G	Low Medium II Residential		Medium Residential
OLTNP-160-H	Low Residential		Community Center
OLTNP-160-I	Neighborhood Office		Community Center
OLTNP-170-A	Community Commercial		Medium Neighborhood Residential
OLTNP-170-B	Community Commercial		Regional Center
OLTNP-170-C	Medium Residential		Community Center
OLTNP-170-D	Medium Residential		Medium Neighborhood Residential
OLTNP-170-E	Medium Residential		Medium Residential
OLTNP-170-F	Neighborhood Office		Community Center
OLTNP-170-G	Regional Center Commercial		Regional Center

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-180-A	General Commercial		Community Center
OLTNP-180-B	Limited Manufacturing		Community Center
OLTNP-180-C	Medium Residential		Medium Neighborhood Residential
OLTNP-180-D	Medium Residential		Medium Residential
OLTNP-180-E	Neighborhood Office		Community Center
OLTNP-180-F	Public Facilities		Public Facilities
OLTNP-190-A	General Commercial		Community Center
OLTNP-190-B	Neighborhood Office		Community Center
OLTNP-200-A	General Commercial		Community Center
OLTNP-210-A	Neighborhood Office		Community Center
OLTNP-220-A	Neighborhood Office		Community Center
OLTNP-230-A	Low Medium II Residential		Medium Neighborhood Residential
OLTNP-230-B	Medium Residential	Low Residential	Medium Neighborhood Residential
OLTNP-230-C	Neighborhood Office		Community Center
OLTNP-230-D	Neighborhood Office		Medium Neighborhood Residential
OLTNP-240-A	Community Commercial		Regional Center

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-240-B	General Commercial		Community Center
OLTNP-240-C	Low Medium II Residential		Community Center
OLTNP-240-D	Medium Residential		Community Center
OLTNP-240-E	Neighborhood Office		Community Center
OLTNP-240-F	Regional Commercial		Regional Center
OLTNP-250-A	Neighborhood Office		Community Center
OLTNP-260-A	Community Commercial		Medium Neighborhood Residential
OLTNP-260-B	Community Commercial		Regional Center
OLTNP-260-C	Low Medium II Residential		Community Center
OLTNP-260-D	Low Medium II Residential		Medium Neighborhood Residential
OLTNP-260-E	Low Medium II Residential		Medium Residential
OLTNP-260-F	Medium Residential		Community Center
OLTNP-260-G	Medium Residential		Medium Neighborhood Residential
OLTNP-260-H	Medium Residential		Medium Residential
OLTNP-260-I	Neighborhood Office		Community Center
OLTNP-260-J	Public Facilities		Public Facilities

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-260-K	Regional Center Commercial		Regional Center
OLTNP-270-A	Open Space		Open Space
OLTNP-280-A	Community Commercial		Community Center
OLTNP-280-B	Community Commercial		Medium Neighborhood Residential
OLTNP-280-C	Community Commercial		Regional Center
OLTNP-280-D	High Medium Residential		Community Center
OLTNP-280-E	High Medium Residential		Medium Neighborhood Residential
OLTNP-280-F	High Medium Residential		Regional Center
OLTNP-280-G	Regional Center Commercial		Regional Center
OLTNP-300-A	Open Space		Open Space
OLTNP-310-A	Community Commercial	Medium Residential	Community Center
OLTNP-310-B	Medium Residential	Community Commercial	Community Center
OLTNP-320-A	Community Commercial	High Medium Residential	Community Center
OLTNP-320-B	Community Commercial		Medium Neighborhood Residential
OLTNP-320-C	Community Commercial	High Medium Residential	Regional Center
OLTNP-320-D	High Medium Residential		Community Center

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-320-E	High Medium Residential		Medium Neighborhood Residential
OLTNP-320-F	High Medium Residential	Community Commercial	Regional Center
OLTNP-320-G	Medium Residential		Medium Neighborhood Residential
OLTNP-320-H	Open Space		Open Space
OLTNP-330-A	Community Commercial		Community Center
OLTNP-330-B	High Medium Residential		Medium Neighborhood Residential
OLTNP-330-C	Medium Residential		Medium Neighborhood Residential
OLTNP-330-D	Medium Residential		Medium Residential
OLTNP-330-E	Open Space		Open Space
OLTNP-340-A	Community Commercial		Community Center
OLTNP-340-B	Community Commercial		Public Facilities
OLTNP-340-C	Community Commercial		Regional Center
OLTNP-340-D	Regional Center Commercial		Regional Center
OLTNP-350-A	Community Commercial		Community Center
OLTNP-350-B	Community Commercial		Regional Center
OLTNP-360-A	Community Commercial	High Medium Residential	Community Center

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-360-B	Community Commercial	High Medium Residential	Medium Neighborhood Residential
OLTNP-360-C	High Medium Residential	Community Commercial	Community Center
OLTNP-360-D	High Medium Residential	Community Commercial	Medium Neighborhood Residential
OLTNP-360-E	Low Medium II Residential		Medium Neighborhood Residential
OLTNP-360-F	Low Medium II Residential		Medium Residential
OLTNP-360-G	Medium Residential		Medium Residential
OLTNP-360-H	Neighborhood Office		Community Center
OLTNP-360-I	Open Space		Open Space
OLTNP-360-J	Public Facilities		Public Facilities
OLTNP-360-K	Public Facilities		Regional Center
OLTNP-380-A	Community Commercial		Community Center
OLTNP-380-B	Community Commercial		Medium Residential
OLTNP-380-C	Limited Manufacturing		Medium Residential
OLTNP-380-D	Medium Residential		Community Center
OLTNP-380-E	Medium Residential	Community Commercial	Medium Residential
OLTNP-380-F	Public Facilities		Open Space

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-380-G	Commercial Manufacturing		Open Space
OLTNP-380-H	Public Facilities		Open Space
OLTNP-400-A	Commercial Manufacturing		Regional Center
OLTNP-400-B	Community Commercial		Community Center
OLTNP-400-C	Community Commercial		Regional Center
OLTNP-400-D	Light Manufacturing		Regional Center
OLTNP-400-E	Limited Manufacturing		Regional Center
OLTNP-410-A	Commercial Manufacturing		Medium Neighborhood Residential
OLTNP-410-B	Commercial Manufacturing		Public Facilities
OLTNP-410-C	Commercial Manufacturing		Regional Center
OLTNP-410-D	Community Commercial		Regional Center
OLTNP-410-E	Medium Residential		Medium Neighborhood Residential
OLTNP-410-F	Medium Residential		Medium Residential
OLTNP-410-G	Public Facilities		Public Facilities
OLTNP-410-H	Regional Center Commercial		Regional Center
OLTNP-420-A	Commercial Manufacturing		Public Facilities

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-420-B	Commercial Manufacturing	Public Facilities	Regional Center
OLTNP-420-C	Medium Residential		Medium Neighborhood Residential
OLTNP-420-D	Medium Residential		Medium Residential
OLTNP-420-E	Public Facilities		Public Facilities
OLTNP-420-F	Regional Center Commercial		Regional Center
OLTNP-430-A	Heavy Manufacturing		Regional Center
OLTNP-430-B	Light Manufacturing	Heavy Manufacturing, Limited	Regional Center
OLTNP-430-C	Open Space		Open Space
OLTNP-430-D	Public Facilities		Public Facilities
OLTNP-440-A	Light Manufacturing		Regional Center
OLTNP-440-B	Limited Manufacturing		Community Center
OLTNP-440-C	Limited Manufacturing		Regional Center
OLTNP-440-D	Public Facilities	Limited Manufacturing	Public Facilities
OLTNP-460-A	General Commercial		Community Center
OLTNP-460-B	Neighborhood Office	Low Residential	Community Center
OLTNP-470-A	Community Commercial		Community Center

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-470-B	General Commercial		Community Center
OLTNP-480-A	Community Commercial	Low Medium II Residential	Community Center
OLTNP-480-B	Low Medium II Residential		Community Center
OLTNP-480-C	Low Medium II Residential		Medium Residential
OLTNP-490-A	Community Commercial	Medium Residential	Community Center
OLTNP-500-A	Community Commercial		Community Center
OLTNP-500-B	Low Medium II Residential	Community Commercial	Community Center
OLTNP-500-C	Low Medium II Residential	Community Commercial	Medium Residential
OLTNP-510-A	Community Commercial		Community Center
OLTNP-510-B	Medium Residential		Community Center
OLTNP-510-C	Medium Residential		Medium Neighborhood Residential
OLTNP-510-D	Medium Residential		Medium Residential
OLTNP-510-E	Neighborhood Office		Community Center
OLTNP-520-A	Public Facilities		Public Facilities
OLTNP-530-A	Commercial Manufacturing		Community Center
OLTNP-530-B	Commercial Manufacturing		Public Facilities

Orange (G) Line Transit Neighborhood Plan Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Existing Dual GPLU	Proposed GPLU
OLTNP-530-C	Commercial Manufacturing	Public Facilities	Regional Center
OLTNP-530-D	Community Commercial	High Medium Residential	Community Center
OLTNP-530-E	Community Commercial		Medium Neighborhood Residential
OLTNP-530-F	Community Commercial		Regional Center
OLTNP-530-G	High Medium Residential	Community Commercial	Community Center
OLTNP-530-H	High Medium Residential		Medium Neighborhood Residential
OLTNP-530-I	High Medium Residential		Public Facilities
OLTNP-530-J	Public Facilities		Public Facilities
OLTNP-530-K	Public Facilities		Regional Center

EXHIBIT B.4:

Citywide General Plan Framework Amendments

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Amendments to the CityWide Framework Element are denoted in a tracked change format. New text is underlined and bolded, while modified existing text or deleted text is indicated by a strikethrough. The Framework Element is amended as follows:

1. Add the following Appendix A to the Framework Element:

Appendix A: LAMC Chapter 1A Land Use Designations Table

This appendix establishes new land use designations and describes the relationship between the Framework Element, the new land use designations, and the new Citywide Zoning Ordinance, codified at Chapter 1A of the Los Angeles Municipal Code.

General Plan Land Use Designation Descriptions

Regional Center

Regional Center areas function as hubs of regional commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid-Rise to High-Rise, active shopfronts along active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density generally ranges from 1 unit per 400 square feet of lot area ~~to 1 unit per 200 square feet of lot area~~ to being limited by floor area**.**

Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Very**-**Low Rise to ~~Low- Rise~~ **Mid-Rise**, and buildings are typically oriented toward the street. The residential density ranges from 1 unit per ~~1,000~~ **1,500** square feet of lot area to being limited by floor area.

Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. The building form ranges from Very**-**Low Rise to ~~Low- Rise~~**Mid-Rise**. Supportive institutional uses may also be provided in certain Residential Use Districts. The residential density generally ranges from **1 unit per 1,500**~~1,000~~ square feet of lot are**a** to 1 unit per 800 square feet of lot area.

Relationship of Framework Element and New Land Use Designations

The General Plan Framework summarizes key land use issues and identifies opportunities. The Long-Range Land Use Diagram (General Plan Framework, Figures 3-1 through 3-4) depicts where land use categories are appropriate, and broadly identifies what intensities and densities, heights, and general uses are contained within those categories. This Appendix expands on existing land use categories and introduces new Land Use categories, creating Land Use Designations to guide and correspond to the City's New Zoning Code adopted through Chapter 1A of the Los Angeles Municipal Code (LAMC). The Land Use Designations in Appendix A and the City's New Zoning Code will implement the objectives and policies of the Framework Element, including but not limited to 3.1.5, 3.2.1, 3.2.2, 3.2.4, 3.4, and 3.4.1, 3.4.3, by creating a more flexible and refined zoning tools and land use categories that will better allow amendments to community plans to create categories that reflect local conditions, parcel characteristics and public input, and facilitate the local communities identification of uses, densities and design characteristics for development and public streetscape; will help provide a pattern of development consisting of distinct districts, centers boulevards and neighborhoods that are differentiated by their functional role, scale and character; establish patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations; and establish incentives for the accommodation of growth and development in the districts, centers and mixed-use boulevards targeted for growth.

Land Use Designations are introduced in Appendix A to differentiate those areas in the city that have adopted and implemented Chapter 1A of the LAMC and those that have not. These Land Use Designations shall only be for use and reference for properties where zoning districts established in LAMC Chapter 1A are adopted and implemented. This includes the following Community Plan**, Transit Neighborhood Plan,** or Specific Plan Areas:

- Downtown Community Plan Area
- Boyle Heights Community Plan Area
- Harbor Gateway Community Plan Area
- Wilmington-Harbor City Community Plan Area
- San Pedro Community Plan Area
- **Orange (G) Line Transit Neighborhood Plan**

The Appendix 1A Land Use Designations and LAMC Chapter 1A zoning standards shall be used in updates to community plans consistent with the Framework Element objectives and policies, including those found in Chapter 3. For purposes of Tables 3-3 and 3-6, and their associated policies, the following Appendix A Land Use Designations shall be consistent with the "Land Use Designations" in those tables. However, the appropriate uses and intensities for the Framework Element Land Use Categories is not limited to the Appendix A Land Use Designations identified in the table below under the "Land Use Designation" column, but shall be determined at the time

of a Community Plan update consistent with the Framework Element's intent to be a guiding document.

Zoning Correspondence

The new land use designations are implemented through the Zoning Code, codified at Chapter 1A of the LAMC. The Zoning Code establishes Form Districts, Use Districts, and Density Districts. The following summarizes the general use, form, and density district correspondence for the Land Use designations which should guide Community Plan Updates. Specific floor area ratio, height, and density allowances are determined through the Community Plan update process.

Form Districts established in LAMC Chapter 1A Article 2 are organized into the following categories: High-Rise, Moderate-Rise, Mid-Rise, Low-Rise, Very Low-Rise, House, Estate, and Rural Form Districts. Within each category, there may be various individual Form Districts with unique limitations, including but not limited to FAR and Height Limits. The tables below provide guidance for the categories of Form Districts that correspond to each General Plan Land Use Designation. For more details on the Form District structure, see LAMC Chapter 1A Sec. 2A.1.5.

Use Districts established in LAMC Chapter 1A Article 5 are organized into the following categories: Open Space, Agricultural, Residential, Residential-Mixed, Commercial-Mixed, ~~Commercial,~~ Industrial-Mixed, Industrial, and Public Use Districts. Within each category, there may be various individual Use Districts with unique limitations and regulations, including but not limited to permitted uses and operating standards. The tables below provide guidance for the categories of Use Districts that correspond to each General Plan Land Use Designation.

Density Districts established in LAMC Chapter 1A Article 6 regulate the number of household living units or group living units that are permitted on a lot. The tables below provide guidance for the categories of Density Districts that correspond to each General Plan Land Use Designation.

When using LAMC Chapter 1A, refer to the following Table 3-6a in place of Framework Element Table 3-6.

Table 3-6a Framework Land Use Category: Regional Centers (Implements Policy 3.10.1)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**
Regional Center	**High-Rise, Moderate-Rise,** Mid-Rise	Commercial Mixed	4, **FA**

When using LAMC Chapter 1A, refer to the following Table 3-3a in place of Framework Element Table 3-3.

Table 3-3a Framework Land Use Category: Multi-Family Residential (Implements Policy 3.7.1)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**
Medium Neighborhood Residential	Low-Rise*, Very-Low Rise***, Mid-Rise**	Residential-Mixed, Residential	FA, 6, 8, 10, **15**
Medium Residential	Very-Low Rise*, Low-Rise**, Mid-Rise**	Residential	8, 10, **15**

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

EXHIBIT C.1:

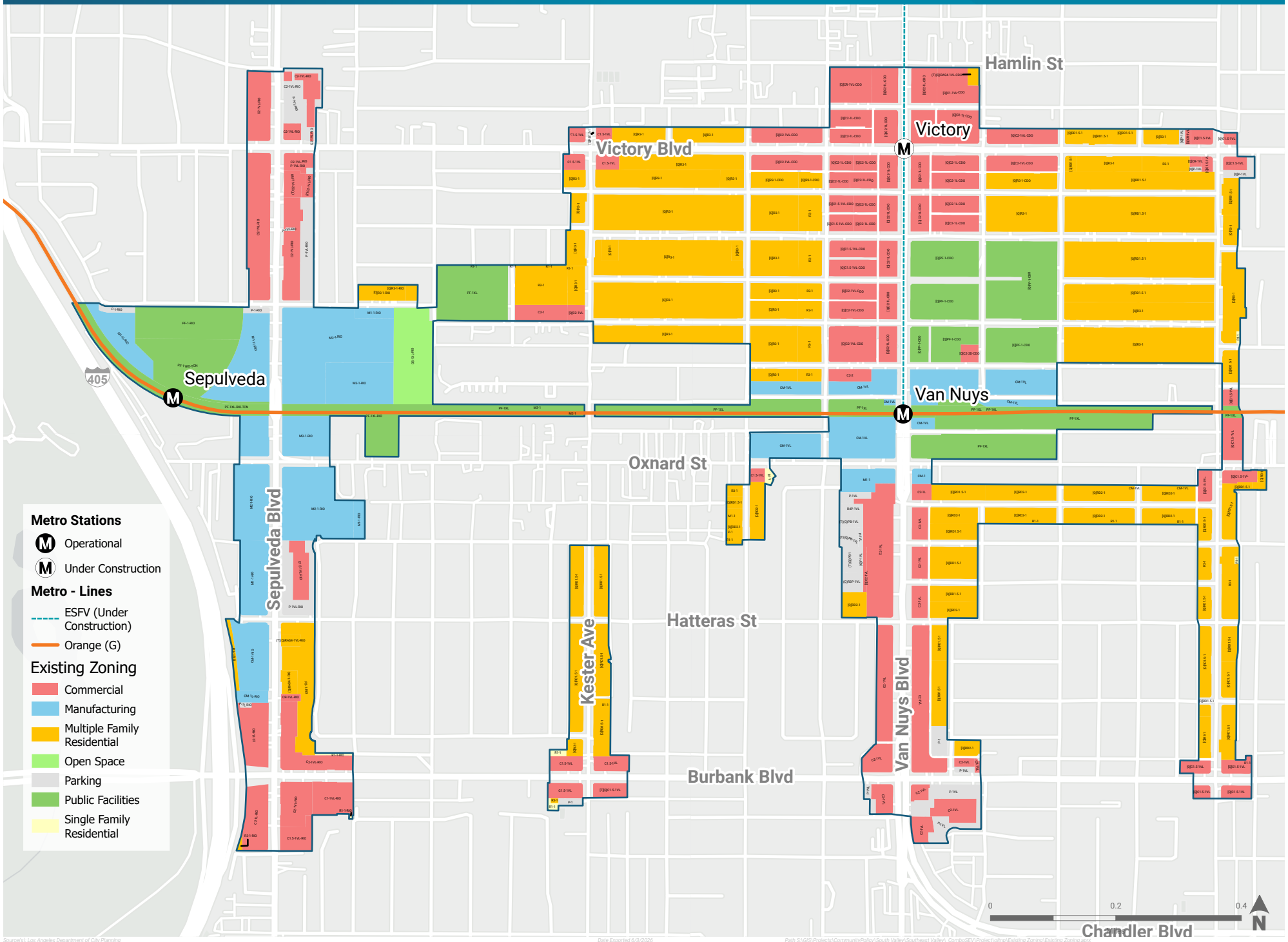
Existing Zoning Maps

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

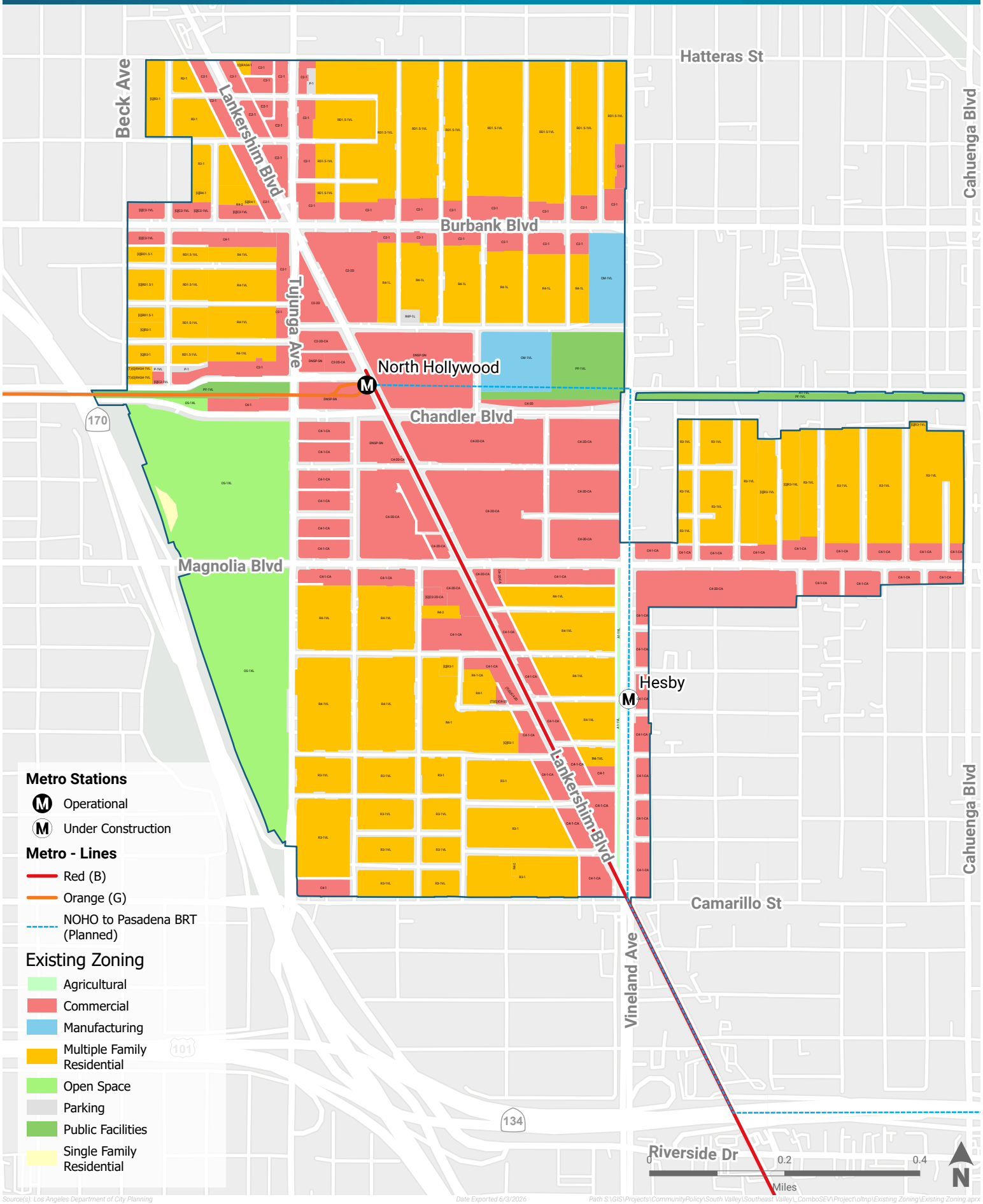
Orange (G) Line TNP - Van Nuys-Sepulveda Stations

Existing Zoning



Orange (G) Line TNP - North Hollywood Station

Existing Zoning



Source(s): Los Angeles Department of City Planning
Date Exported 6/3/2026
Path S:\GIS\Projects\CommunityPolicy\South Valley\Southeast Valley_ComboSEV\Project\oltnp\Existing Zoning\Existing Zoning.aprx

EXHIBIT C.2:

Proposed Generalized Zoning Maps

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

PROPOSED GENERALIZED ZONING MAP
Orange (G) Line TNP - Van Nuys-Sepulveda Stations

PLAN BOUNDARIES

Orange (G) Line TNP

Metro Stations

Operational

Under Construction

Metro - Lines

ESFV (Under Construction)

Orange (G)

N

0 0.25

Miles

SPRING 2026

Disclaimer:
The City of Los Angeles is neither responsible nor liable for any inaccuracy, error or omission on this map or for any financial commitment made by the recipient or anyone else in reliance on information or data depicted on this map, including without limitation, warranties of any implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles shall not be liable for any special, indirect or consequential damages that may arise from the use of, or the inability to use this map and/or the data contained herein, whether such damages arise in contract or tort, even if the City of Los Angeles has been advised of the possibility of such damages or they are foreseeable, or in a third party provided by the city of Los Angeles, or a third party

	Generalized Zoning	Form	Frontage	Development Standards	Use	Density	Supplemental District
				Corresponding			
	Residential	LM12, MM4, MM5	MU4	7	RG2	8	-
	Residential-Mixed	LM11, LM12, MM4, MM5, MM6	MU4	7	RX5	8	-
	Commercial-Mixed	LM13, MM7, MM8, MM9, MB3, MB6	SH4, SH5	10, 11	CX7, CX10	4, FA	-
	Open Space	VF2	FX1	10	OS1	-	-
	Public Facilities	VF2, MB3	FX1, SH4	7, 11,15	P2	FA	[TCN]

PROPOSED GENERALIZED ZONING MAP
Orange (G) Line TNP - North Hollywood Station

Generalized Zoning	Form	Frontage	Development Standards	Use	Density	Special Zone
			Corresponding			
Residential	MM4	MU4	7	RG2	8	-
Residential-Mixed	MM4, MM5, MM6	MU4	7	RX5	8	-
Commercial-Mixed	MM9, DM7	SH4, SH5	10, 11	CX7, CX10	4	[DNH][SN]
Open Space	VF2	FX1	10	OS1	-	-
Public Facilities	VF2, MB3, MM9	FX1, SH4	7, 10, 11,15	P2	FA	-

Metro Stations
- Operational
- Under Construction

Metro - Lines
- Red (B)
- Orange (G)
- NOHO to Pasadena BRT (Under Construction)

PLAN BOUNDARIES
- Orange (G) Line TNP

North Hollywood

Hesby

0 0.25

Miles

SPRING 2026

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EXHIBIT C.3:

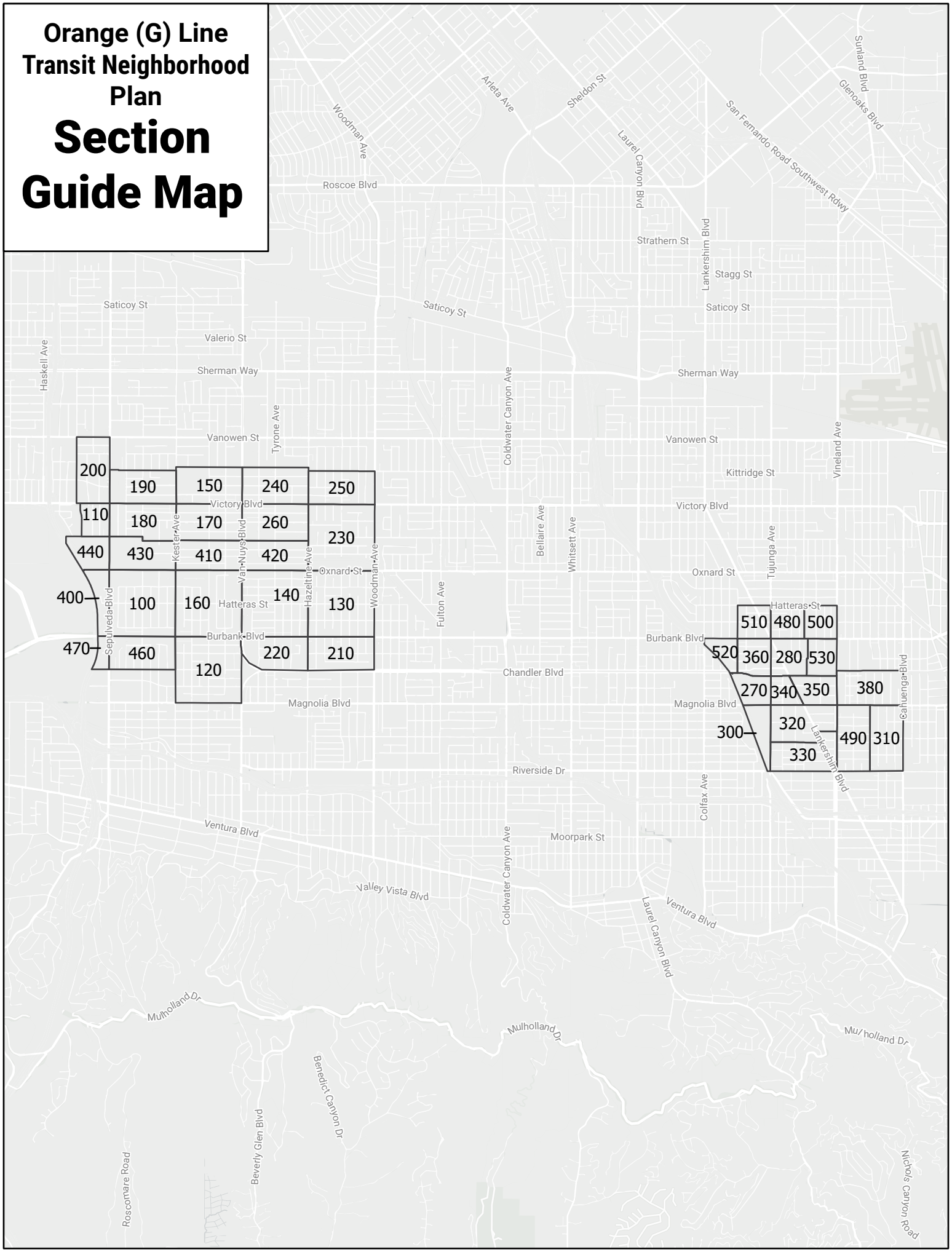
Zone Change Maps and Matrices

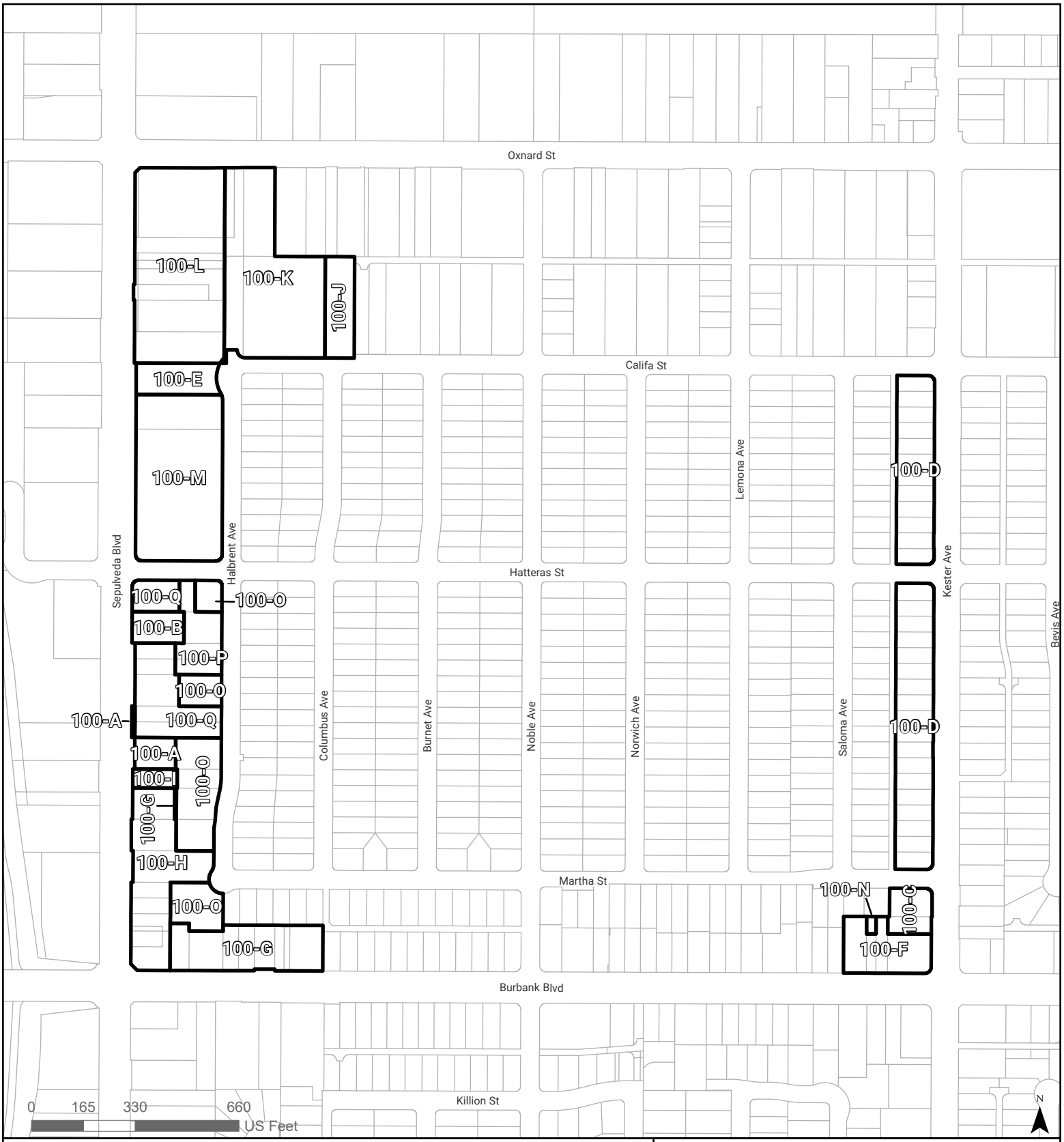
CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Orange (G) Line Transit Neighborhood Plan

Section Guide Map





ZONING MAP AMENDMENTS

SUBAREAS

100-A, 100-B, 100-C, 100-D, 100-E, 100-F, 100-G, 100-H, 100-I, 100-J, 100-K, 100-L, 100-M, 100-N, 100-O, 100-P, 100-Q

Section:

100

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

ZONING MAP AMENDMENTS

SUBAREAS

110-A, 110-B

Section:

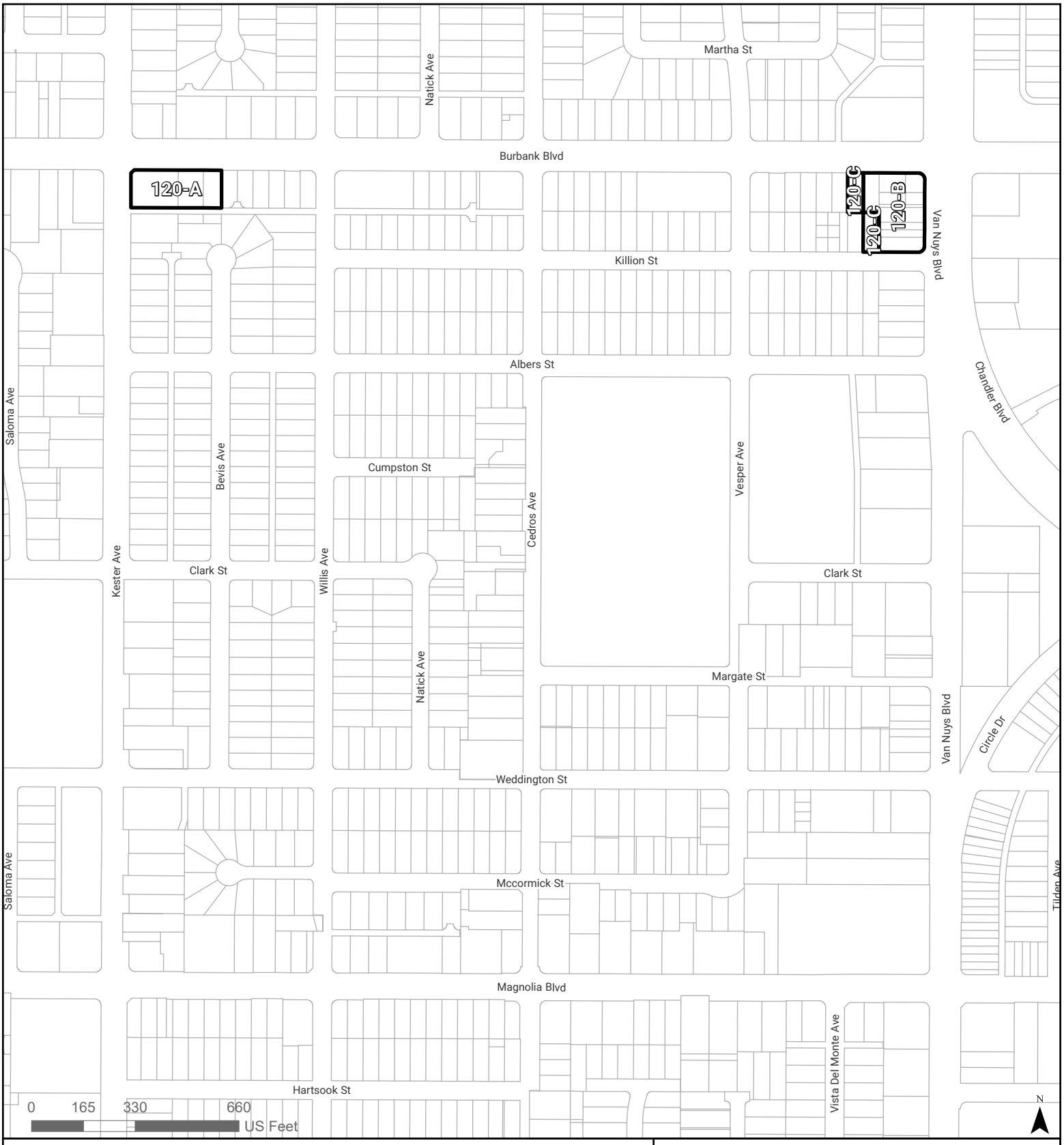
110

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

120-A, 120-B, 120-C

Section:

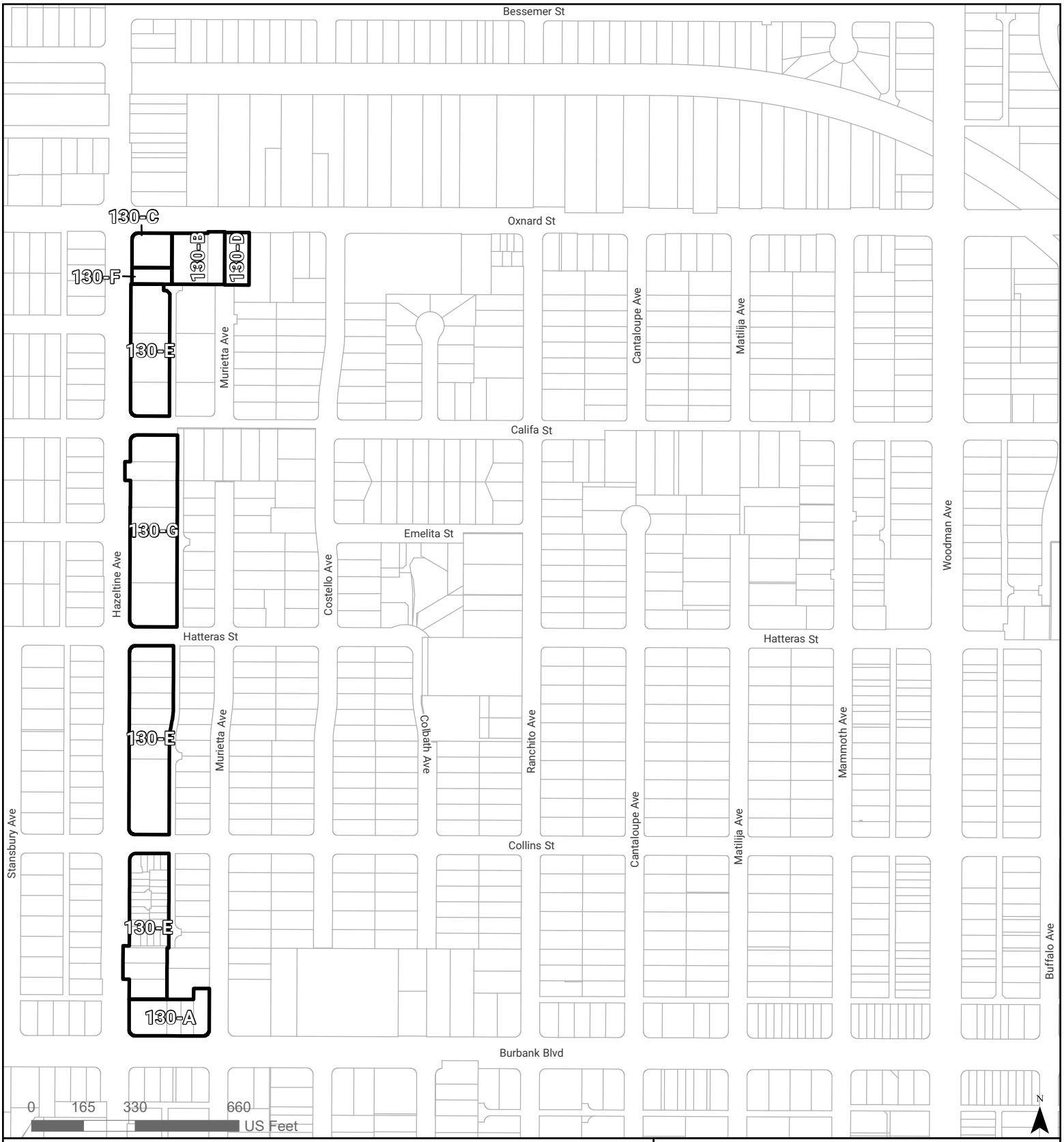
120

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

130-A, 130-B, 130-C, 130-D, 130-E, 130-F, 130-G

Section:

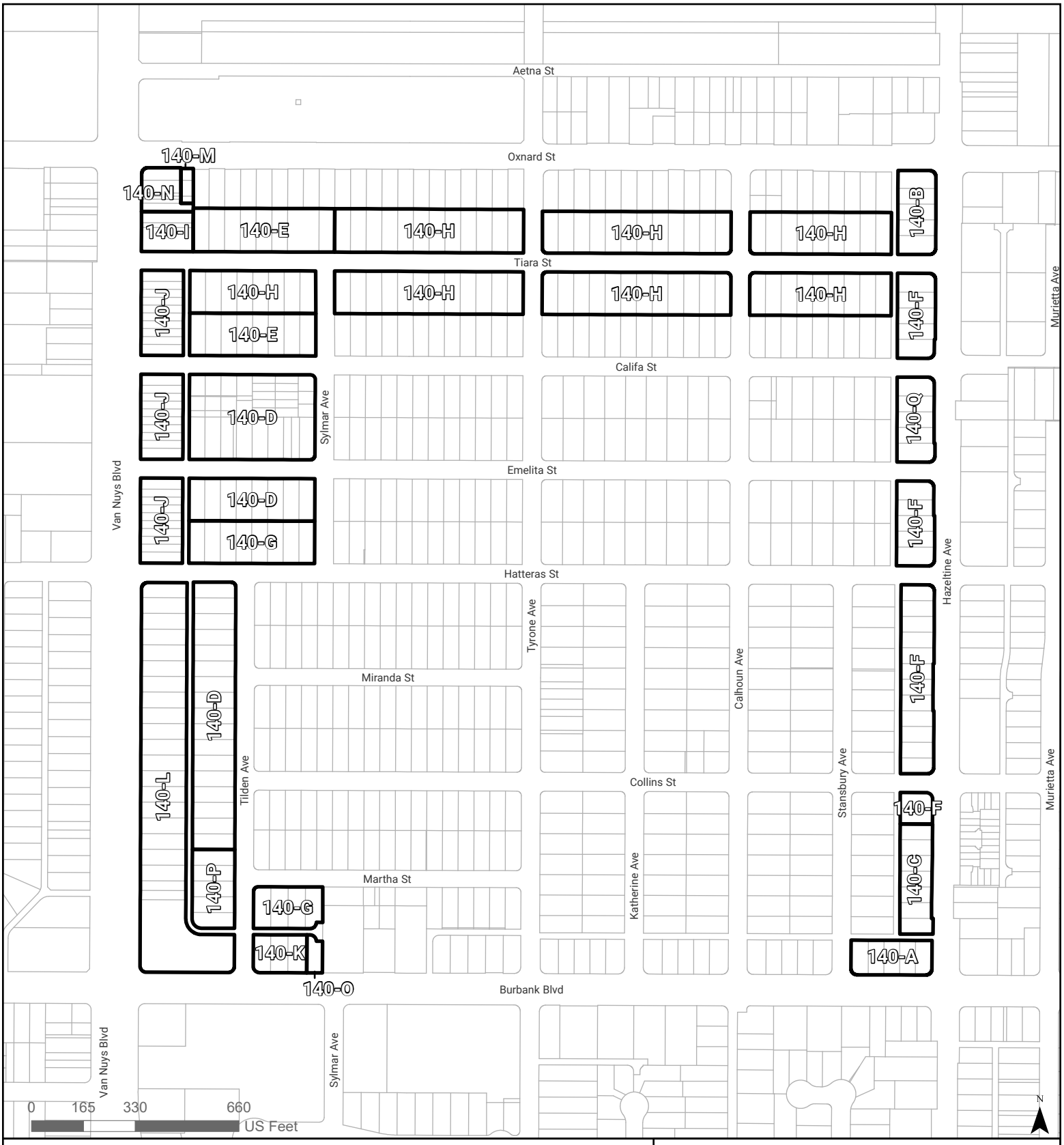
130

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

140-A, 140-B, 140-C, 140-D, 140-E, 140-F, 140-G, 140-H, 140-I, 140-J, 140-K, 140-L, 140-M, 140-N, 140-O, 140-P, 140-Q

Section:

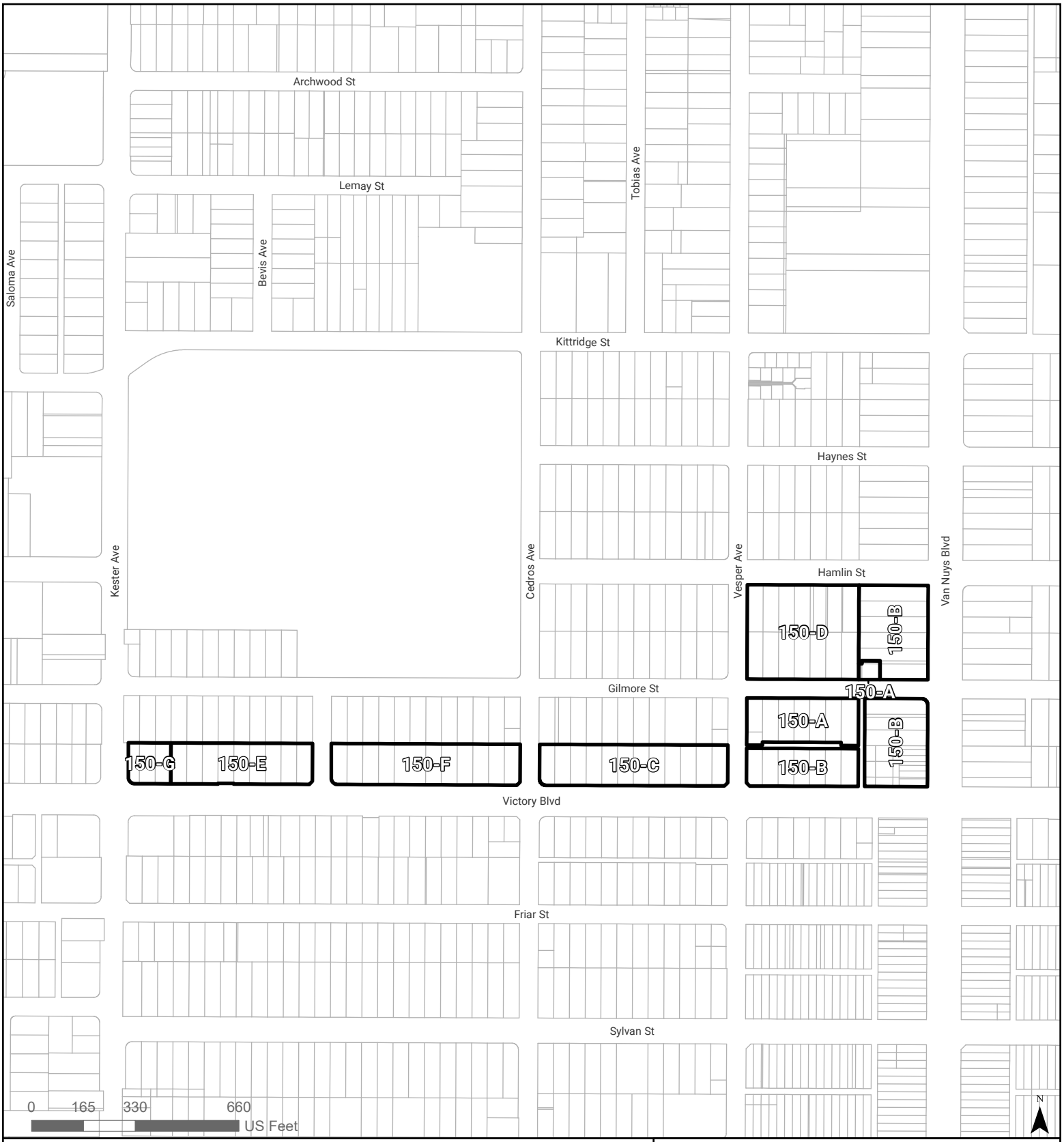
140

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

150-A, 150-B, 150-C, 150-D, 150-E, 150-F, 150-G

Section:

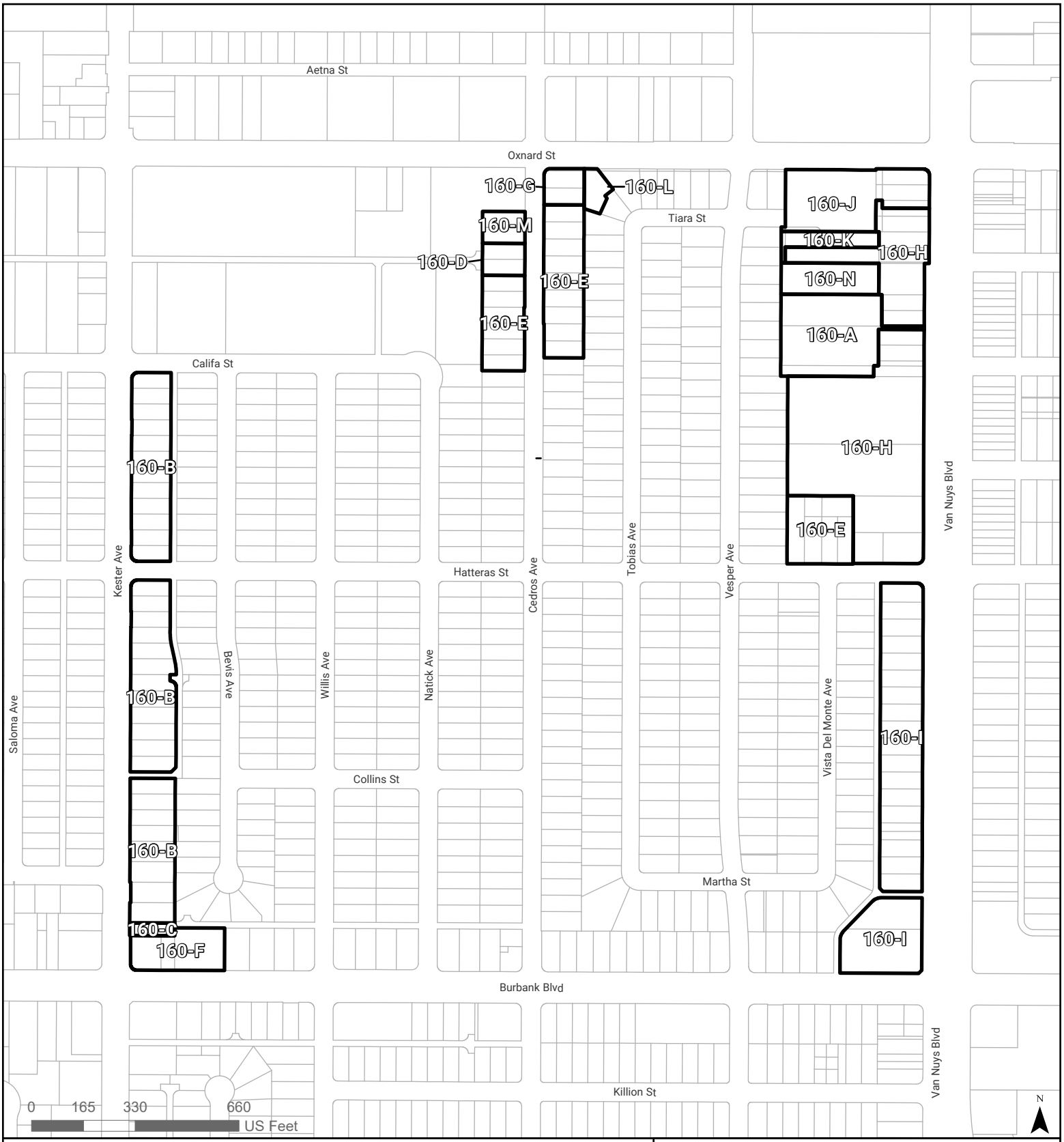
150

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

160-A, 160-B, 160-C, 160-D, 160-E, 160-F, 160-G, 160-H, 160-I, 160-J, 160-K, 160-L, 160-M, 160-N

Section:

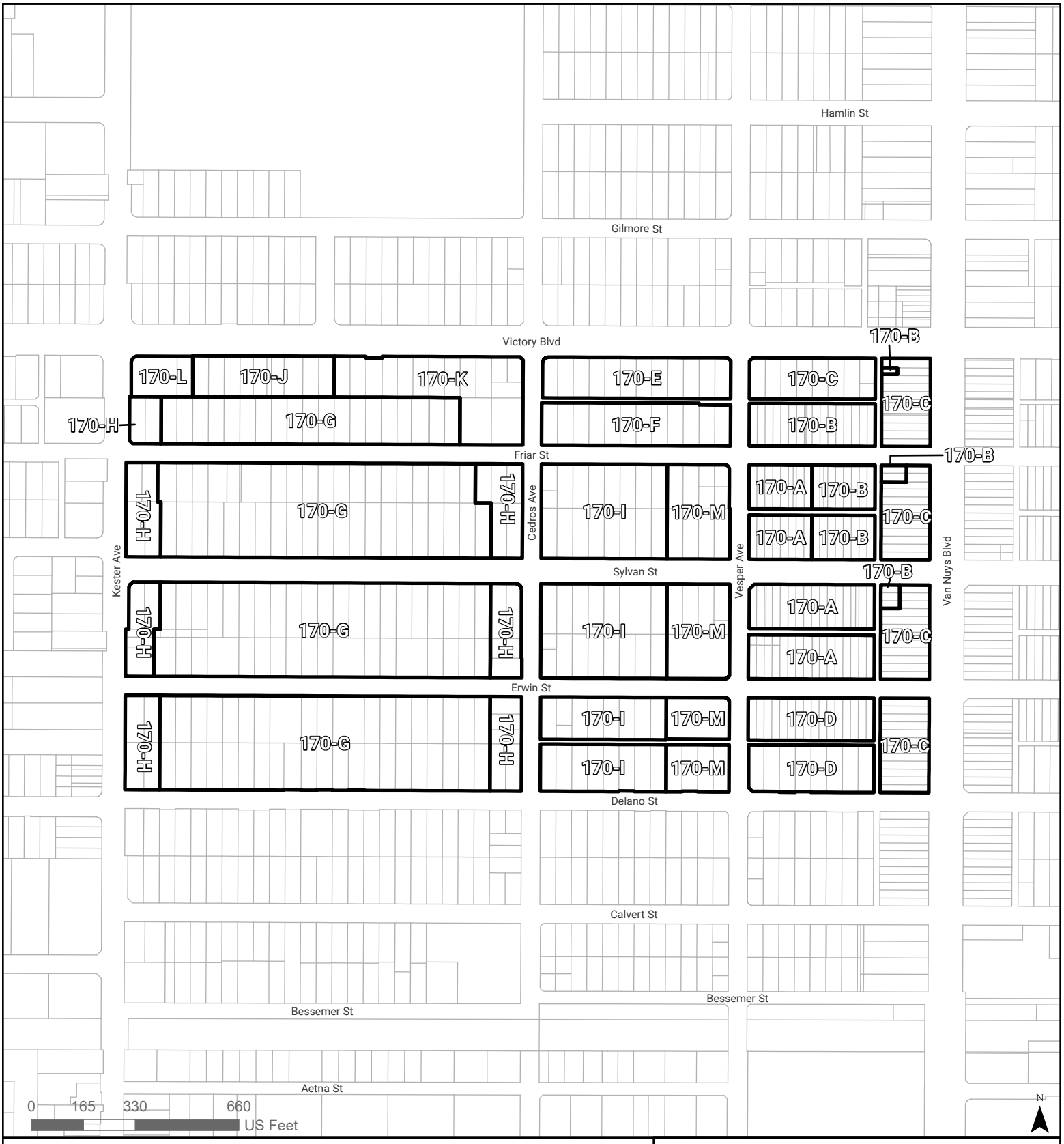
160

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

170-A, 170-B, 170-C, 170-D, 170-E, 170-F, 170-G, 170-H, 170-I, 170-J, 170-K, 170-L, 170-M

Section:

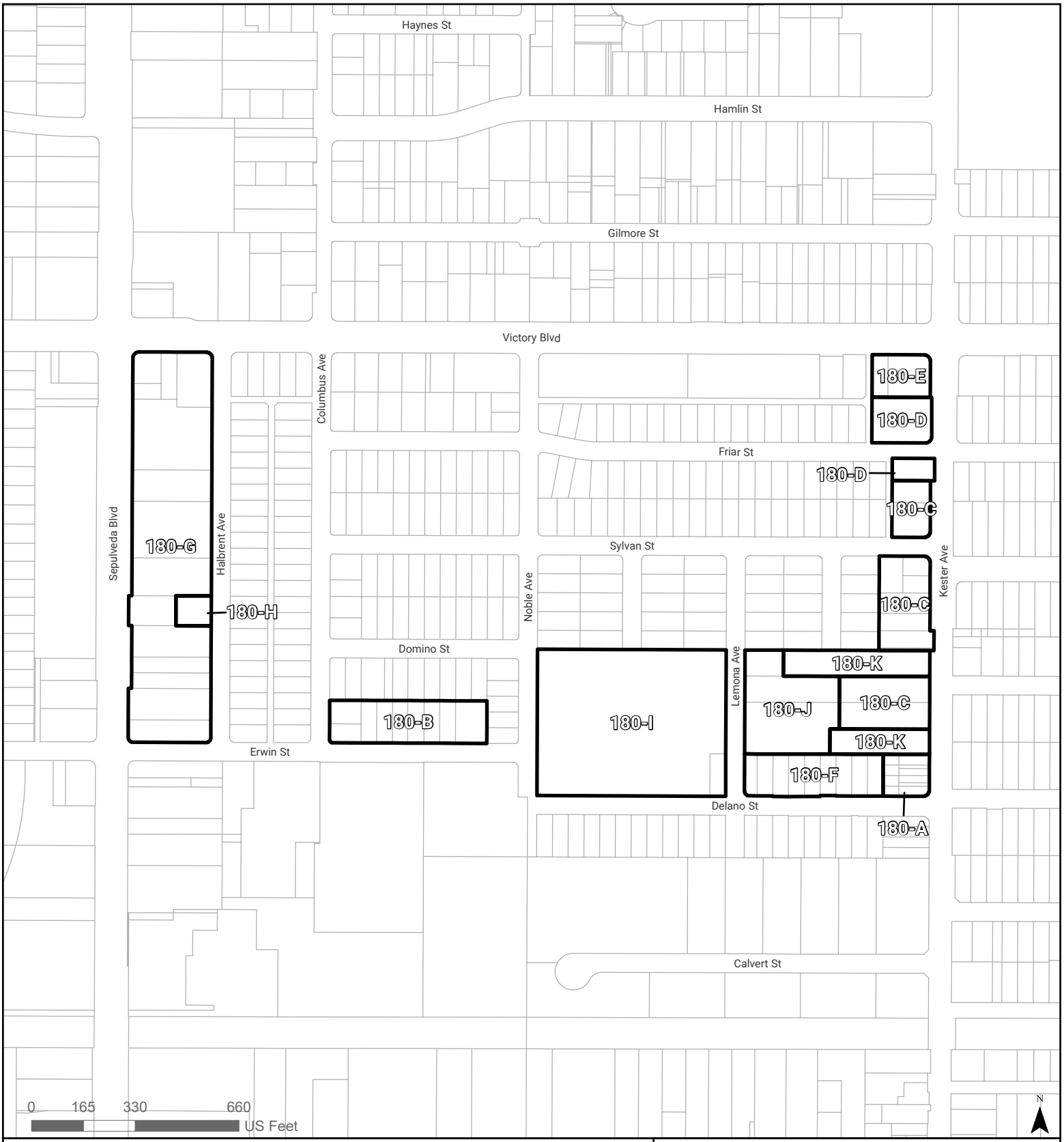
170

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

180-A, 180-B, 180-C, 180-D, 180-E, 180-F, 180-G, 180-H, 180-I, 180-J, 180-K

Section:

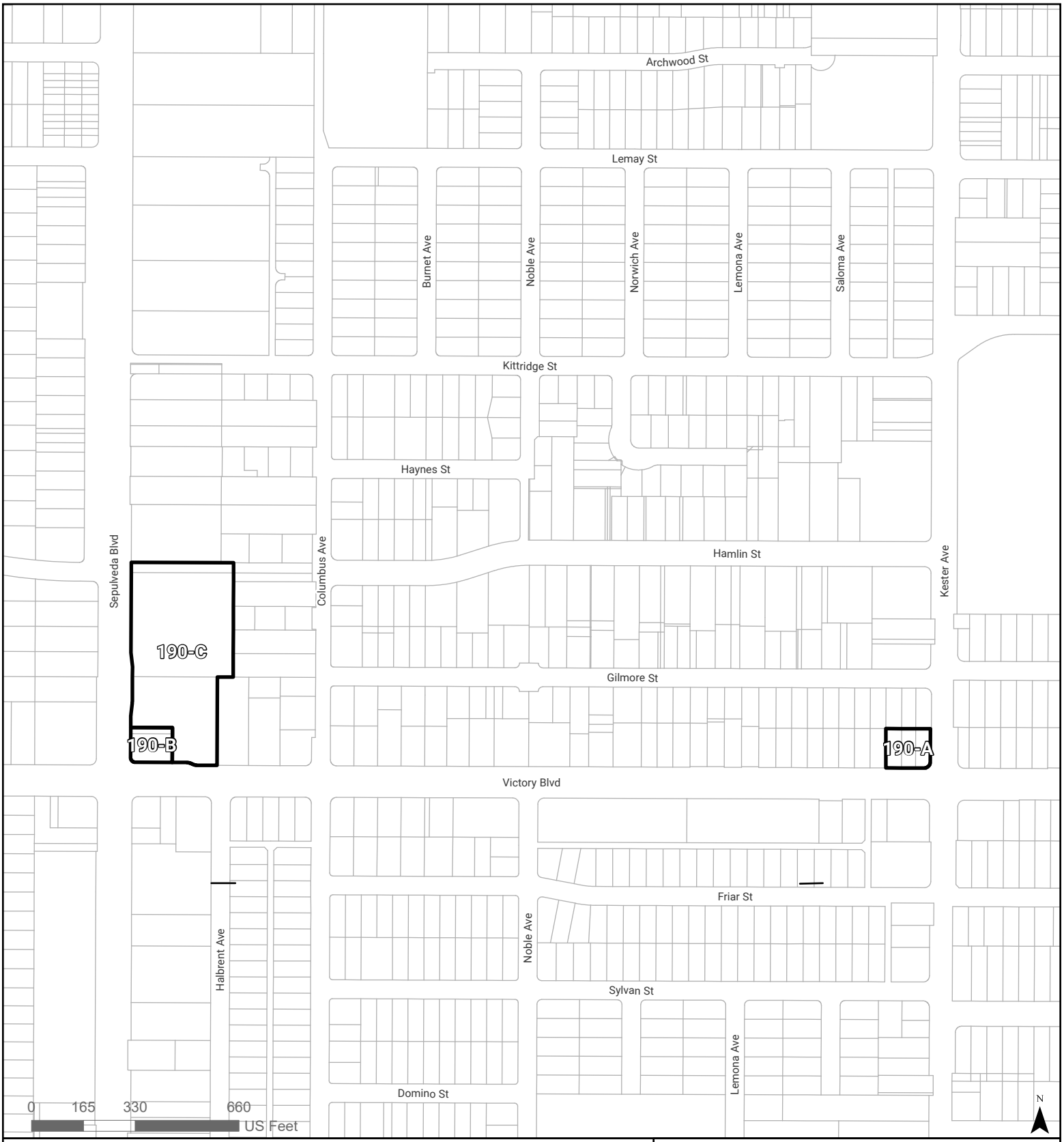
180

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

190-A, 190-B, 190-C

Section:

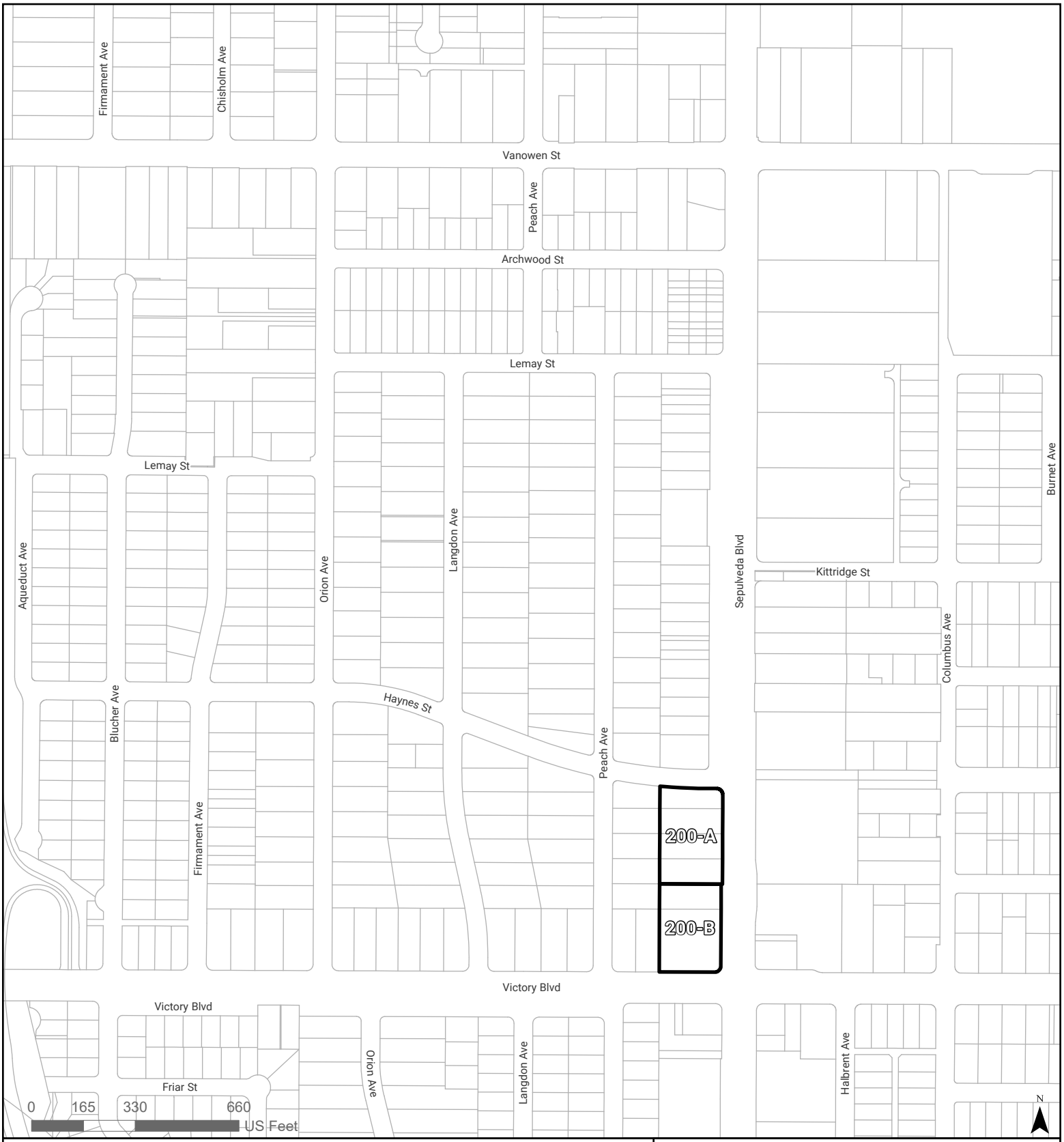
190

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

200-A, 200-B

Section:

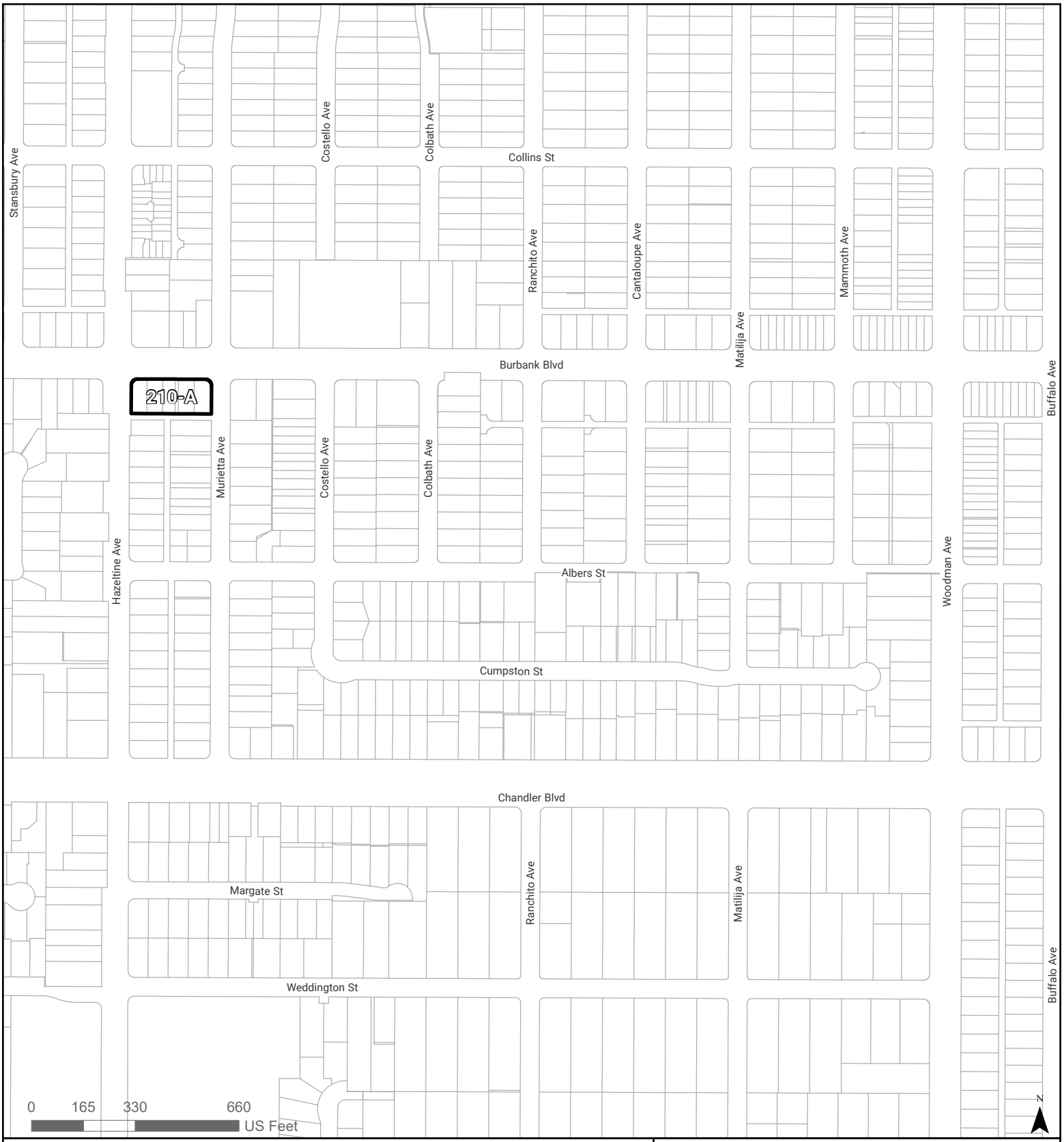
200

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

210-A

Section:

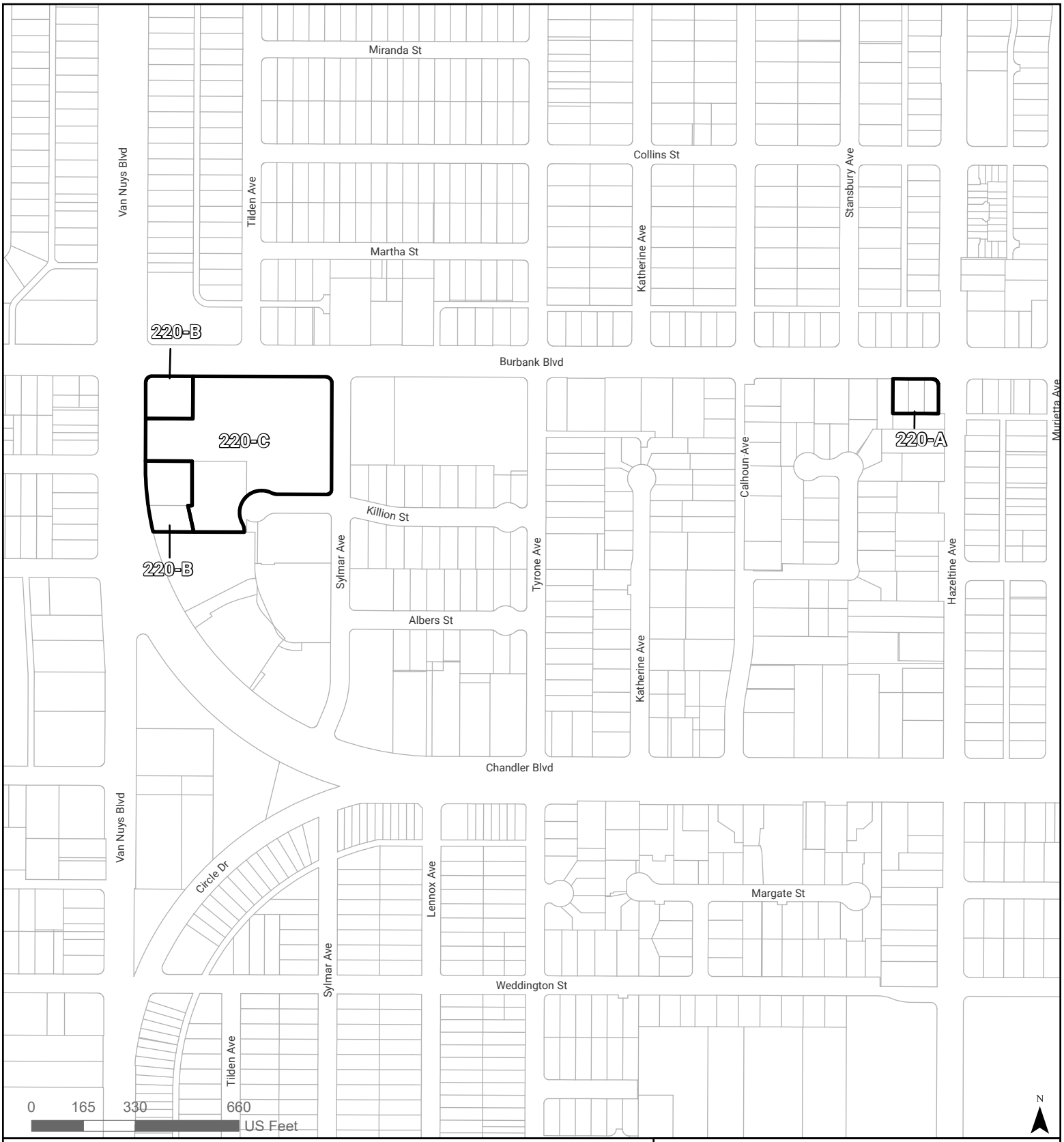
210

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

220-A, 220-B, 220-C

Section:

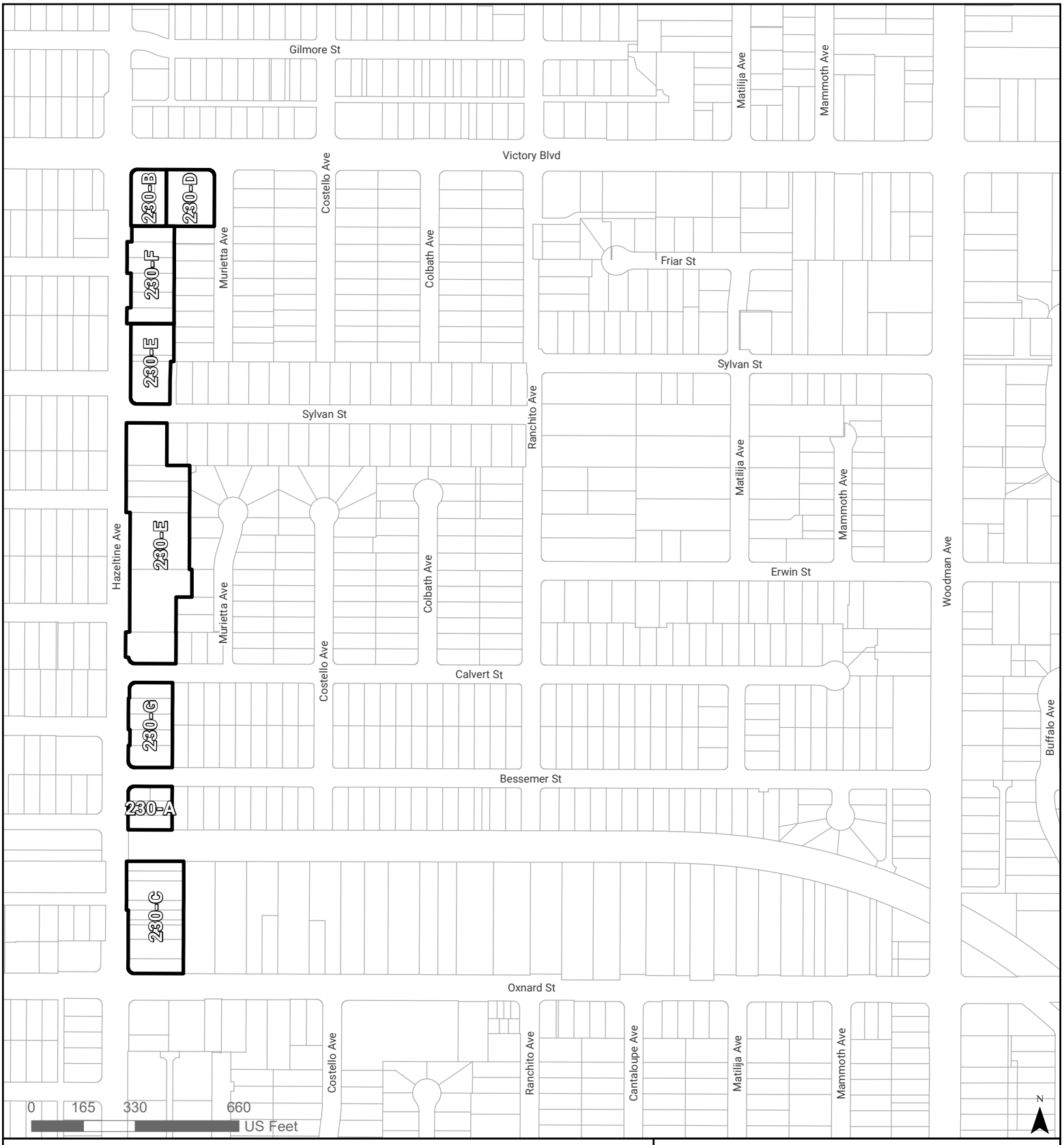
220

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

230-A, 230-B, 230-C, 230-D, 230-E, 230-F, 230-G

Section:

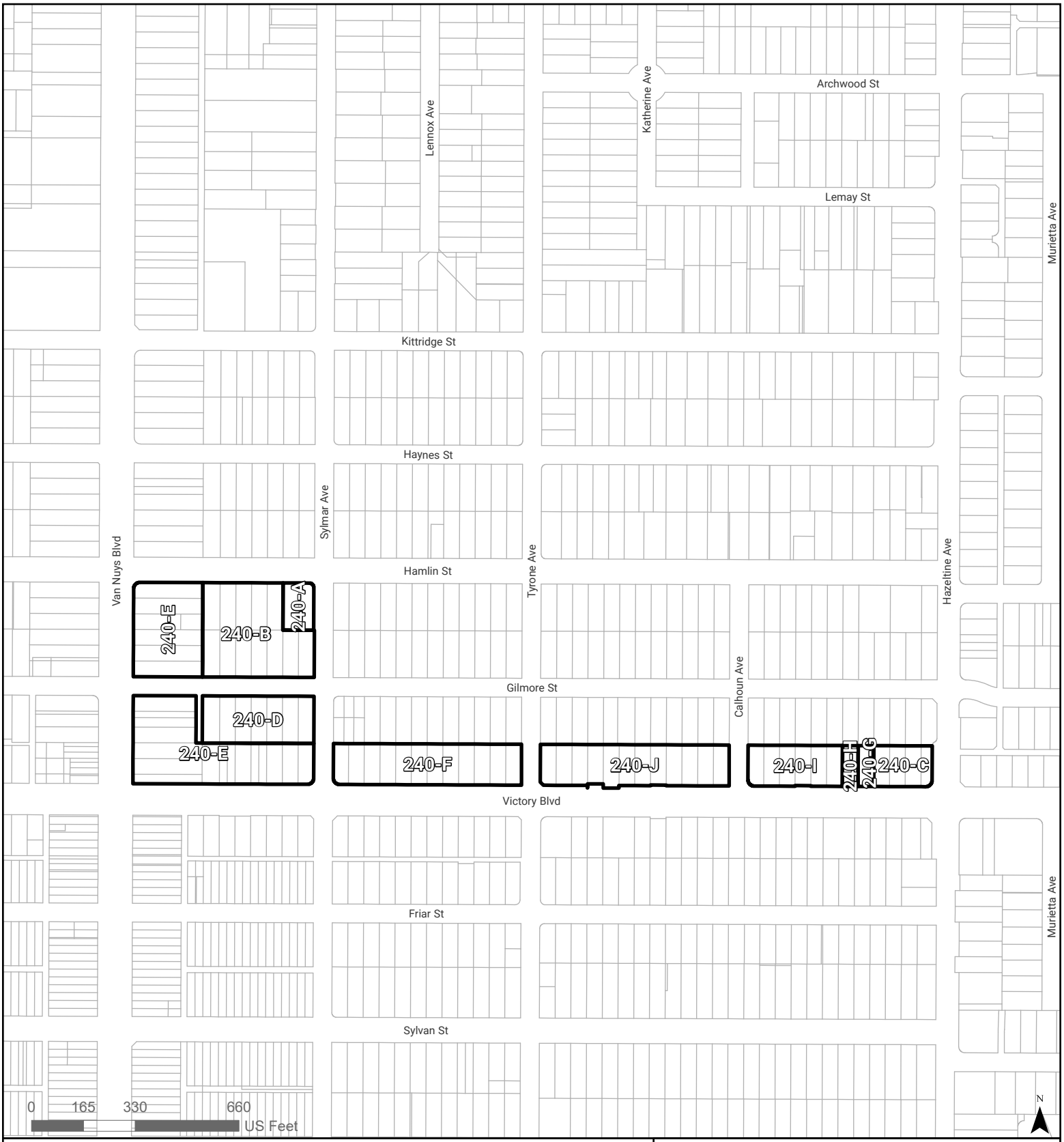
230

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

240-A, 240-B, 240-C, 240-D, 240-E, 240-F, 240-G, 240-H, 240-I, 240-J

Section:

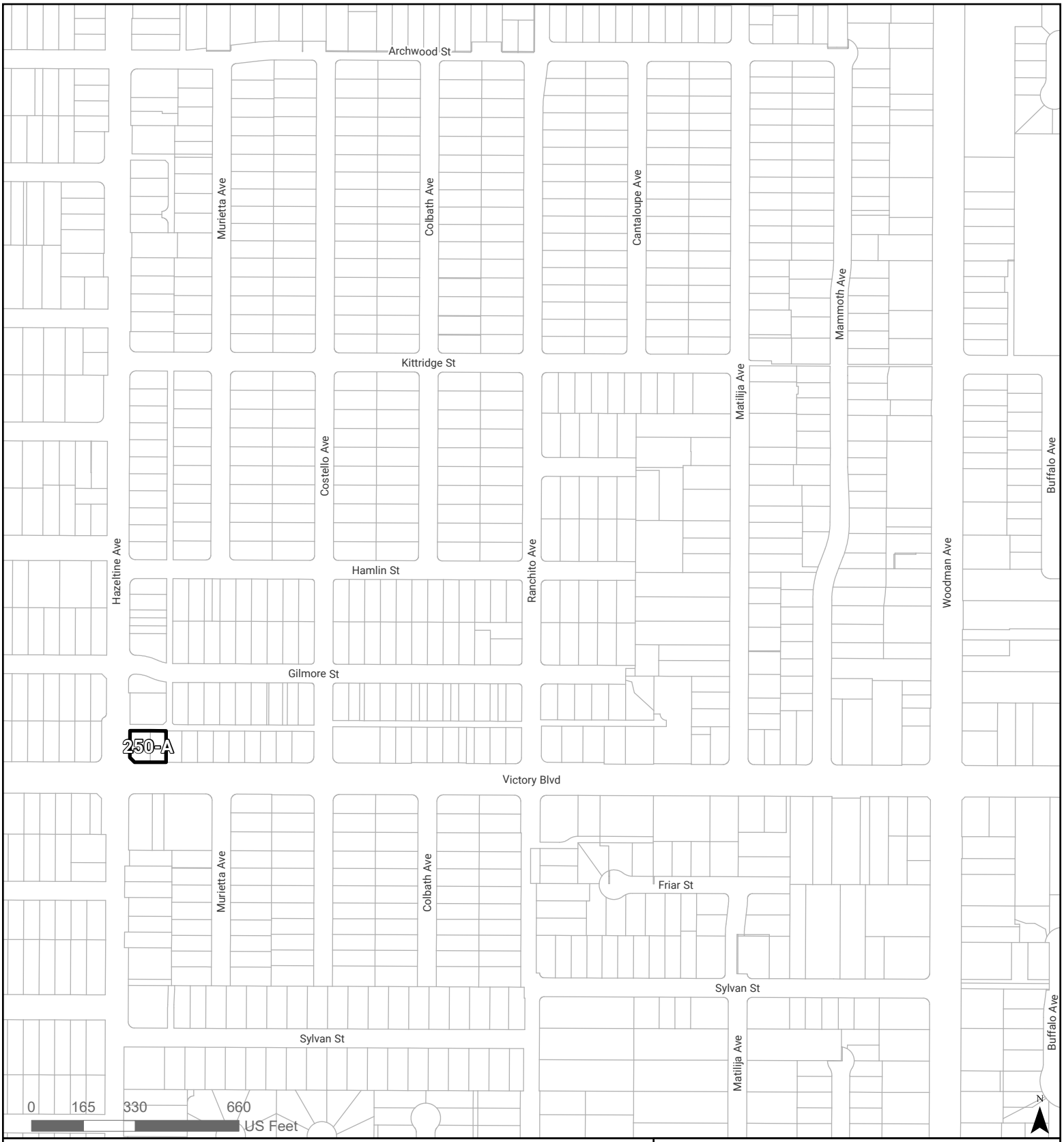
240

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

250-A

Section:

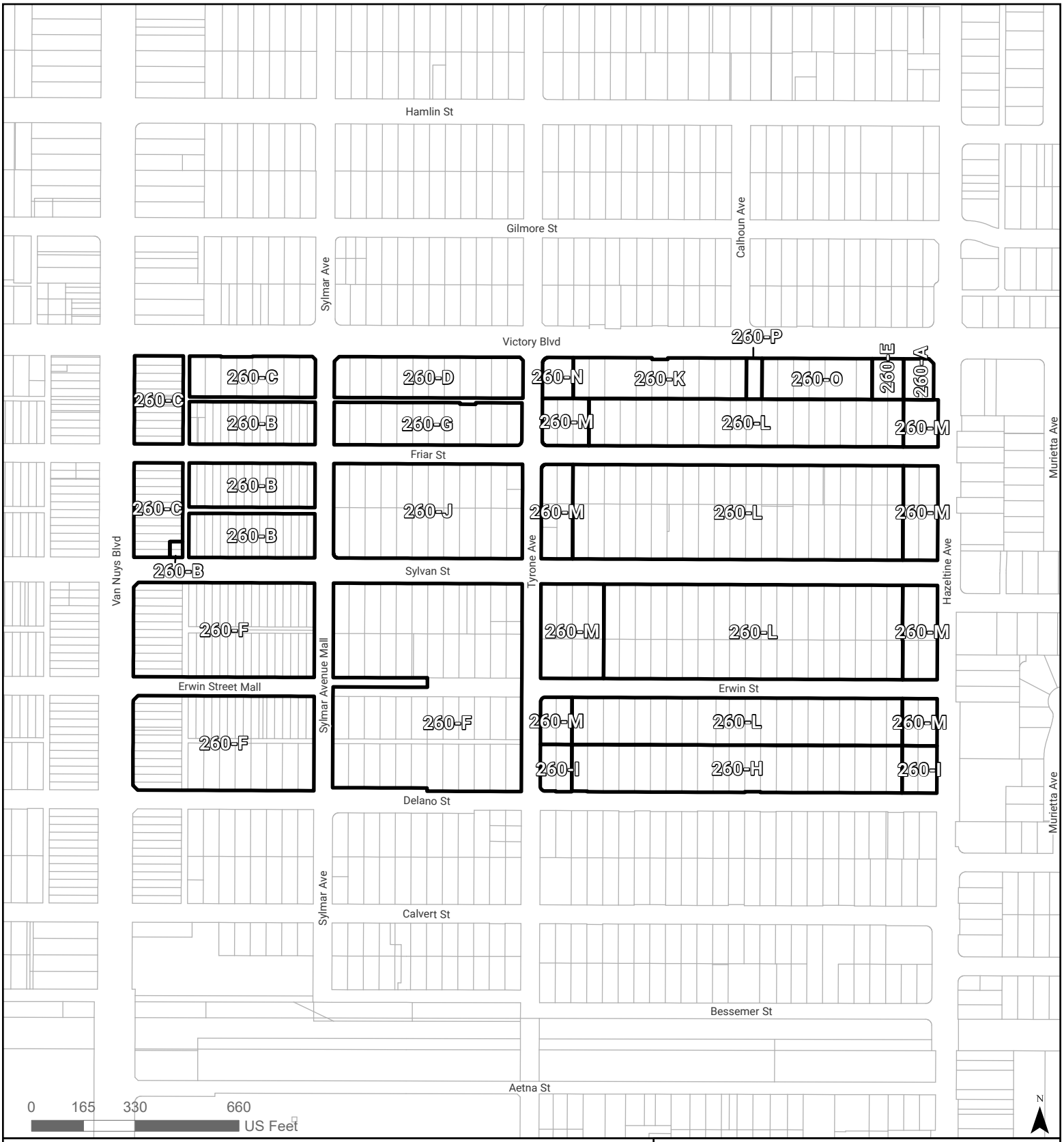
250

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

260-A, 260-B, 260-C, 260-D, 260-E, 260-F, 260-G, 260-H, 260-I, 260-J, 260-K, 260-L, 260-M, 260-N, 260-O, 260-P

Section:

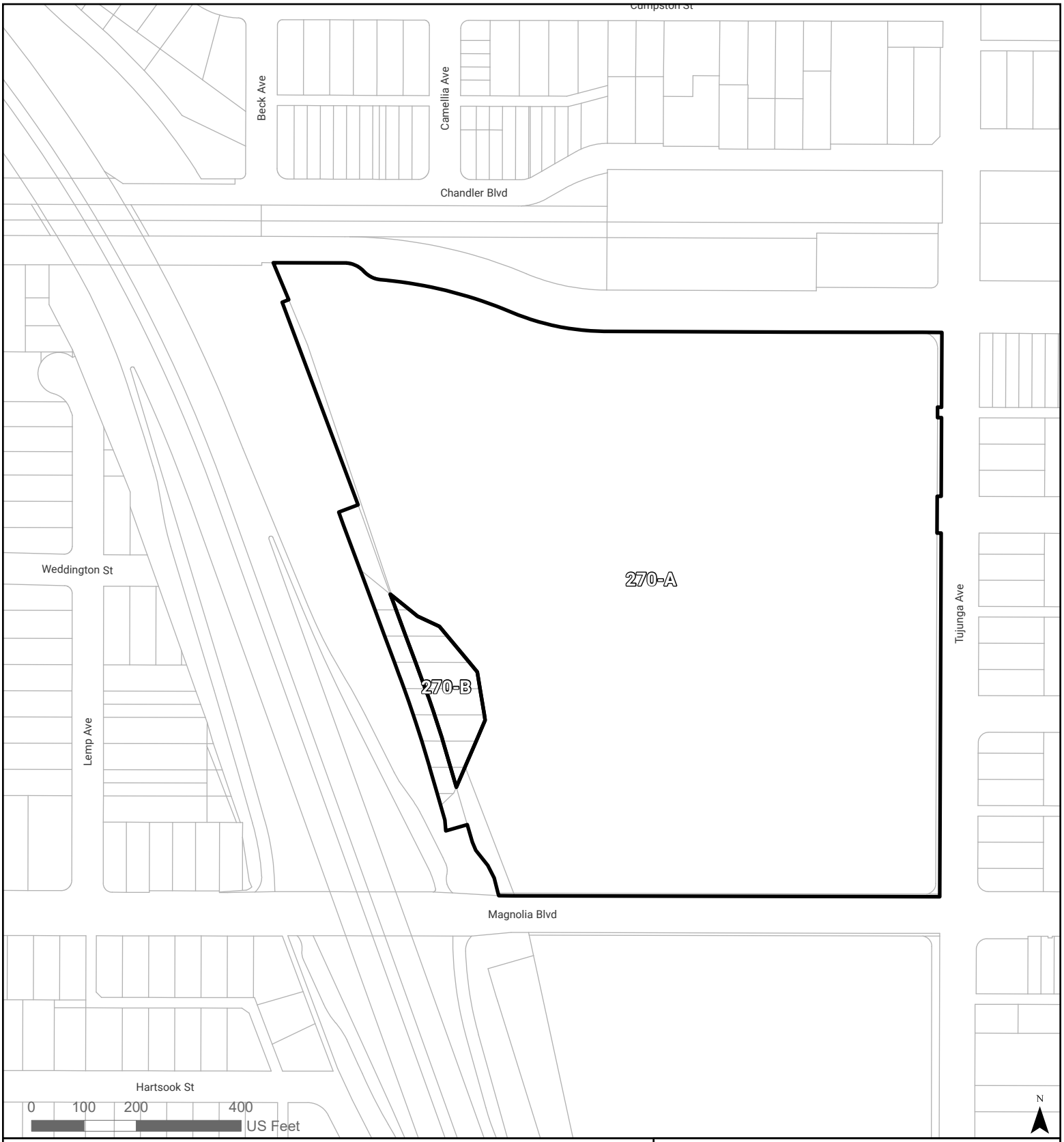
260

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

270-A, 270-B

Section:

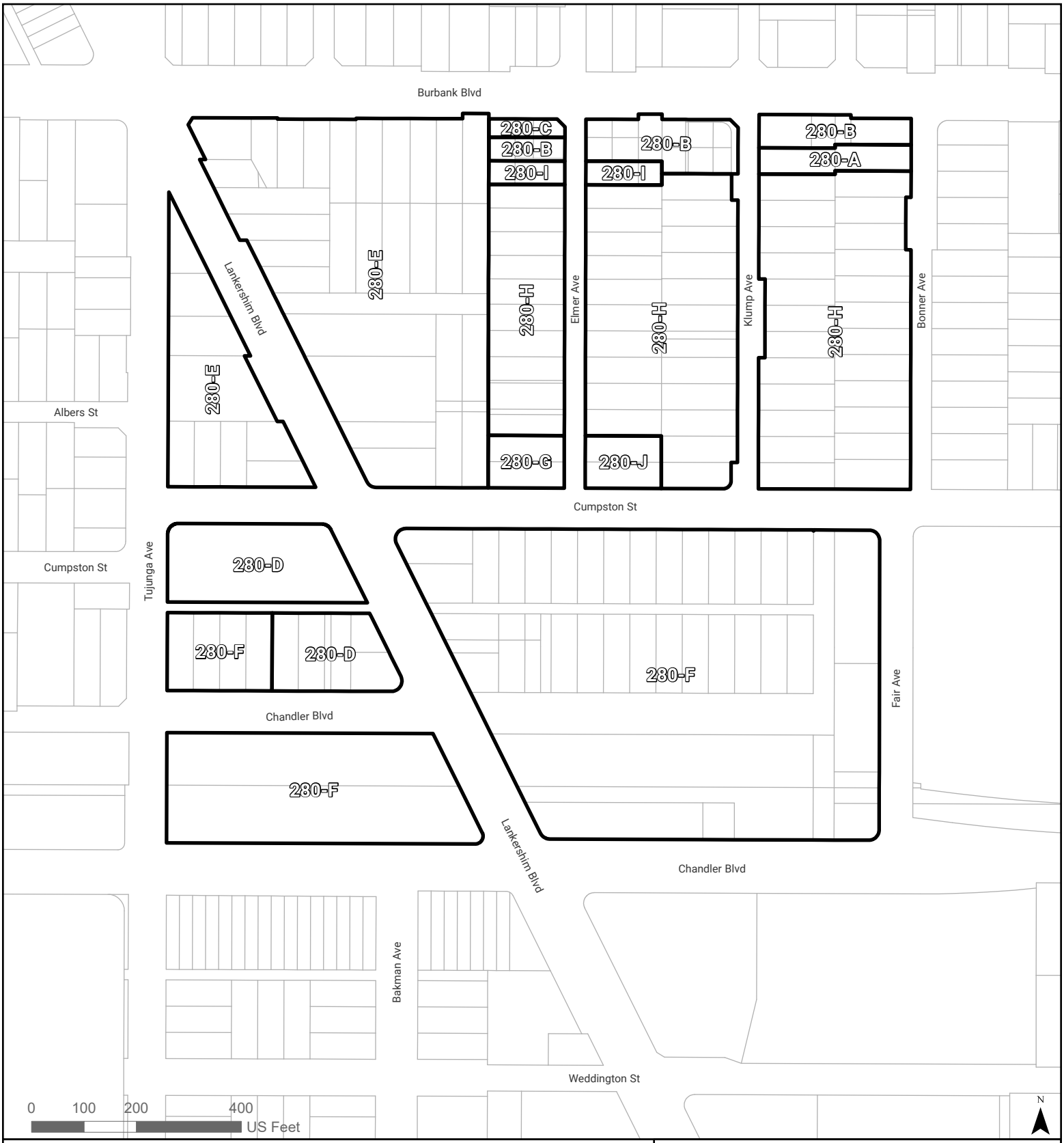
270

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

280-A, 280-B, 280-C, 280-D, 280-E, 280-F, 280-G, 280-H, 280-I, 280-J

Section:

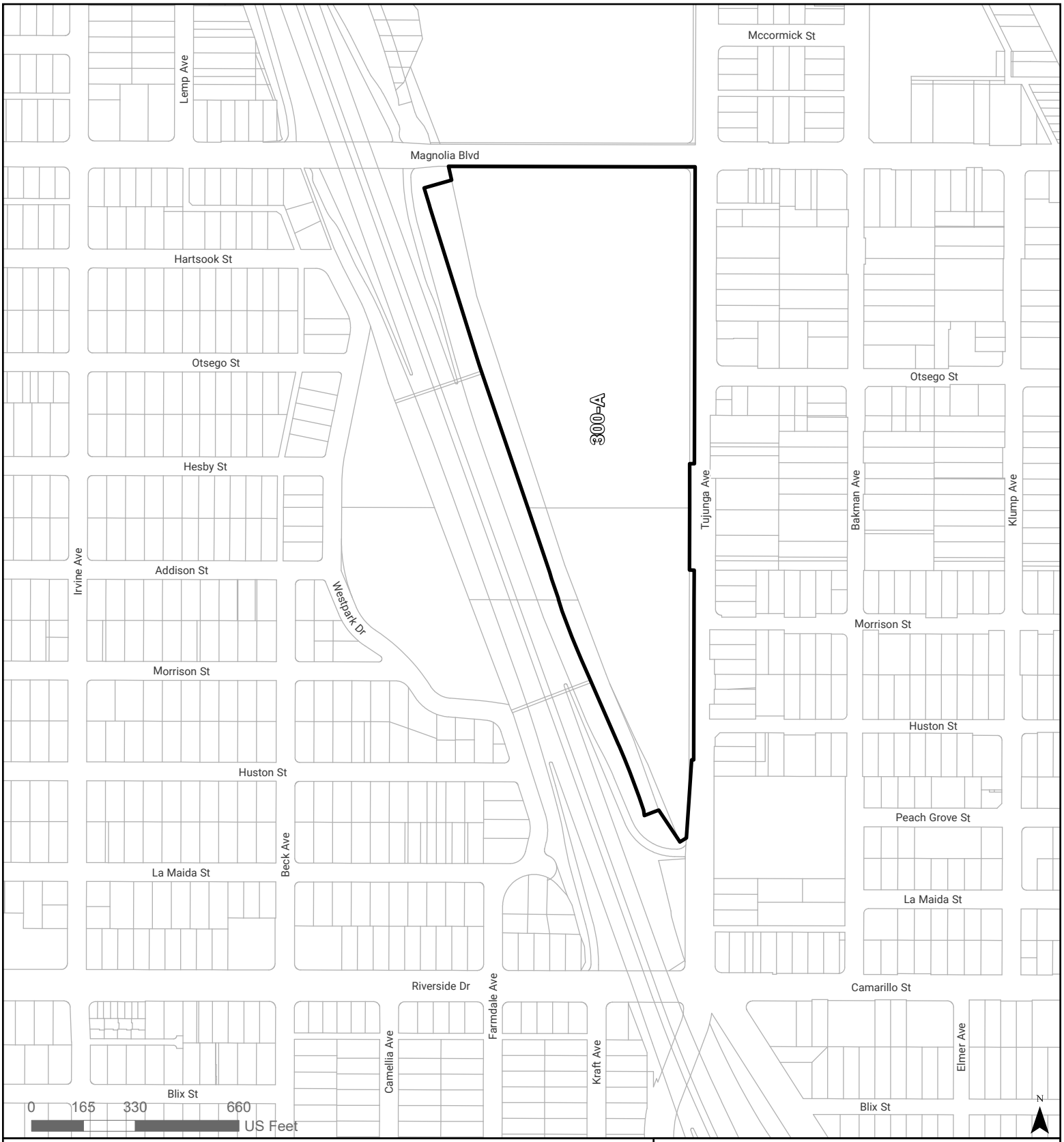
280

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

300-A

Section:

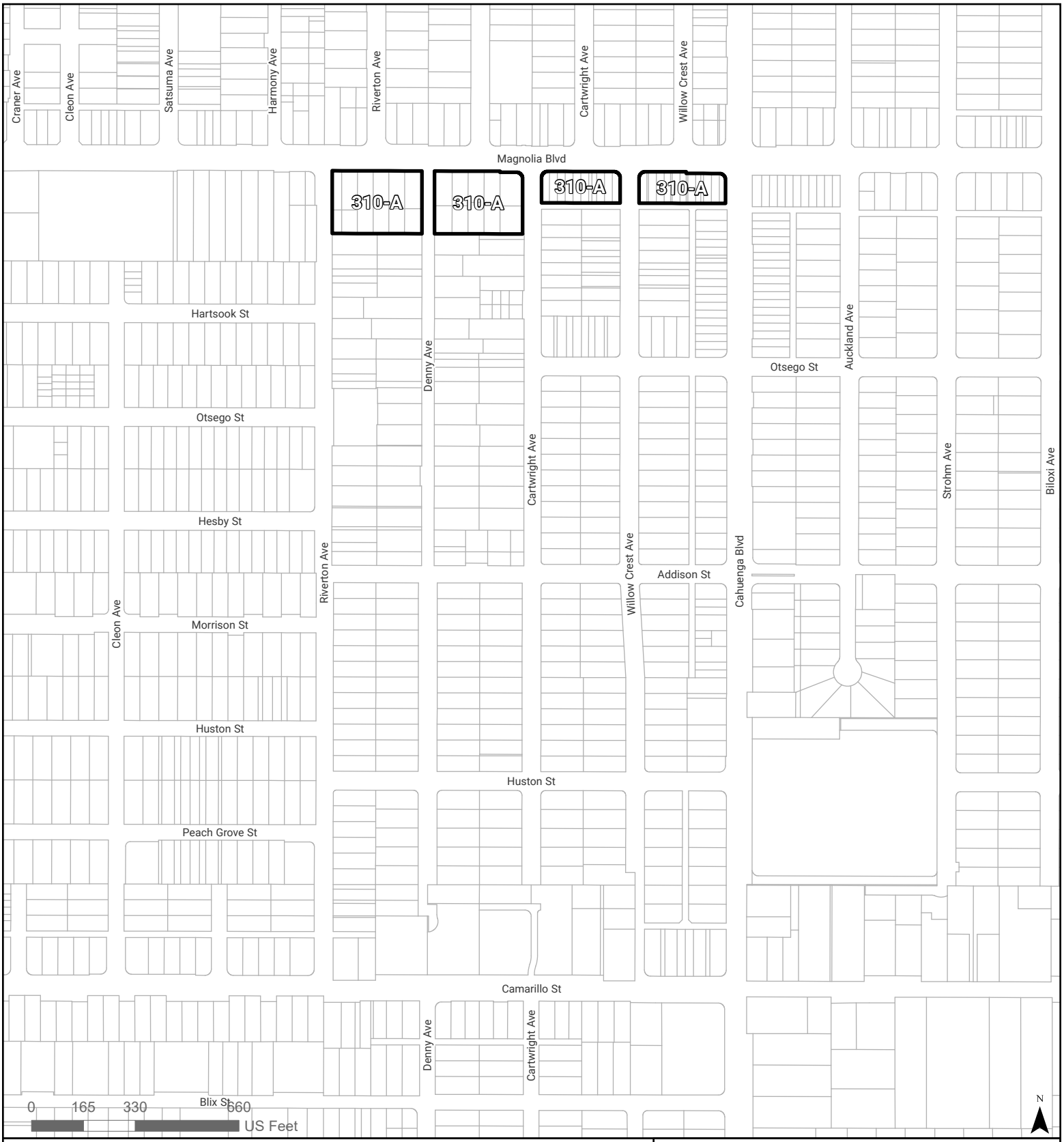
300

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

310-A

Section:

310

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

ZONING MAP AMENDMENTS

SUBAREAS

320-A, 320-B, 320-C, 320-D, 320-E, 320-F, 320-G, 320-H, 320-I, 320-J, 320-K, 320-L, 320-M, 320-N, 320-O, 320-P, 320-Q, 320-R

Section:

320

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

ZONING MAP AMENDMENTS

SUBAREAS

330-A, 330-B, 330-C, 330-D, 330-E, 330-F, 330-G, 330-H, 330-I, 330-J, 330-K

Section:

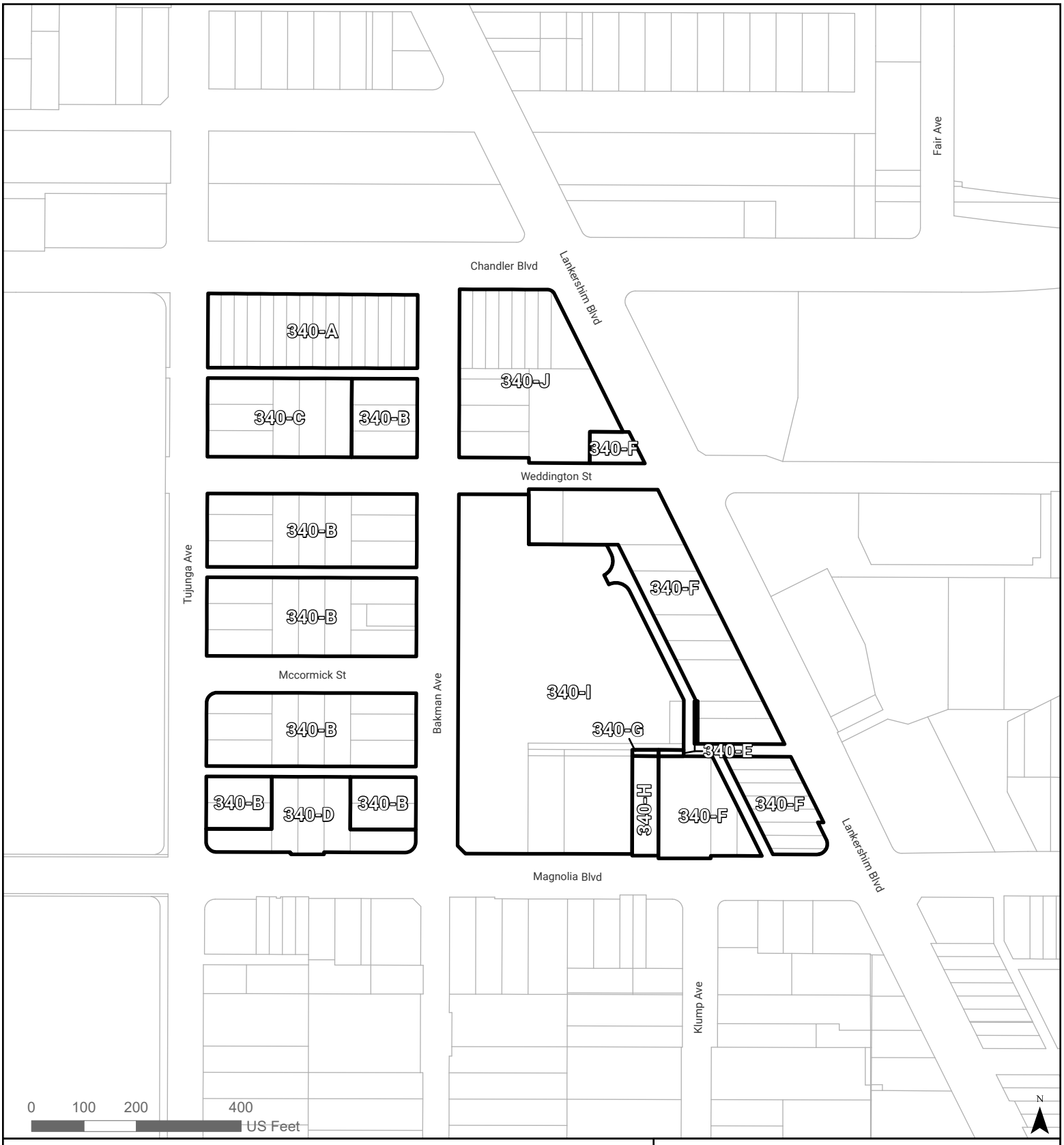
330

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

340-A, 340-B, 340-C, 340-D, 340-E, 340-F, 340-G, 340-H, 340-I, 340-J

Section:

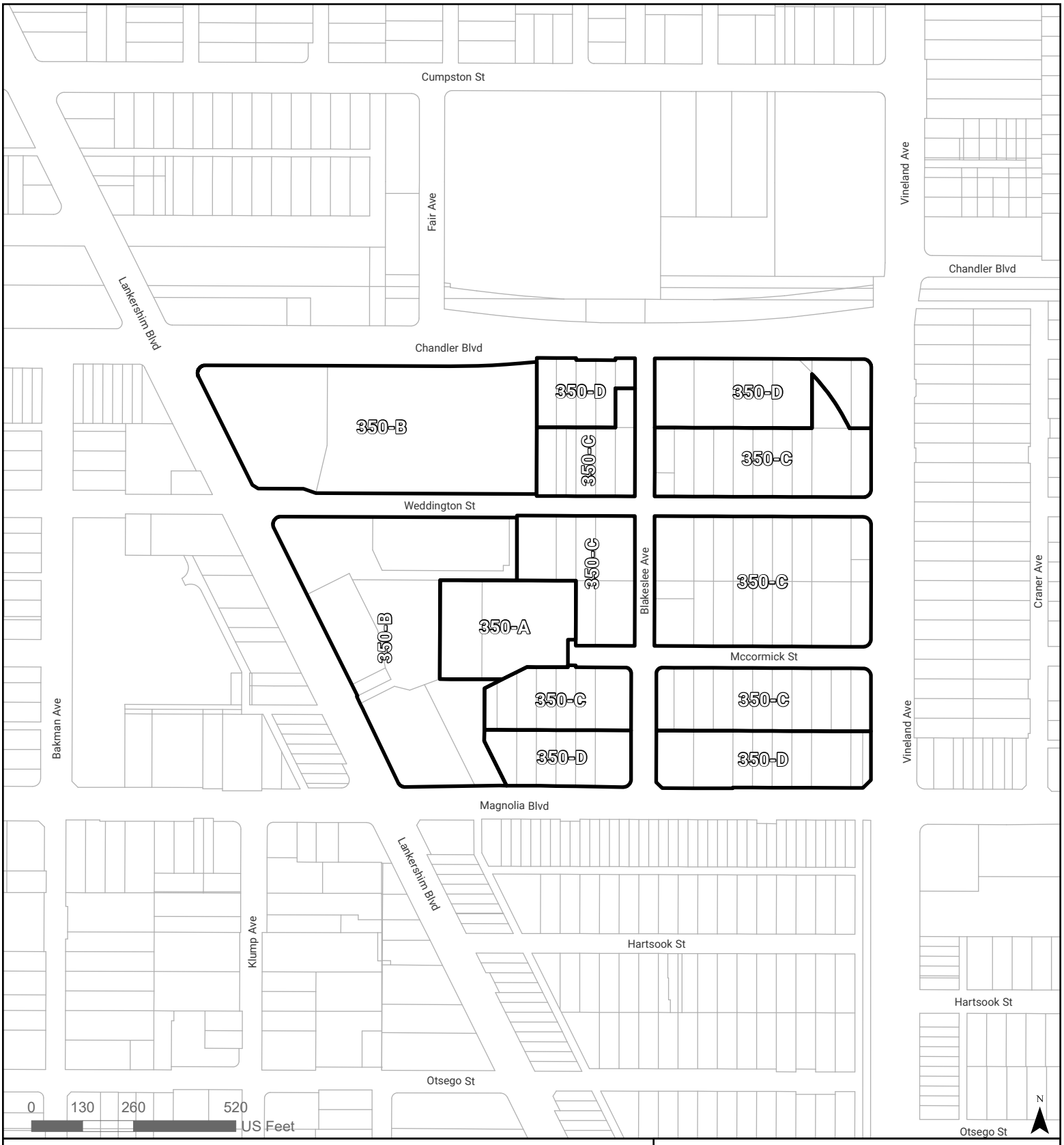
340

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

350-A, 350-B, 350-C, 350-D

Section:

350

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

ZONING MAP AMENDMENTS

SUBAREAS

360-A, 360-B, 360-C, 360-D, 360-E, 360-F, 360-G, 360-H, 360-I, 360-J, 360-K, 360-L, 360-M, 360-N, 360-O, 360-P, 360-Q

Section:

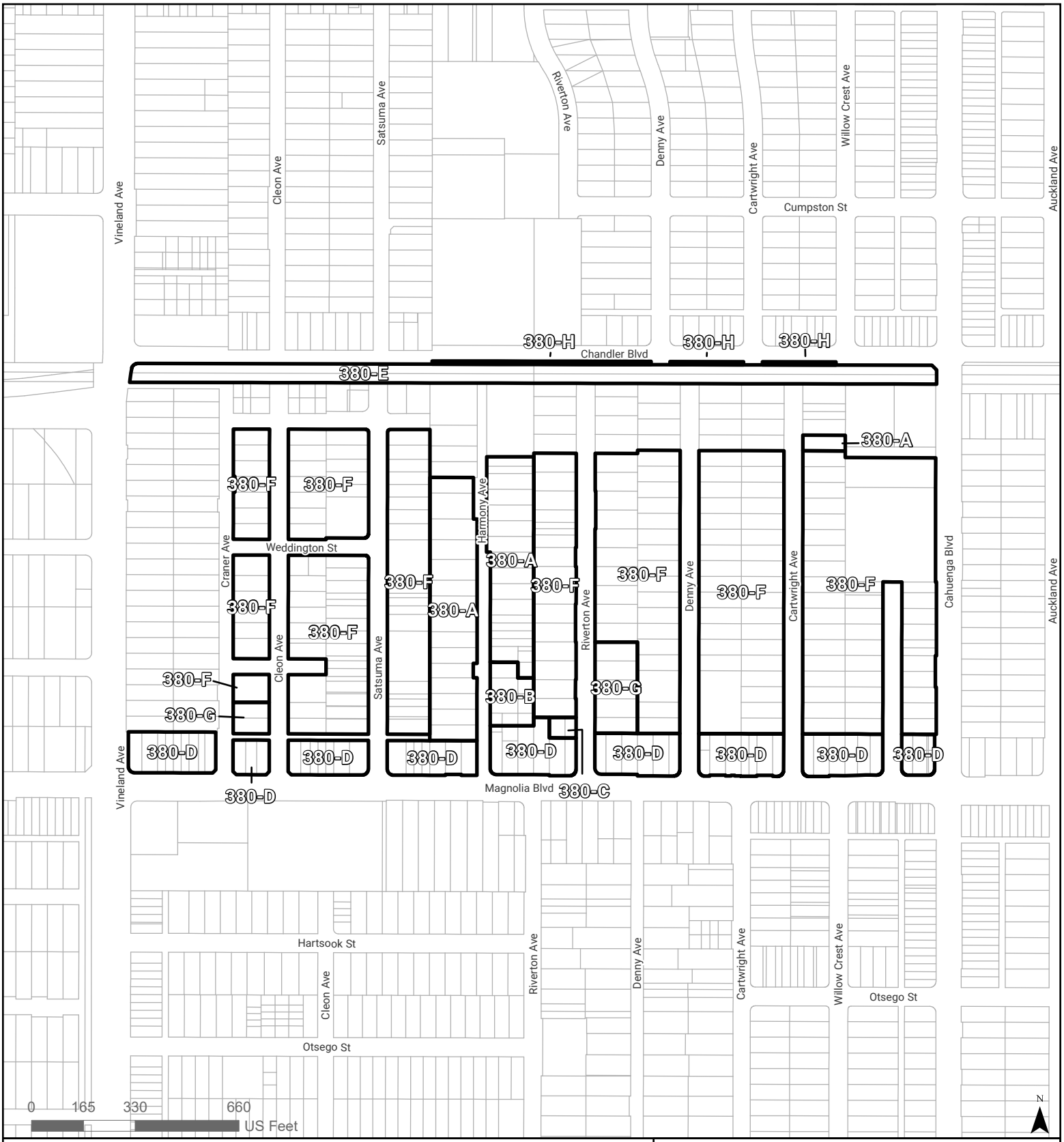
360

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

380-A, 380-B, 380-C, 380-D, 380-E, 380-F, 380-G, 380-H

Section:

380

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

ZONING MAP AMENDMENTS

SUBAREAS

400-A, 400-B, 400-C, 400-D, 400-E, 400-F, 400-G, 400-H, 400-I, 400-J

Section:

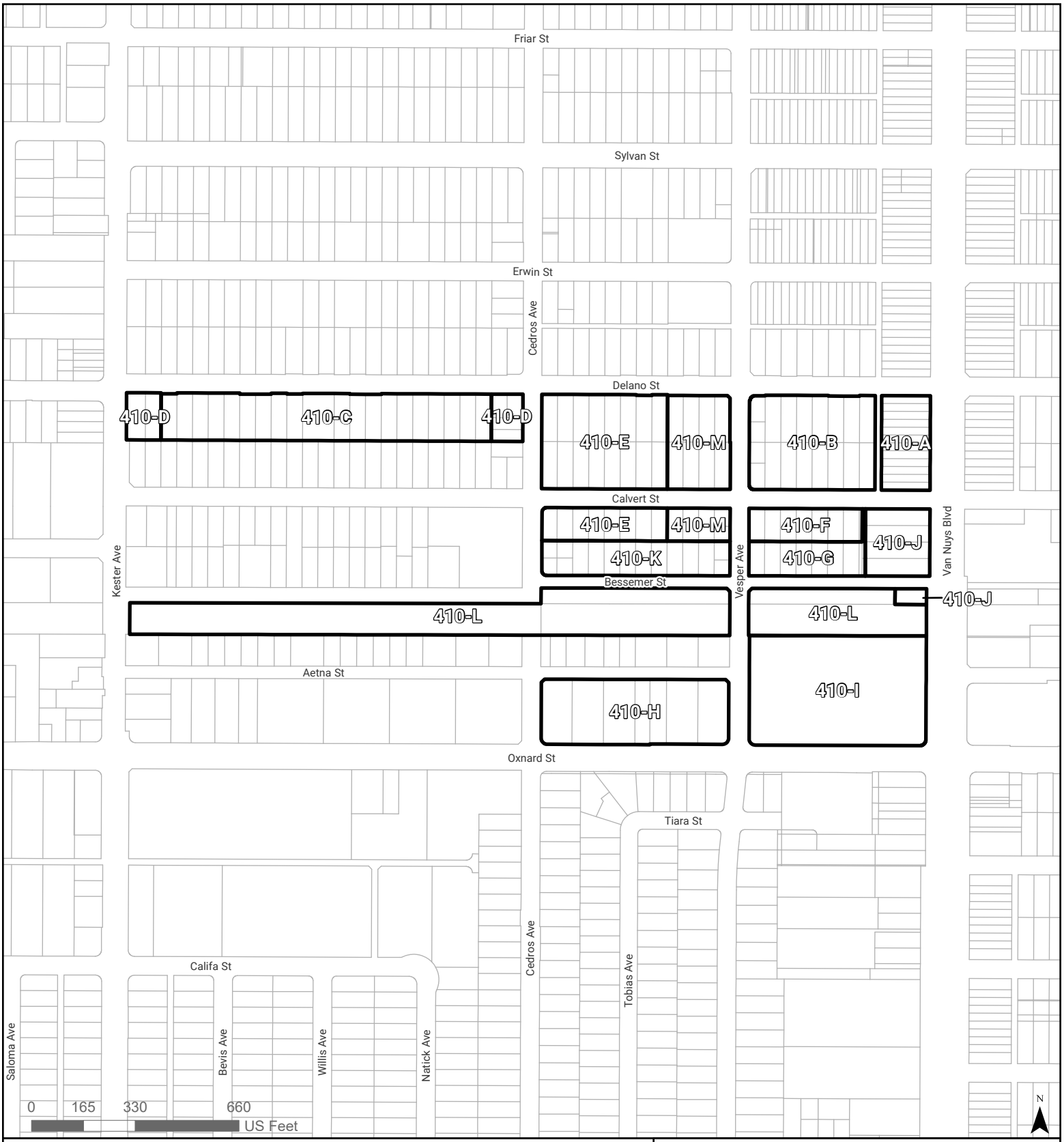
400

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

410-A, 410-B, 410-C, 410-D, 410-E, 410-F, 410-G, 410-H, 410-I, 410-J, 410-K, 410-L, 410-M

Section:

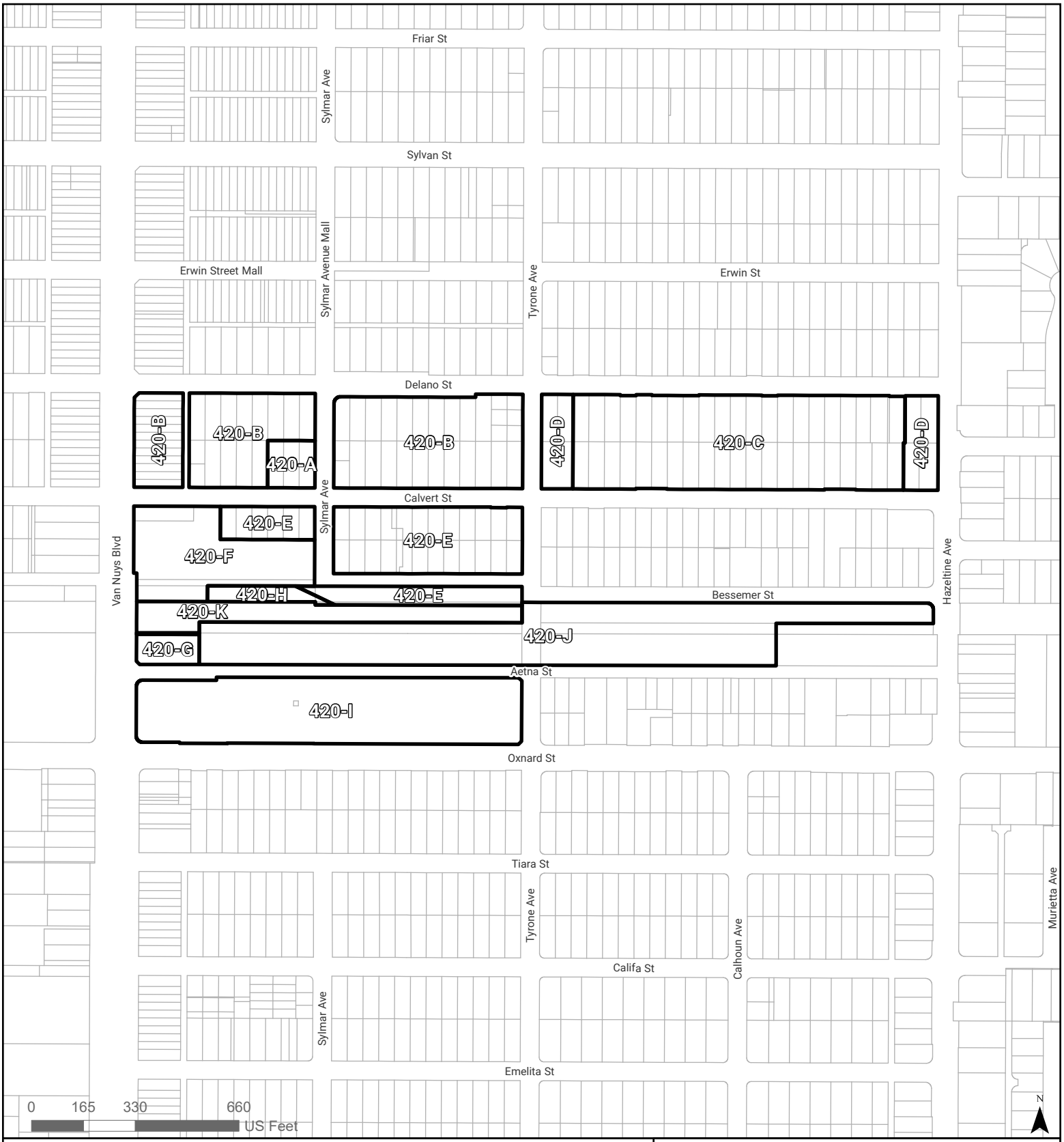
410

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

420-A, 420-B, 420-C, 420-D, 420-E, 420-F, 420-G, 420-H, 420-I, 420-J, 420-K

Section:

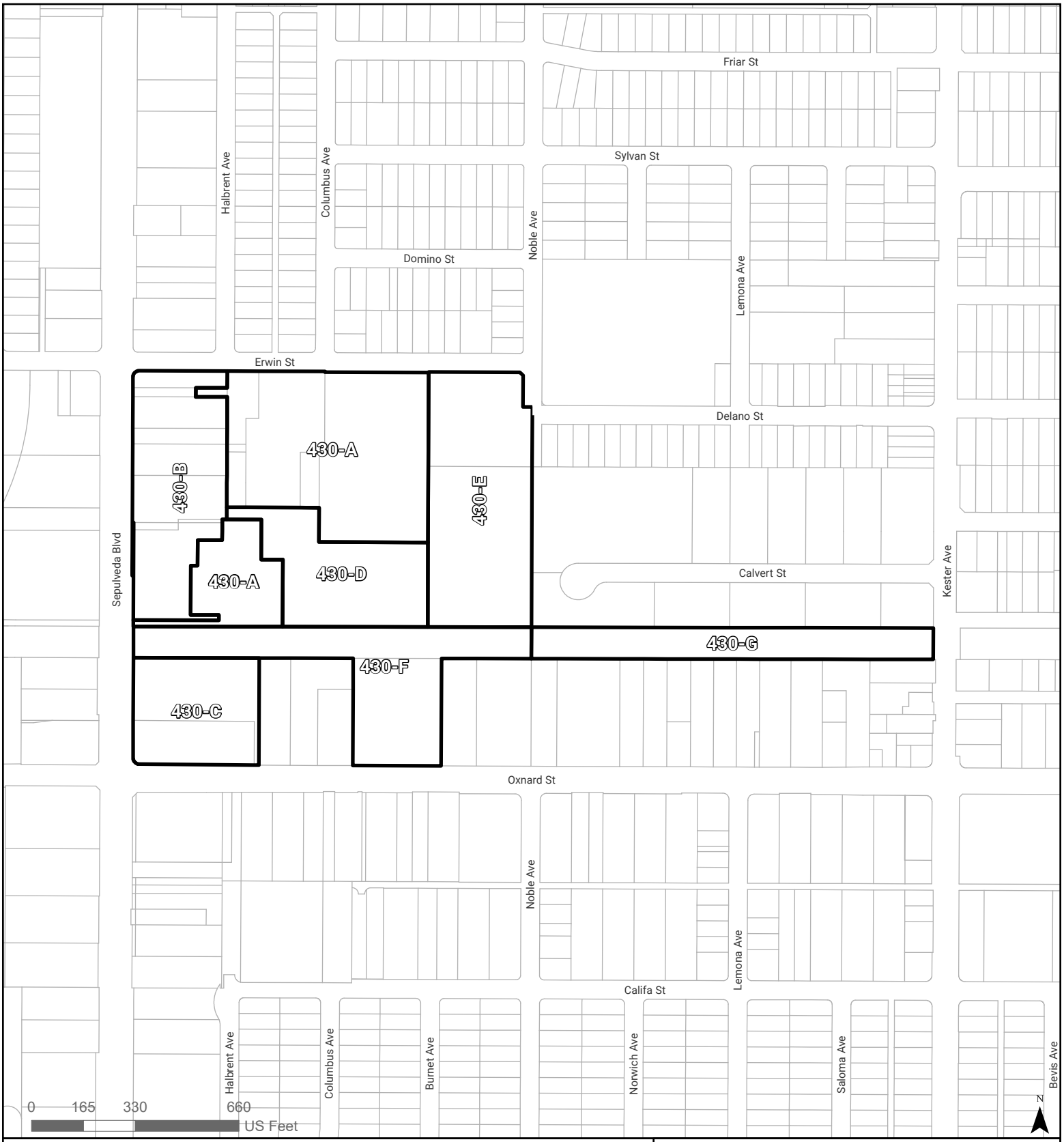
420

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

430-A, 430-B, 430-C, 430-D, 430-E, 430-F, 430-G

Section:

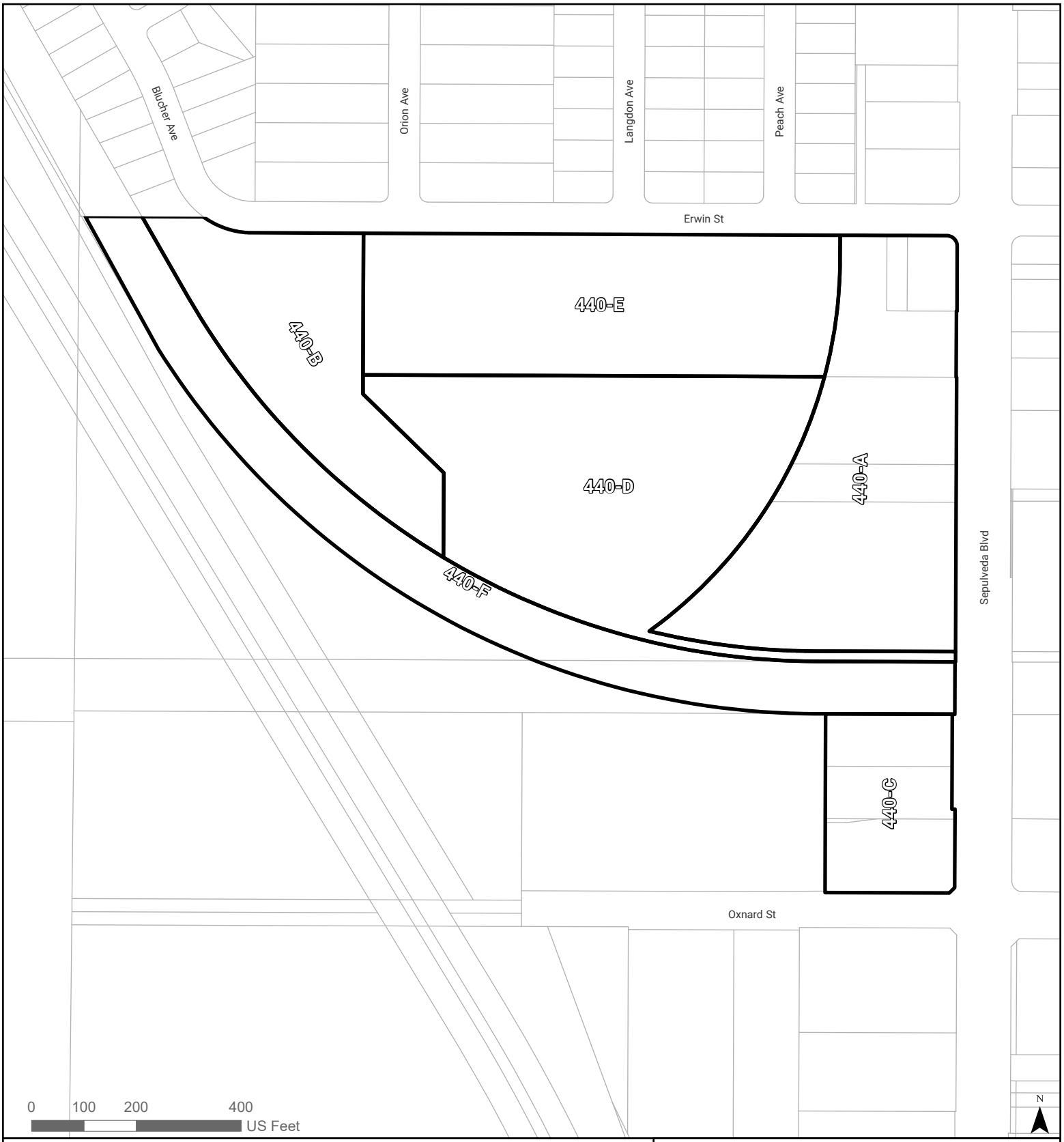
430

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

440-A, 440-B, 440-C, 440-D, 440-E, 440-F

Section:

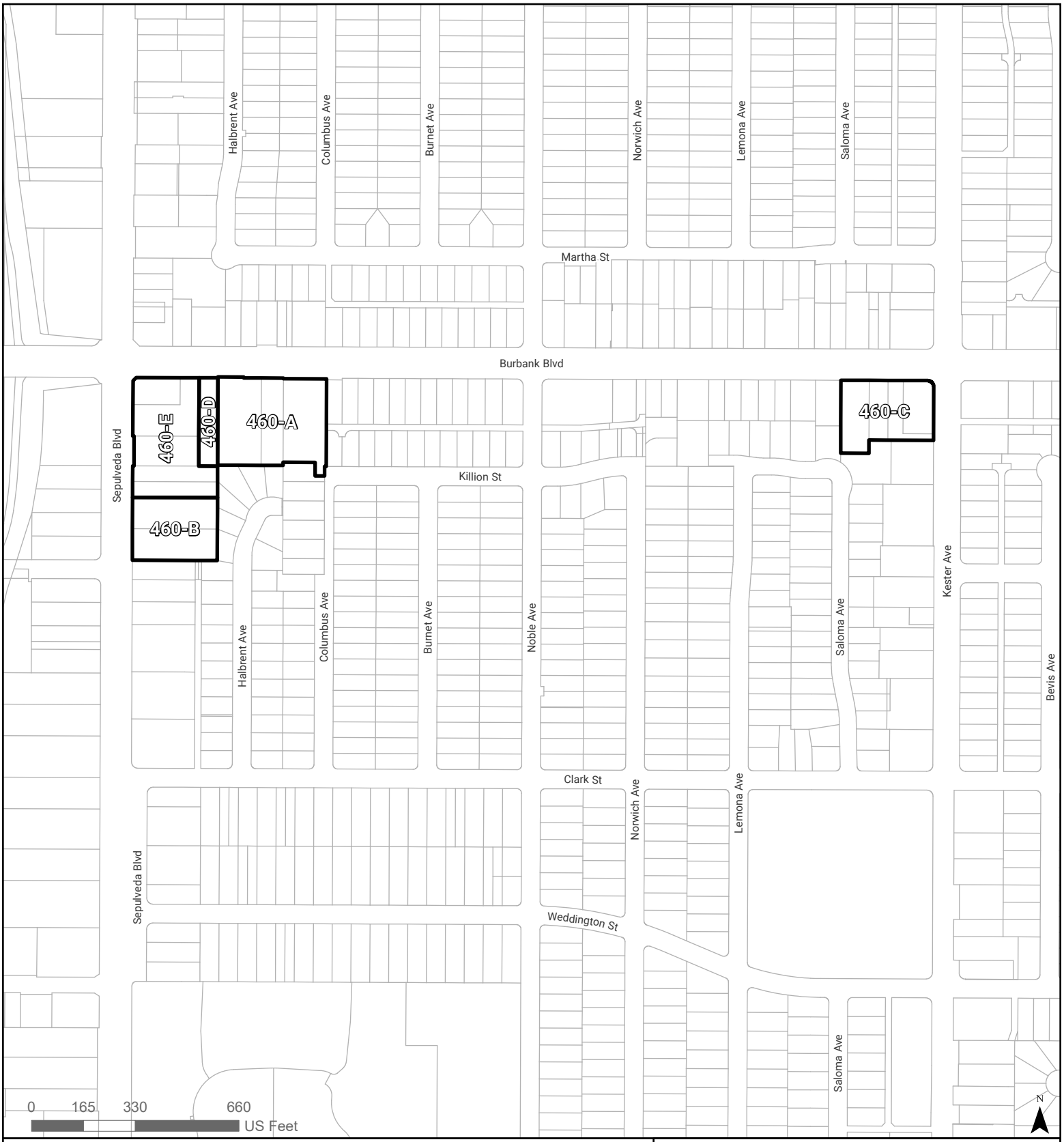
440

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

460-A, 460-B, 460-C, 460-D, 460-E

Section:

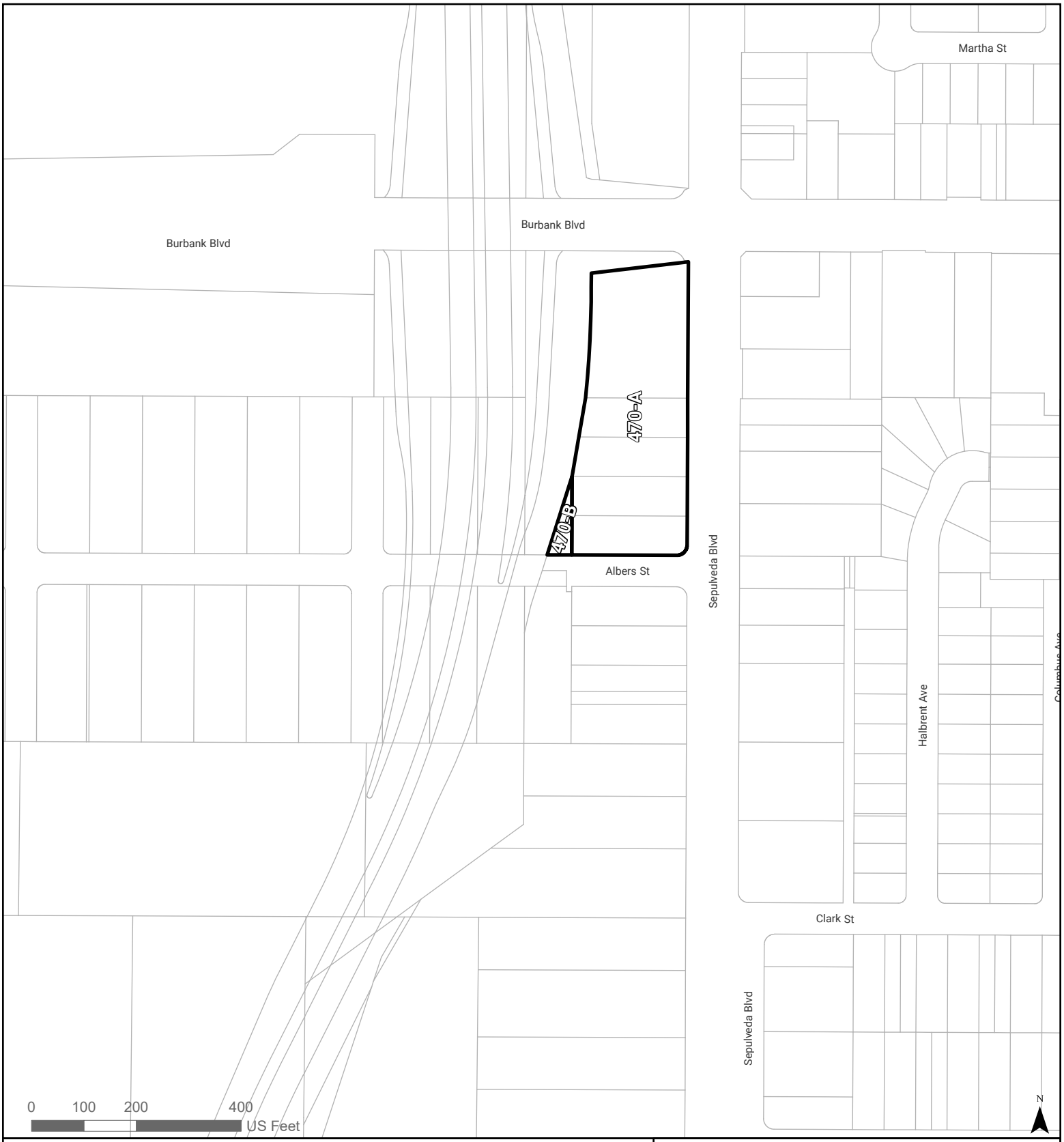
460

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

470-A, 470-B

Section:

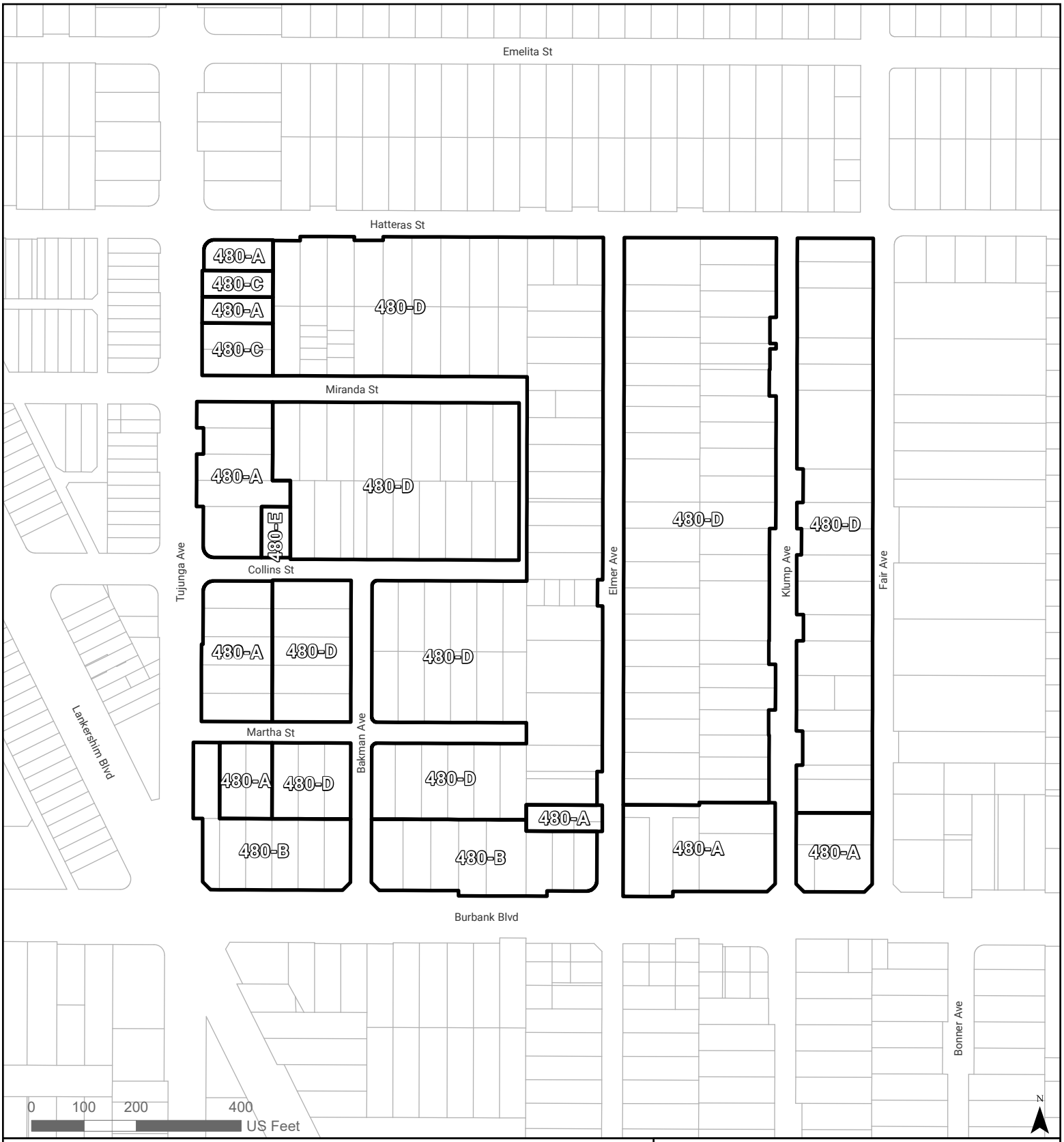
470

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

480-A, 480-B, 480-C, 480-D, 480-E

Section:

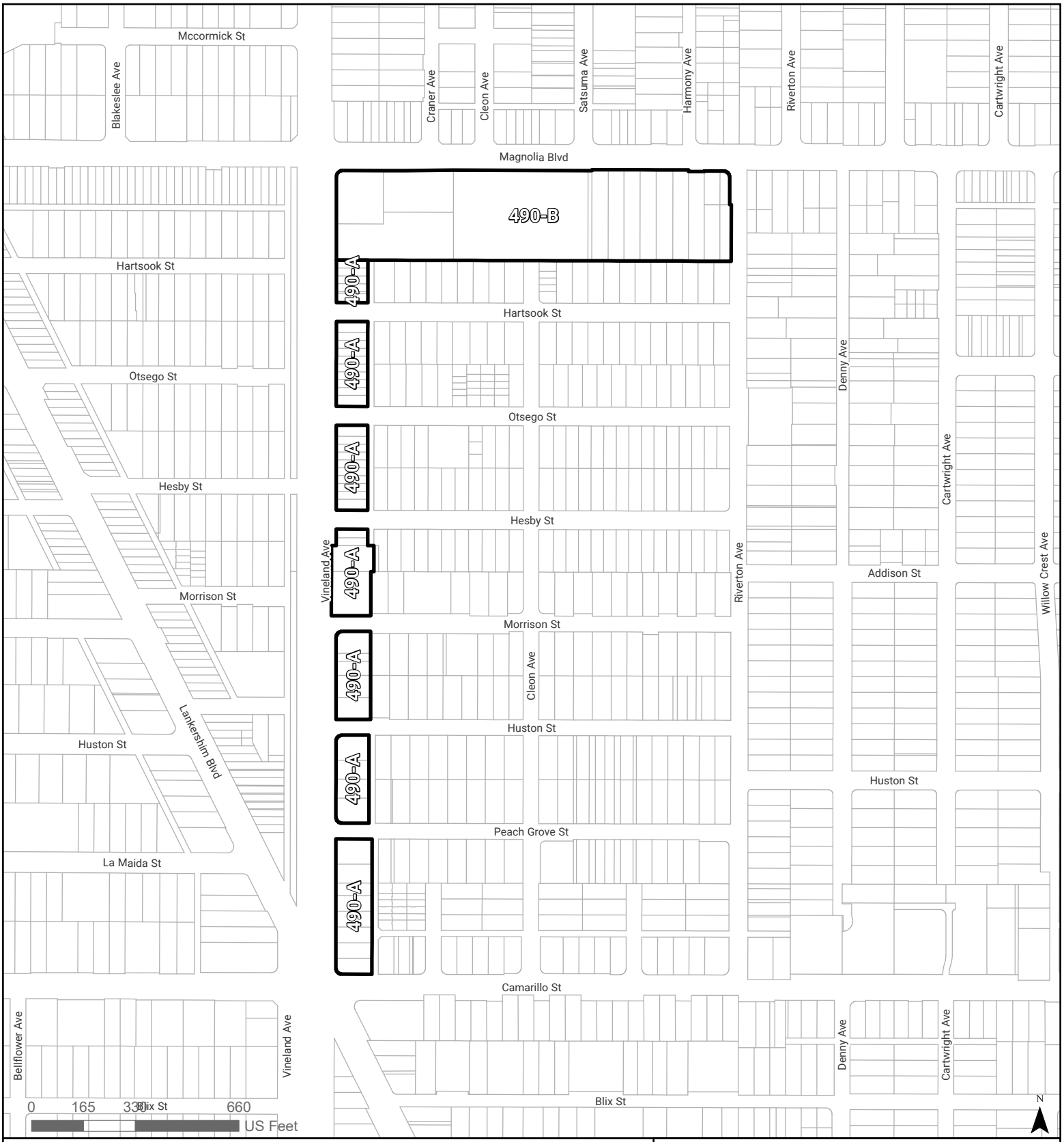
480

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

490-A, 490-B

Section:

490

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

ZONING MAP AMENDMENTS

SUBAREAS

500-A, 500-B, 500-C, 500-D

Section:

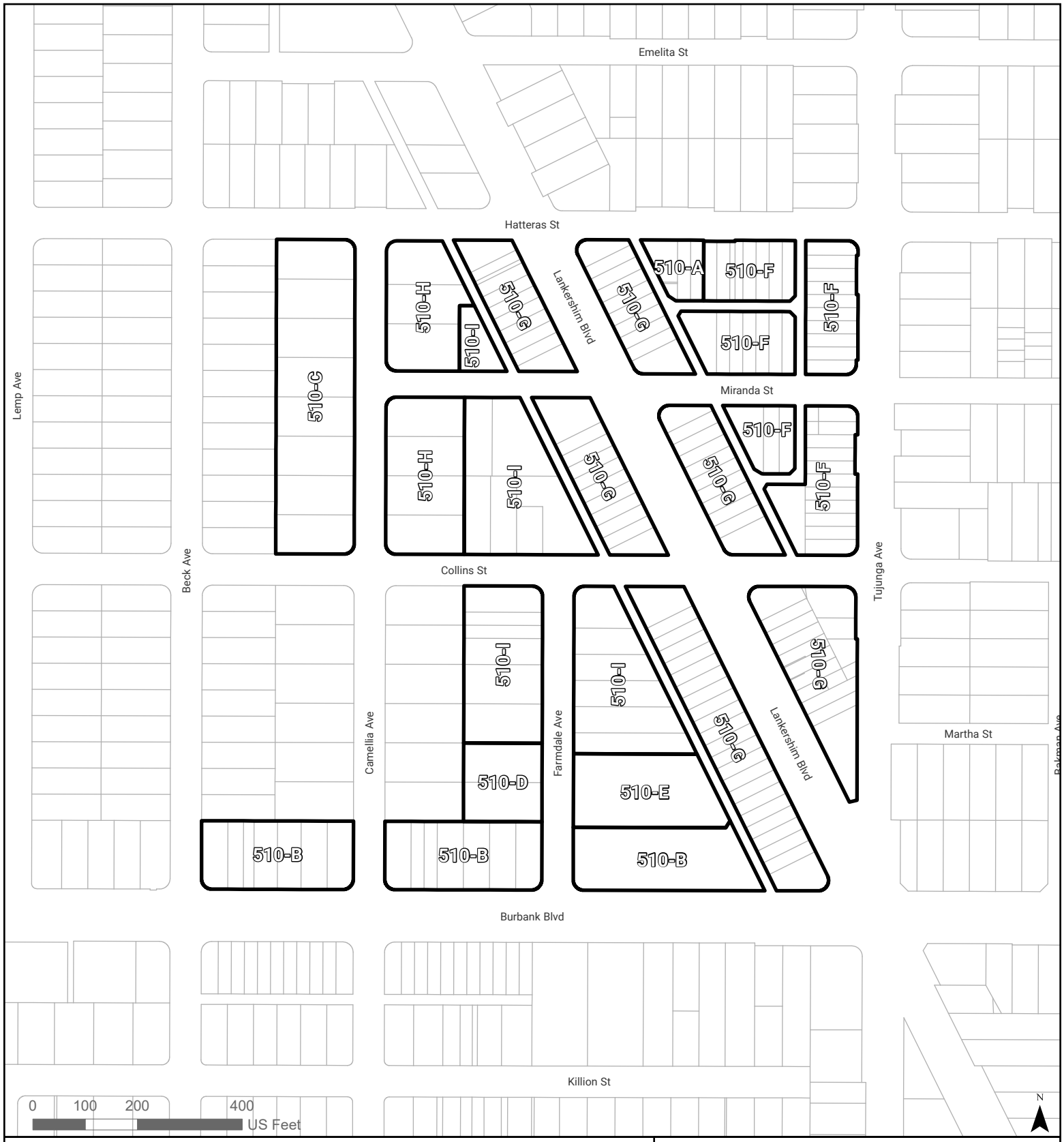
500

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

510-A, 510-B, 510-C, 510-D, 510-E, 510-F, 510-G, 510-H, 510-I

Section:

510

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

ZONING MAP AMENDMENTS

SUBAREAS

520-A

Section:

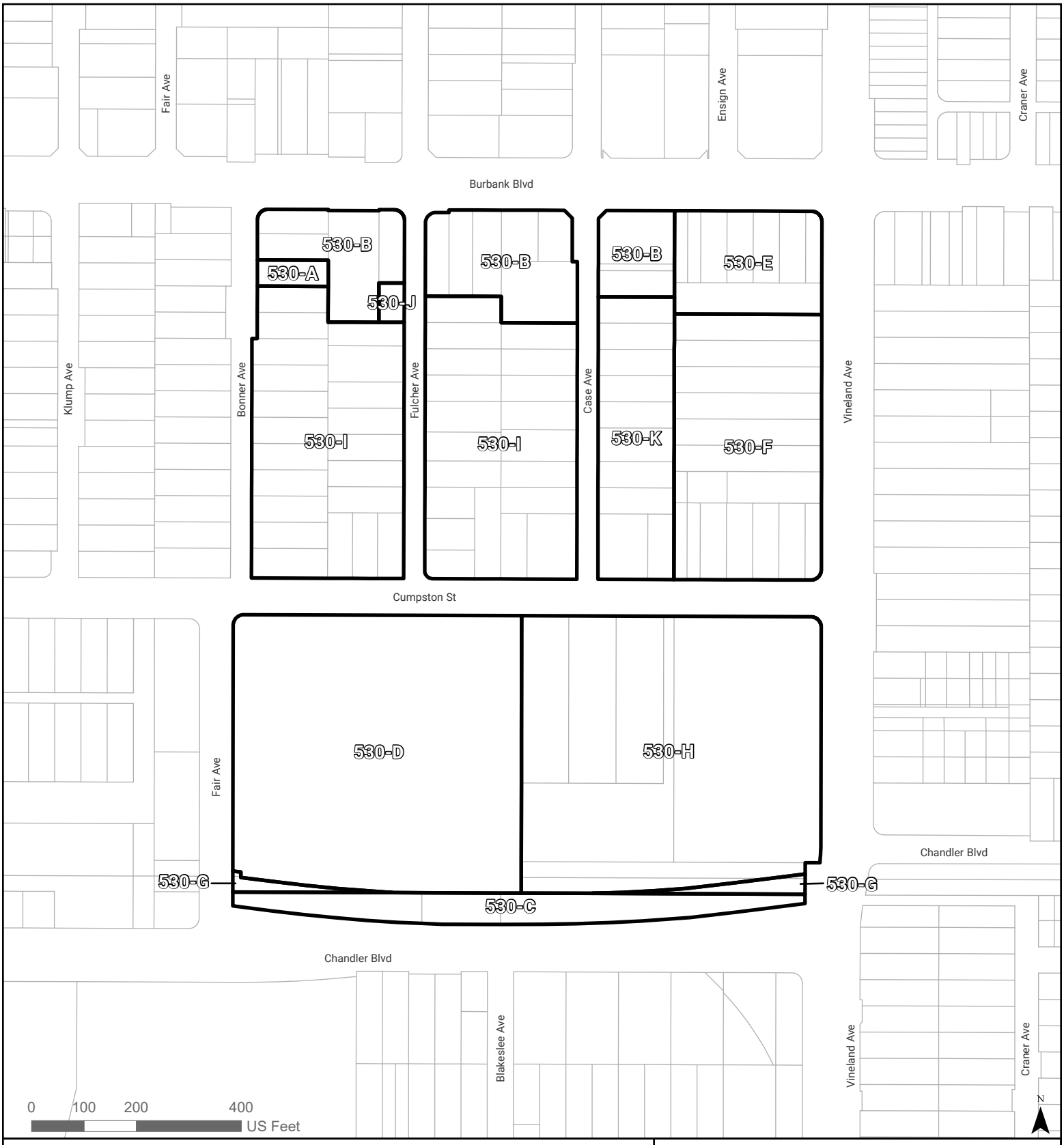
520

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026



ZONING MAP AMENDMENTS

SUBAREAS

530-A, 530-B, 530-C, 530-D, 530-E, 530-F, 530-G, 530-H, 530-I, 530-J, 530-K

Section:

530

CPC-2018-3723-GPA-ZC-DBO-BL-CA

Orange (G) Line Transit Neighborhood Plan

Data Sources: Department of City Planning, Bureau of Engineering

OA / MAY 2026

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-100-A	(Q)RAS4-1-RIO		[MM9-SH5-10][CX10-4]
OLTNP-100-B	(T)(Q)RAS4-1VL-RIO		[MM9-SH5-10][CX10-4]
OLTNP-100-C	[Q]R3-1		[LM11-MU4-7][RX5-8]
OLTNP-100-D	[Q]RD1.5-1		[LM11-MU4-7][RX5-8]
OLTNP-100-E	C1.5-1VL-RIO	P-1VL-RIO	[MB3-SH5-11][CX7-FA]
OLTNP-100-F	C1.5-1VL	R1-1	[LM13-SH4-10][CX10-4]
OLTNP-100-G	C2-1VL-RIO	R1-1-RIO	[MM9-SH4-10][CX10-4]
OLTNP-100-H	C2-1VL-RIO	R3-1-RIO	[MM9-SH5-10][CX10-4]
OLTNP-100-I	CR-1VL-RIO		[MM9-SH5-10][CX10-4]
OLTNP-100-J	M1-1-RIO		[MB3-SH4-11][CX7-FA]
OLTNP-100-K	M2-1-RIO		[MB3-SH4-11][CX7-FA]
OLTNP-100-L	M2-1-RIO		[MB3-SH5-11][CX7-FA]
OLTNP-100-M	P-1VL-RIO	C1.5-1VL-RIO	[MM9-SH5-10][CX10-4]
OLTNP-100-N	R1-1		[LM13-SH4-10][CX10-4]
OLTNP-100-O	R3-1-RIO	CR-1VL-RIO	[MM4-MU4-7][RG2-8]
OLTNP-100-P	R3-1-RIO		[MM9-SH4-10][CX10-4]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-100-Q	R3-1-RIO	(Q)RAS4-1-RIO	[MM9-SH5-10][CX10-4]
OLTNP-110-A	C2-1VL-RIO		[MM7-SH5-10][CX10-4]
OLTNP-110-B	C2-1VL-RIO		[MM9-SH5-10][CX10-4]
OLTNP-120-A	[T][Q]C1.5-1VL		[LM13-SH4-10][CX10-4]
OLTNP-120-B	C2-1VL	P-1VL	[MM9-SH4-10][CX10-4]
OLTNP-120-C	P-1VL		[MM9-SH4-10][CX10-4]
OLTNP-130-A	[Q]C1.5-1VL		[LM13-SH4-10][CX10-4]
OLTNP-130-B	[Q]C1.5-1VL	[Q]RD1.5-1	[MM7-SH4-10][CX10-4]
OLTNP-130-C	[Q]C1.5-1VL		[MM8-SH4-10][CX10-4]
OLTNP-130-D	[Q]R3-1	[Q]RD1.5-1	[MM7-SH4-10][CX10-4]
OLTNP-130-E	[Q]RD1.5-1		[MM5-MU4-7][RX5-8]
OLTNP-130-F	[Q]RD1.5-1		[MM8-SH4-10][CX10-4]
OLTNP-130-G	R3-1	R1-1	[MM5-MU4-7][RX5-8]
OLTNP-140-A	[Q]C1.5-1VL		[LM13-SH4-10][CX10-4]
OLTNP-140-B	[Q]C1.5-1VL		[MM8-SH4-10][CX10-4]
OLTNP-140-C	[Q]R3-1		[MM5-MU4-7][RX5-8]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-140-D	[Q]RD1.5-1		[MM4-MU4-7][RG2-8]
OLTNP-140-E	[Q]RD1.5-1		[MM5-MU4-7][RG2-8]
OLTNP-140-F	[Q]RD1.5-1		[MM5-MU4-7][RX5-8]
OLTNP-140-G	[Q]RD2-1		[MM4-MU4-7][RG2-8]
OLTNP-140-H	[Q]RD2-1		[MM5-MU4-7][RG2-8]
OLTNP-140-I	C2-1L		[MB3-SH5-11][CX7-FA]
OLTNP-140-J	C2-1VL		[MB3-SH5-11][CX10-FA]
OLTNP-140-K	C2-1VL	P-1VL	[MM7-SH4-10][CX10-4]
OLTNP-140-L	C2-1VL		[MM9-SH4-10][CX10-4]
OLTNP-140-M	CM-1		[MB3-SH4-11][CX7-FA]
OLTNP-140-N	CM-1	C2-1L	[MB3-SH5-11][CX7-FA]
OLTNP-140-O	CR-1VL		[MM7-SH4-10][CX10-4]
OLTNP-140-P	P-1		[MM9-SH4-10][CX10-4]
OLTNP-140-Q	R3-1		[MM5-MU4-7][RX5-8]
OLTNP-150-A	[Q]C2-1L-CDO		[MB3-SH4-11][CX7-FA]
OLTNP-150-B	[Q]C2-1L-CDO		[MB3-SH5-11][CX7-FA]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-150-C	[Q]C2-1VL-CDO		[MB3-SH5-11][CX7-FA]
OLTNP-150-D	[Q]CR-1VL-CDO		[MM9-SH4-10][CX10-4]
OLTNP-150-E	[Q]R3-1		[MM7-SH4-10][CX10-4]
OLTNP-150-F	[Q]R3-1		[MM9-SH4-10][CX10-4]
OLTNP-150-G	C1.5-1VL		[MM7-SH4-10][CX10-4]
OLTNP-160-A	(T)(Q)PB-1VL	C2-1VL, R4P-1VL	[MB6-SH5-11][CX10-FA]
OLTNP-160-B	[Q]RD1.5-1		[LM11-MU4-7][RX5-8]
OLTNP-160-C	[Q]RD1.5-1	C1.5-1VL	[LM13-SH4-10][CX10-4]
OLTNP-160-D	[Q]RD1.5-1		[MM4-MU4-7][RG2-8]
OLTNP-160-E	[Q]RD2-1		[MM4-MU4-7][RG2-8]
OLTNP-160-F	C1.5-1VL		[LM13-SH4-10][CX10-4]
OLTNP-160-G	C1.5-1VL		[MM7-SH4-10][CX10-4]
OLTNP-160-H	C2-1VL	M1-1	[MB6-SH5-11][CX10-FA]
OLTNP-160-I	C2-1VL		[MM9-SH4-10][CX10-4]
OLTNP-160-J	M1-1		[MB6-SH5-11][CX10-FA]
OLTNP-160-K	P-1VL	C2-1VL	[MB6-SH5-11][CX10-FA]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-160-L	R1-1		[MM7-SH4-10][CX10-4]
OLTNP-160-M	R3-1		[MM4-MU4-7][RG2-8]
OLTNP-160-N	R4P-1VL	C2-1VL	[MB6-SH5-11][CX10-FA]
OLTNP-170-A	[Q]C1.5-1VL-CDO		[MB3-SH4-11][CX7-FA]
OLTNP-170-B	[Q]C2-1L-CDO		[MB3-SH4-11][CX7-FA]
OLTNP-170-C	[Q]C2-1L-CDO		[MB3-SH5-11][CX7-FA]
OLTNP-170-D	[Q]C2-1VL-CDO		[MB3-SH4-11][CX7-FA]
OLTNP-170-E	[Q]C2-1VL-CDO		[MB3-SH5-11][CX7-FA]
OLTNP-170-F	[Q]R3-1-CDO		[MM6-MU4-7][RX5-8]
OLTNP-170-G	[Q]R3-1		[MM4-MU4-7][RG2-8]
OLTNP-170-H	[Q]R3-1		[MM4-MU4-7][RX5-8]
OLTNP-170-I	[Q]R3-1		[MM6-MU4-7][RX5-8]
OLTNP-170-J	[Q]R3-1		[MM7-SH4-10][CX10-4]
OLTNP-170-K	[Q]R3-1		[MM9-SH4-10][CX10-4]
OLTNP-170-L	C1.5-1VL		[MM7-SH4-10][CX10-4]
OLTNP-170-M	R3-1		[MM6-MU4-7][RX5-8]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-180-A	[Q]C2-1VL		[LM13-SH4-10][CX10-4]
OLTNP-180-B	[Q]R3-1-RIO		[MM4-MU4-7][RG2-8]
OLTNP-180-C	[Q]R3-1	R3-1	[LM12-MU4-7][RX5-8]
OLTNP-180-D	[Q]R3-1		[MM4-MU4-7][RX5-8]
OLTNP-180-E	C1.5-1VL		[MM7-SH4-10][CX10-4]
OLTNP-180-F	C2-1		[LM13-SH4-10][CX10-4]
OLTNP-180-G	C2-1VL-RIO	P-1VL-RIO	[MM9-SH5-10][CX10-4]
OLTNP-180-H	P-1VL-RIO		[MM9-SH4-10][CX10-4]
OLTNP-180-I	PF-1XL		[VF2-FX1-7][P2-FA]
OLTNP-180-J	R3-1		[LM12-MU4-7][RG2-8]
OLTNP-180-K	R3-1	[Q]R3-1	[LM12-MU4-7][RX5-8]
OLTNP-190-A	C1.5-1VL		[MM7-SH4-10][CX10-4]
OLTNP-190-B	C2-1VL-RIO		[MM9-SH5-10][CX10-4]
OLTNP-190-C	P-1VL-RIO	C2-1VL-RIO	[MM9-SH5-10][CX10-4]
OLTNP-200-A	C2-1VL-RIO		[MM7-SH5-10][CX10-4]
OLTNP-200-B	C2-1VL-RIO		[MM9-SH5-10][CX10-4]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-210-A	[Q]C1.5-1VL		[LM13-SH4-10][CX10-4]
OLTNP-220-A	[Q]C1.5-1VL		[LM13-SH4-10][CX10-4]
OLTNP-220-B	C2-1VL		[MM9-SH4-10][CX10-4]
OLTNP-220-C	P-1VL	C2-1VL	[MM9-SH4-10][CX10-4]
OLTNP-230-A	[Q]C1.5-1VL		[MM5-MU4-7][RX5-8]
OLTNP-230-B	[Q]C1.5-1VL	[Q]P-1VL	[MM7-SH4-10][CX10-4]
OLTNP-230-C	[Q]C1.5-1VL		[MM8-SH4-10][CX10-4]
OLTNP-230-D	[Q]P-1VL	[Q]C1.5-1VL	[MM7-SH4-10][CX10-4]
OLTNP-230-E	[Q]R3-1	R1-1	[MM4-MU4-7][RX5-8]
OLTNP-230-F	[Q]RD1.5-1		[MM4-MU4-7][RX5-8]
OLTNP-230-G	[Q]RD1.5-1		[MM5-MU4-7][RX5-8]
OLTNP-240-A	(T)(Q)RAS4-1VL-CDO		[MM9-SH4-10][CX10-4]
OLTNP-240-B	[Q]C1-1VL-CDO		[MM9-SH4-10][CX10-4]
OLTNP-240-C	[Q]C1.5-1VL		[MM7-SH4-10][CX10-4]
OLTNP-240-D	[Q]C2-1L-CDO		[MB3-SH4-11][CX7-FA]
OLTNP-240-E	[Q]C2-1L-CDO		[MB3-SH5-11][CX7-FA]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-240-F	[Q]C2-1VL-CDO		[MB3-SH5-11][CX7-FA]
OLTNP-240-G	[Q]CR-1VL		[MM7-SH4-10][CX10-4]
OLTNP-240-H	[Q]P-1VL		[MM7-SH4-10][CX10-4]
OLTNP-240-I	[Q]R3-1		[MM7-SH4-10][CX10-4]
OLTNP-240-J	[Q]RD1.5-1		[MM9-SH4-10][CX10-4]
OLTNP-250-A	[Q]C1.5-1VL		[MM7-SH4-10][CX10-4]
OLTNP-260-A	[Q]C1.5-1VL		[MM7-SH4-10][CX10-4]
OLTNP-260-B	[Q]C2-1L-CDO		[MB3-SH4-11][CX7-FA]
OLTNP-260-C	[Q]C2-1L-CDO		[MB3-SH5-11][CX7-FA]
OLTNP-260-D	[Q]C2-1VL-CDO		[MB3-SH5-11][CX7-FA]
OLTNP-260-E	[Q]CR-1VL	[Q]P-1VL	[MM7-SH4-10][CX10-4]
OLTNP-260-F	[Q]PF-1-CDO		[MB3-SH4-11][P2-FA]
OLTNP-260-G	[Q]R3-1-CDO		[MM6-MU4-7][RX5-8]
OLTNP-260-H	[Q]R3-1		[MM5-MU4-7][RG2-8]
OLTNP-260-I	[Q]R3-1		[MM4-MU4-7][RX5-8]
OLTNP-260-J	[Q]R3-1		[MM6-MU4-7][RX5-8]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-260-K	[Q]R3-1		[MM9-SH4-10][CX10-4]
OLTNP-260-L	[Q]RD1.5-1		[MM4-MU4-7][RG2-8]
OLTNP-260-M	[Q]RD1.5-1		[MM4-MU4-7][RX5-8]
OLTNP-260-N	[Q]RD1.5-1		[MM9-SH4-10][CX10-4]
OLTNP-260-O	R3-1		[MM7-SH4-10][CX10-4]
OLTNP-260-P	R3-1		[MM9-SH4-10][CX10-4]
OLTNP-270-A	OS-1XL		[VF2-FX1-10][OS1-N]
OLTNP-270-B	R1-1		[VF2-FX1-10][OS1-N]
OLTNP-280-A	C2-1		[MM5-MU4-7][RX5-8]
OLTNP-280-B	C2-1		[MM9-SH4-10][CX10-4]
OLTNP-280-C	C2-1		[MM9-SH5-10][CX10-4]
OLTNP-280-D	C2-2D-CA		[DM7-SH5-11][CX7-4]
OLTNP-280-E	C2-2D		[DM7-SH5-11][CX7-4]
OLTNP-280-F	DNSP-SN		[DNH][SN]
OLTNP-280-G	R4-1L		[DM7-SH4-11][CX7-4]
OLTNP-280-H	R4-1L		[MM5-MU4-7][RX5-8]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-280-I	R4-1L		[MM9-SH4-10][CX10-4]
OLTNP-280-J	R4P-1L		[MM5-MU4-7][RX5-8]
OLTNP-300-A	OS-1XL		[VF2-FX1-10][OS1-N]
OLTNP-310-A	C4-1-CA		[MM9-SH4-10][CX10-4]
OLTNP-320-A	(T)(Q)C4-2D		[DM7-SH5-11][CX7-4]
OLTNP-320-B	(T)(Q)C4-2D		[MM6-MU4-7][RX5-8]
OLTNP-320-C	[Q]C2-2D-CA	C4-2D-CA	[DM7-SH4-11][CX7-4]
OLTNP-320-D	[Q]R3-1		[MM6-MU4-7][RX5-8]
OLTNP-320-E	A1-1VL		[VF2-FX1-10][OS1-N]
OLTNP-320-F	C4-1-CA		[DM7-SH4-11][CX7-4]
OLTNP-320-G	C4-1-CA	R4-1-CA	[DM7-SH5-11][CX7-4]
OLTNP-320-H	C4-1-CA	R4-1VL	[MM9-SH5-10][CX10-4]
OLTNP-320-I	C4-2D-CA		[DM7-SH4-11][CX7-4]
OLTNP-320-J	C4-2D-CA		[DM7-SH5-11][CX7-4]
OLTNP-320-K	C4-2D-CA		[MM9-SH5-10][CX10-4]
OLTNP-320-L	R4-1-CA		[DM7-SH4-11][CX7-4]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-320-M	R4-1-CA	C4-1-CA	[DM7-SH5-11][CX7-4]
OLTNP-320-N	R4-1		[MM6-MU4-7][RX5-8]
OLTNP-320-O	R4-1VL		[MM4-MU4-7][RX5-8]
OLTNP-320-P	R4-1VL	C4-1-CA	[MM6-MU4-7][RX5-8]
OLTNP-320-Q	R4-1VL		[MM9-SH4-10][CX10-4]
OLTNP-320-R	R4-2		[DM7-SH4-11][CX7-4]
OLTNP-330-A	A1-1VL		[VF2-FX1-10][OS1-N]
OLTNP-330-B	C4-1-CA		[MM9-SH4-10][CX10-4]
OLTNP-330-C	C4-1-CA		[MM9-SH5-10][CX10-4]
OLTNP-330-D	C4-1		[MM9-SH4-10][CX10-4]
OLTNP-330-E	R3-1		[MM4-MU4-7][RG2-8]
OLTNP-330-F	R3-1		[MM6-MU4-7][RX5-8]
OLTNP-330-G	R3-1VL		[MM4-MU4-7][RG2-8]
OLTNP-330-H	R3-1VL		[MM6-MU4-7][RX5-8]
OLTNP-330-I	R4-1VL		[MM4-MU4-7][RX5-8]
OLTNP-330-J	R4-1VL		[MM6-MU4-7][RX5-8]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-330-K	R4-2		[MM4-MU4-7][RG2-8]
OLTNP-340-A	C4-1-CA		[MB3-SH4-11][P2-FA]
OLTNP-340-B	C4-1-CA		[MM9-SH4-10][CX10-4]
OLTNP-340-C	C4-1-CA		[MM9-SH4-10][P2-FA]
OLTNP-340-D	C4-1-CA		[MM9-SH5-10][CX10-4]
OLTNP-340-E	C4-2D-CA		[DM7-SH4-11][CX7-4]
OLTNP-340-F	C4-2D-CA		[DM7-SH5-11][CX7-4]
OLTNP-340-G	C4-2D-CA		[MM9-SH4-10][CX10-4]
OLTNP-340-H	C4-2D-CA		[MM9-SH5-10][CX10-4]
OLTNP-340-I	C4-2D-CA		[VF2-FX1-7][P2-FA]
OLTNP-340-J	DNSP-SN		[DNH][SN]
OLTNP-350-A	C4-2D-CA		[DM7-SH4-11][CX7-4]
OLTNP-350-B	C4-2D-CA		[DM7-SH5-11][CX7-4]
OLTNP-350-C	C4-2D-CA		[MM9-SH4-10][CX10-4]
OLTNP-350-D	C4-2D-CA		[MM9-SH5-10][CX10-4]
OLTNP-360-A	(T)(Q)RAS4-1VL	(T)(Q)RAS4-1VL	[MM9-SH4-10][CX10-4]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-360-B	[Q]C2-1VL	P-1VL	[MM9-SH4-10][CX10-4]
OLTNP-360-C	[Q]C2-1VL		[MM9-SH5-10][CX10-4]
OLTNP-360-D	[Q]R3-1		[MM4-MU4-7][RG2-8]
OLTNP-360-E	[Q]RD1.5-1		[MM4-MU4-7][RG2-8]
OLTNP-360-F	C2-1	R4-1VL	[MM6-MU4-7][RX5-8]
OLTNP-360-G	C2-1	R4-1VL	[MM9-SH4-10][CX10-4]
OLTNP-360-H	C2-1		[MM9-SH5-10][CX10-4]
OLTNP-360-I	C4-1		[MM9-SH4-10][CX10-4]
OLTNP-360-J	C4-1	R4-1VL	[MM9-SH5-10][CX10-4]
OLTNP-360-K	OS-1XL		[VF2-FX1-10][OS1-N]
OLTNP-360-L	P-1		[MM9-SH4-10][CX10-4]
OLTNP-360-M	PF-1VL		[VF2-FX1-15][P2-FA]
OLTNP-360-N	PF-1VL		[VF2-FX1-15][P2-FA]
OLTNP-360-O	R4-1VL	C2-1	[MM6-MU4-7][RX5-8]
OLTNP-360-P	R4-1VL	C2-1	[MM9-SH4-10][CX10-4]
OLTNP-360-Q	RD1.5-1VL		[MM6-MU4-7][RX5-8]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-380-A	[Q]R3-1VL	C4-1-CA	[MM4-MU4-7][RG2-8]
OLTNP-380-B	[Q]R3-1VL		[MM9-SH4-10][CX10-4]
OLTNP-380-C	C4-1-CA		[MM4-MU4-7][RG2-8]
OLTNP-380-D	C4-1-CA		[MM9-SH4-10][CX10-4]
OLTNP-380-E	PF-1VL		[VF2-FX1-10][OS1-N]
OLTNP-380-F	R3-1VL		[MM4-MU4-7][RG2-8]
OLTNP-380-G	R3-1VL		[MM9-SH4-10][CX10-4]
OLTNP-380-H	A1-1VL		[VF2-FX1-10][OS1-N]
OLTNP-400-A	C2-1L-RIO	P-1L-RIO	[MB3-SH4-11][CX7-FA]
OLTNP-400-B	C2-1L-RIO	P-1L-RIO	[MB3-SH5-11][CX7-FA]
OLTNP-400-C	C2-1L-RIO		[MM9-SH4-10][CX10-4]
OLTNP-400-D	C2-1L-RIO		[MM9-SH5-10][CX10-4]
OLTNP-400-E	CM-1-RIO		[MB3-SH5-11][CX7-FA]
OLTNP-400-F	CM-1L-RIO		[MB3-SH4-11][CX7-FA]
OLTNP-400-G	CM-1L-RIO		[MB3-SH5-11][CX7-FA]
OLTNP-400-H	M1-1-RIO		[MB3-SH5-11][CX7-FA]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-400-I	M2-1-RIO		[MB3-SH5-11][CX7-FA]
OLTNP-400-J	R3-1-RIO	PF-1XL	[MB3-SH4-11][CX7-FA]
OLTNP-410-A	[Q]C2-1L-CDO		[MB3-SH5-11][CX7-FA]
OLTNP-410-B	[Q]C2-1VL-CDO		[MB3-SH4-11][CX7-FA]
OLTNP-410-C	[Q]R3-1		[MM4-MU4-7][RG2-8]
OLTNP-410-D	[Q]R3-1		[MM4-MU4-7][RX5-8]
OLTNP-410-E	[Q]R3-1		[MM6-MU4-7][RX5-8]
OLTNP-410-F	C2-2		[MB3-SH4-11][CX7-FA]
OLTNP-410-G	CM-1VL		[MB3-SH4-11][CX7-FA]
OLTNP-410-H	CM-1VL		[MB3-SH4-11][P2-FA]
OLTNP-410-I	CM-1VL		[MB3-SH5-11][CX10-FA]
OLTNP-410-J	CM-1VL		[MB3-SH5-11][CX7-FA]
OLTNP-410-K	CM-1VL		[MM6-MU4-7][RX5-8]
OLTNP-410-L	PF-1XL		[VF2-FX1-15][P2-FA]
OLTNP-410-M	R3-1		[MM6-MU4-7][RX5-8]
OLTNP-420-A	[Q]C2-2D-CDO		[MB3-SH4-11][CX7-FA]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-420-B	[Q]PF-1-CDO		[MB3-SH4-11][P2-FA]
OLTNP-420-C	[Q]R3-1		[MM5-MU4-7][RG2-8]
OLTNP-420-D	[Q]R3-1		[MM5-MU4-7][RX5-8]
OLTNP-420-E	CM-1VL	PF-1XL	[MB3-SH4-11][CX7-FA]
OLTNP-420-F	CM-1VL		[MB3-SH5-11][CX10-FA]
OLTNP-420-G	CM-1VL		[VF2-FX1-15][P2-FA]
OLTNP-420-H	PF-1XL		[VF2-FX1-15][P2-FA]
OLTNP-420-I	PF-1XL		[MB3-SH4-11][P2-FA]
OLTNP-420-J	PF-1XL		[VF2-FX1-15][P2-FA]
OLTNP-420-K	PF-1XL		[VF2-FX1-15][P2-FA][TCN]
OLTNP-430-A	M2-1-RIO	M3-1-RIO, M1-1-RIO	[MB6-SH4-11][CX7-FA]
OLTNP-430-B	M2-1-RIO		[MB6-SH5-11][CX7-FA]
OLTNP-430-C	M3-1-RIO		[MB3-SH5-11][CX7-FA]
OLTNP-430-D	M3-1-RIO	M2-1-RIO	[MB6-SH4-11][CX7-FA]
OLTNP-430-E	OS-1XL-RIO		[VF2-FX1-10][OS1-N]
OLTNP-430-F	PF-1XL-RIO		[VF2-FX1-15][P2-FA]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-430-G	PF-1XL		[VF2-FX1-15][P2-FA]
OLTNP-440-A	M1-1L-RIO	P-1-RIO	[MB3-SH5-11][CX7-FA]
OLTNP-440-B	M1-1L-RIO	P-1-RIO	[MM9-SH4-10][CX10-4]
OLTNP-440-C	M2-1-RIO		[MB3-SH5-11][CX7-FA]
OLTNP-440-D	PF-1-RIO-TCN		[MB3-SH4-11][P2-FA][TCN]
OLTNP-440-E	PF-1-RIO		[MB3-SH4-11][P2-FA]
OLTNP-440-F	PF-1XL-RIO-TCN	PF-1XL-RIO	[VF2-FX1-15][P2-FA][TCN]
OLTNP-460-A	C1-1VL-RIO	R1-1-RIO	[MM7-SH4-10][CX10-4]
OLTNP-460-B	C1.5-1VL-RIO		[MM9-SH5-10][CX10-4]
OLTNP-460-C	C1.5-1VL	R1-1, R3-1	[LM13-SH4-10][CX10-4]
OLTNP-460-D	C2-1VL-RIO		[MM7-SH4-10][CX10-4]
OLTNP-460-E	C2-1VL-RIO	C1.5-1VL-RIO	[MM9-SH5-10][CX10-4]
OLTNP-470-A	C2-1L-RIO		[MM9-SH5-10][CX10-4]
OLTNP-470-B	R3-1-RIO		[MM9-SH4-10][CX10-4]
OLTNP-480-A	C2-1	P-1	[MM9-SH4-10][CX10-4]
OLTNP-480-B	C2-1		[MM9-SH5-10][CX10-4]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-480-C	P-1	C2-1	[MM9-SH4-10][CX10-4]
OLTNP-480-D	RD1.5-1VL		[MM4-MU4-7][RG2-8]
OLTNP-480-E	RD1.5-1VL		[MM9-SH4-10][CX10-4]
OLTNP-490-A	C4-1-CA	[Q]R3-1	[MM9-SH4-10][CX10-4]
OLTNP-490-B	C4-2D-CA		[MM9-SH4-10][CX10-4]
OLTNP-500-A	C2-1		[MM9-SH4-10][CX10-4]
OLTNP-500-B	C4-1	RD1.5-1VL	[MM9-SH4-10][CX10-4]
OLTNP-500-C	RD1.5-1VL	C4-1	[MM4-MU4-7][RG2-8]
OLTNP-500-D	RD1.5-1VL		[MM9-SH4-10][CX10-4]
OLTNP-510-A	(Q)RAS4-1		[MM9-SH4-10][CX10-4]
OLTNP-510-B	[Q]C2-1VL	R4-2	[MM9-SH5-10][CX10-4]
OLTNP-510-C	[Q]R3-1		[MM4-MU4-7][RG2-8]
OLTNP-510-D	[Q]R4-1		[MM4-MU4-7][RX5-8]
OLTNP-510-E	[Q]R4-1		[MM9-SH4-10][CX10-4]
OLTNP-510-F	C2-1		[MM9-SH4-10][CX10-4]
OLTNP-510-G	C2-1		[MM9-SH5-10][CX10-4]

Orange (G) Line Transit Neighborhood Plan Zoning Change Matrix

Subarea ID	Existing Zone	Existing Dual Zone	Proposed Zone
OLTNP-510-H	R3-1		[MM4-MU4-7][RG2-8]
OLTNP-510-I	R3-1		[MM4-MU4-7][RX5-8]
OLTNP-520-A	PF-1VL		[VF2-FX1-15][P2-FA]
OLTNP-530-A	C2-1		[MM5-MU4-7][RX5-8]
OLTNP-530-B	C2-1	R4-1L	[MM9-SH4-10][CX10-4]
OLTNP-530-C	C4-2D		[DM7-SH5-11][CX7-4]
OLTNP-530-D	CM-1VL	PF-1VL	[DM7-SH5-11][CX7-4]
OLTNP-530-E	CM-1VL		[MM9-SH4-10][CX10-4]
OLTNP-530-F	CM-1VL		[VF2-FX1-7][P2-FA]
OLTNP-530-G	PF-1VL		[DM7-SH5-11][CX7-4]
OLTNP-530-H	PF-1VL		[VF2-FX1-7][P2-FA]
OLTNP-530-I	R4-1L		[MM5-MU4-7][RX5-8]
OLTNP-530-J	R4-1L		[MM9-SH4-10][CX10-4]
OLTNP-530-K	R4-1L		[VF2-FX1-10][P2-FA]

EXHIBIT D.1:

Draft Community Design Overlay Boundary Change Ordinance

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

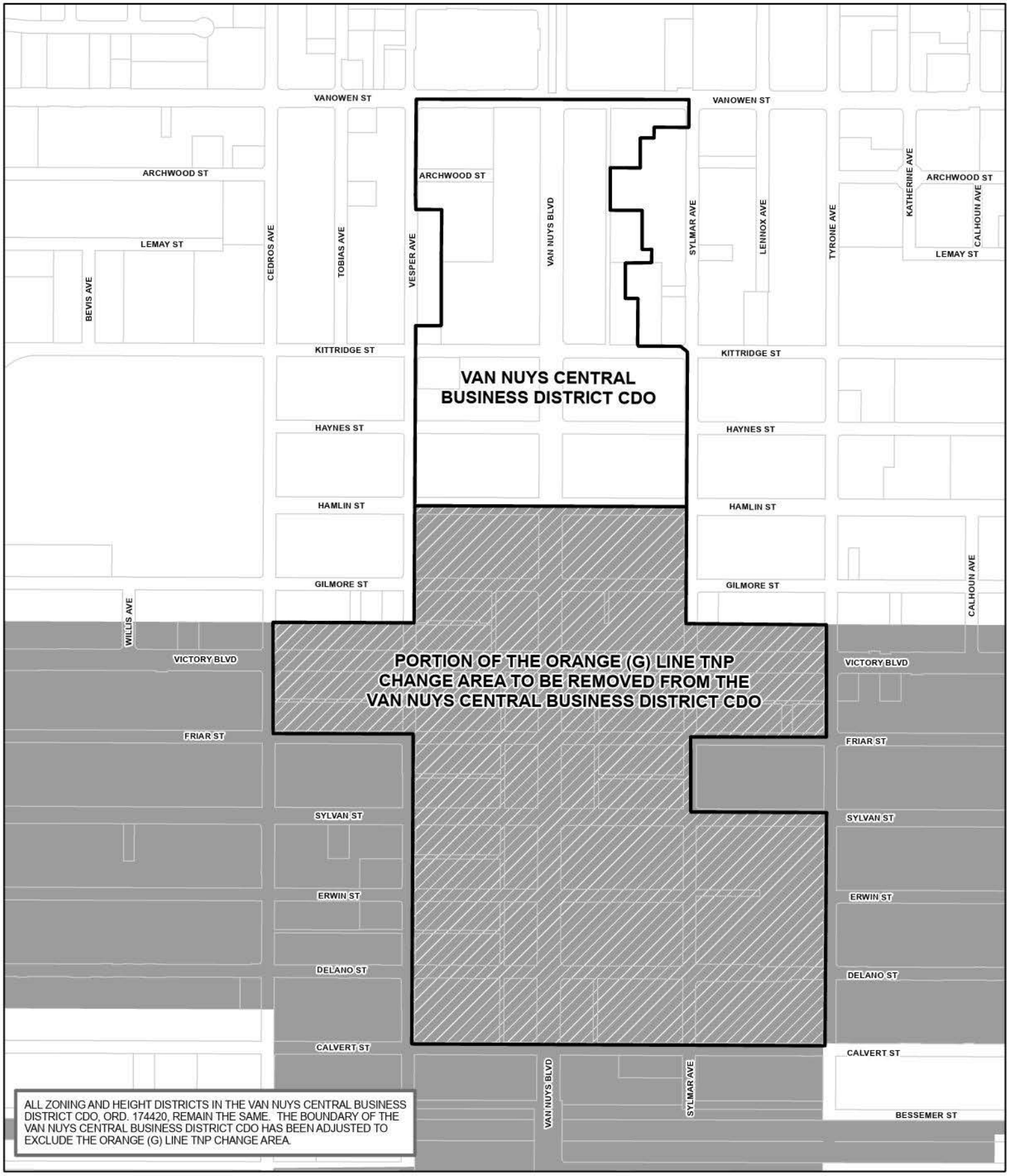
June 25, 2026

ORDINANCE NO. _____

An ordinance amending the Los Angeles Municipal Code zoning maps related to the Van Nuys Central Business District Community Design Overlay District.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. The change of boundaries of the establishment Van Nuys Central Business District Community Design Overlay District under Ordinance Nos. 174,420 and 174,421. The provision of Ordinance shall apply to all lots located in whole or in part within the shaded area on the following map, identified as the Van Nuys Central Business District Community Design Overlay District Boundary Map.



Portion of the Orange (G) Line TNP Change Area to be removed from the Van Nuys Central Business District CDO.

Van Nuys Central Business District CDO Bndry.

Orange (G) Line TNP Change Area Bndry.

VAN NUYS CENTRAL BUSINESS DISTRICT CDO AMENDMENT

N

0 200 400
Feet

CPC-2001-2362-CDO-ZC-MSC

CF/ RJ

031226

Area Mapped

Sec. 2. Pursuant to LAMC Section 12.04 (Chapter 1), Sections 1.5.1.B and 13B.1.4. (Chapter 1A), the Los Angeles Municipal Code is amended by revising the City's zoning code maps as set forth in Sec. 1 of this Ordinance. LAMC Chapter 1A is hereby activated for all those properties within the portion of the Orange (G) line TNP change area removed from the Van Nuys Central Business District CDO. All lots located within the Van Nuys CBD Community Design Overlay District shall carry the suffix CDO as part of their zone classification. The suffix CDO refers to the Community Design Overlay District Design Guidelines and Standards adopted by the City Planning Commission pursuant to Section 13.08 of the LAMC.

Sec. 3. Validity of Previous Code Sections. If this entire Ordinance or its Application is deemed invalid by a court of competent jurisdiction, any repeal or amendment of the City's municipal code or other city ordinance by this Ordinance will be rendered void and cause such previous municipal code provision or other the city ordinance to remain in full force and effect for all purposes.

Sec. 4. Enforceability. Repeal of any provision of the City's municipal code does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before this Ordinance's effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

Sec. 5. Severability. If any part of this Ordinance or its Application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

Sec. 6. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by positing for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was introduced at the Council of the City of Los Angeles, by a majority vote of all its members, at the meeting of _____, 2026.

Pursuant to Section 558 of the City Charter, the City Planning Commission on _____, 2026 recommends this ordinance be adopted by the City Council.

By_____

Cecilia Lamas

Commission Executive Assistant

File No._____

CITY CLERK MAYOR

_____ _____

Ordinance Passed_____ Approved _____

EXHIBIT D.2:

Draft Community Design Overlay Design Guidelines & Standards Technical Corrections

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CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Proposed text changes in red

VAN NUYS CENTRAL BUSINESS DISTRICT COMMUNITY DESIGN OVERLAY DISTRICT (CDO)

Design Guidelines & Standards

Approved by the City Planning Commission on October 25, 2001.
Boundary Ordinance No. 174,420 effective March 17, 2002.
Revised by the City Planning Commission on August 16, 2004
Boundary Ordinance No. _____ effective _____
Revised by the City Planning Commission on _____

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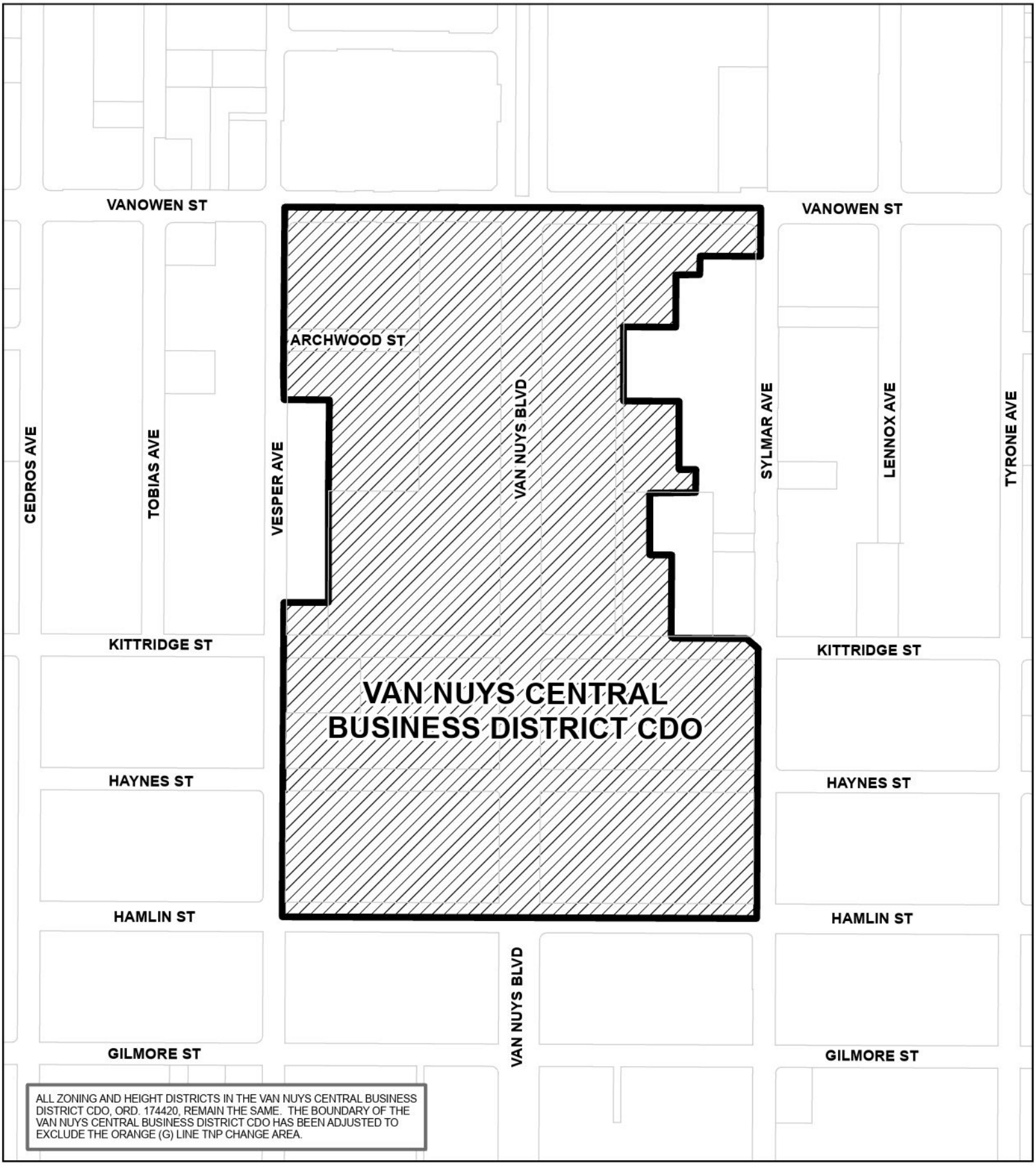
Section 1. Introduction
Section 2. Goals & Principles
Section 3. Administration
Section 4. Definitions
Section 5. Design Guidelines & Standards



Van Nuys Central Business District CDO Boundary.

VAN NUYS CENTRAL BUSINESS DISTRICT CDO AMENDMENT

N

0 200 400
Feet

CPC-2018-3723-GPA-ZC-CDO-BL-CA

CF/ aa

061026

VAN NUYS CENTRAL BUSINESS DISTRICT COMMUNITY DESIGN OVERLAY DISTRICT (CDO)

Section 1. **INTRODUCTION**

The Van Nuys Central Business District (CBD) Community Design Overlay District (CDO) establishes Design Guidelines and Standards for projects dealing with commercial properties. It aims to guide development within a framework that is sensitive to the history of the Van Nuys CBD, while encouraging design creativity. In short, it will provide guidance and direction for the area which will enhance the districts' appearance. Future designs should evoke the area's sense of history, place, and identity as the hub of the San Fernando Valley.

The Van Nuys CBD CDO is complemented by the Van Nuys CBD Streetscape Plan which incorporates streetscape design guidelines and standards that provide direction in the design of Projects in the public right-of-way, such as street furniture, street lighting, and landscape. Together these two plans will encourage the integration of public and private space and will help to direct development towards a more cohesive design concept by providing the community with tools for ongoing participation in the revitalization and development of the Van Nuys Central Business District.

A. History

From its initial beginning as a one square mile town-site in 1911, covering an area from Vanowen to Oxnard Street and Kester to Hazeltine Streets, Van Nuys has had a central place in the history and development of the San Fernando Valley. As far back as 1915, Van Nuys claimed the title as the administrative center of the San Fernando Valley. Shortly after Van Nuys gained its first, but not last, city hall built in 1916.

Between the 1920s and 1940s, development along the strip flourished into a fully matured Boulevard. The position of Van Nuys, as the commercial and administrative center for the Valley, was cemented with the construction of new Van Nuys City Hall in 1933, a new post office in 1936, and a fire station dedicated in 1939.

The 1950s marked the retail turning point for the Van Nuys District. Many retail services closed and the commercial center became increasingly administrative oriented. A new Administrative Center was approved in 1957, replicating downtown's City Hall, which has continued to be the centerpiece of Van Nuys Civic Center.

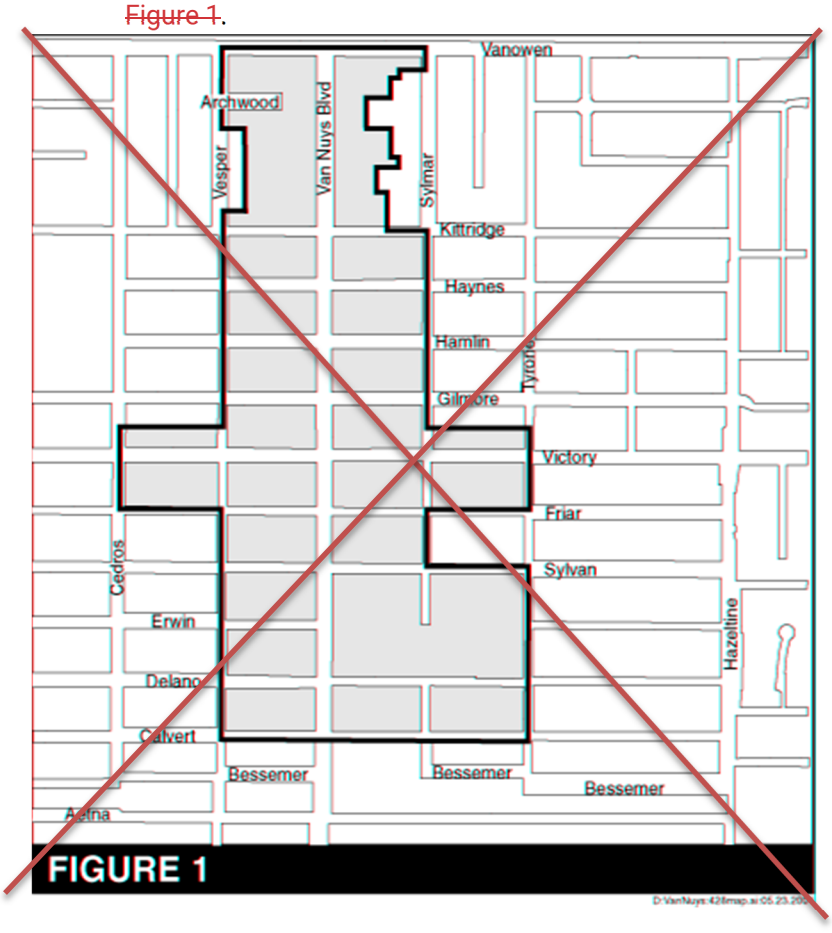
The Van Nuys commercial corridor features historically compact, small scaled, mixed-use buildings fronting Van Nuys Boulevard, based on a combination 1940s, 1950s, and 1960s architecture. Early building designs reflect modern Classicism/Romanesque, Monterey style, Mission revival, and other desert/southwest influences. Later buildings were more

streamline modern art deco.

Today the CBD consists mainly of small retail and professional establishments. The mixture of tightly knit buildings concentrated within this district continues to reflect the low scale, pedestrian-oriented character of the original corridor. Architecturally lost, however, are the original and unique designs of these structures. Lack of design sensitivity with new developments have eroded much of the corridor's common characteristics, resulting in an incongruent mix of styles and building sizes. Buildings that remained unscathed display a degree of remarkable beauty and craftsmanship that is rare by today's design standards.

B. Boundaries and Organization

The Van Nuys CBD CDO is bounded by Vanowen Street to the north, Sylmar and ~~Tyrone~~ Vesper Avenue~~s~~ to the east, and Hamlin Street~~Calvert Street~~ to the south, ~~and Cedros and Vesper Avenues to the west~~ as seen on the Boundary ~~m~~Map ~~in Figure 1~~.



All commercial projects within the boundaries of the Van Nuys CBD CDO must comply with the following Design Guidelines and Standards. The requirements have the overall goal of achieving a high quality environment that will attract customers, new businesses, and provide for the comfort, convenience, and safety of shoppers.

Design guidelines are policy directives and are implemented through the application of design standards. Often, more than one standard per guideline is provided. Below is an example of a design guideline and implementing standard.

Example:

Security Devices:
Guideline: Emphasize the design of entrances in order to create an inviting storefront.

Standard: Main entry doors shall be recessed a minimum of six (6) inches and a maximum of thirty-six (36) inches from the front lot line.

Section 2. GOALS AND PRINCIPLES

A. Goals

In light of the history of Van Nuys and its architectural precedents, the purpose of the Design Guidelines and Standards is not to superimpose a specific design style, but to build upon existing design elements. The following are the CDO's design goals:

- To promote storefront design that invites commercial interest and reinforces pedestrian scale.
- To prevent the development of structures or uses which are not of acceptable exterior design or appearance.
- To promote a unique architectural character and environmental setting for the district.

B. Design Principles

These Design Guidelines and Standards compiled with the Van Nuys CBD Streetscape Plan are intended to connect new and existing projects into a cohesive design scheme that promotes an attractive and inviting commercial corridor, and offers an enlivening pedestrian experience. To achieve this goal, the CDO adheres to the following principles:

- **Consistency:** The downtown corridor of the Van Nuys CBD consists of pedestrian scaled storefronts that dominate Van Nuys ~~and Victory~~ Boulevard~~s~~ by having: (1) no side yards and being built to the front lot line, (2) parking lots located at the rear of stores with ingress and egress from side streets, and (3) building entrances oriented to the pedestrian right-of-way. By reinforcing the character of the existing development through proper site planning and building composition, harmony between new and existing buildings can be achieved. Consistency can also be achieved through selection or colors, exterior surface materials, landscaping, and signage.

- **Safety:** Public safety is critical to the success of commercial districts. Lighting can add emphasis to entrances and create vitality and security within the public right-of-way and parking areas. Exterior lighting for signs, entrances, landscape, and parking areas can promote evening activity in the Van Nuys CBD, contributing to lowering crime. Other means of safety include proper landscape, such as wrought iron fencing or thorny plants, and internal security devices. Taking proper measures to design each building can aid in deterring criminal activity and create an environment ~~were~~ where pedestrian and auto traffic can safely coexist.

- **Simplicity:** Building facades, signs, and the streetscape are all the integral parts of the visual environment and are critical for an attractive and effective downtown. Each communicates information about businesses and the quality of the retail corridor. Well designed signs can contribute to the character of a building's facade and enliven the overall streetscape. Facades and streetscape can enhance the pedestrian environment, which promotes usage of the district. To ~~insure~~ensure this, project designs in the Van Nuys CBD CDO area should be kept clean and simple.

Section 3. **ADMINISTRATION**

All Projects in the Van Nuys CBD Community Design Overlay District will be reviewed for compliance with the design guidelines and standards before being issued a building permit. Below is a definition of "Project," an outline of procedures for submitting an application for review, required submittal materials, and procedures to appeal determinations.

A. Project Definition

The definition of Project is provided in Chapter 1, Section 13.08 of the Los Angeles Municipal Code (LAMC).

"The CDO applies to the erection, construction, addition to, or exterior structural alteration of any building or structure, including, but not limited to, pole signs and/or monument signs located in a Community Design Overlay District. A project does not include construction that consists solely of (1) interior remodeling, interior rehabilitation or repair work; (2) alterations of, including structural repairs, or additions to, any existing building or structure in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure's replacement value before the alterations or additions, as determined by the Department of Building and Safety, unless the alterations or additions are to any building facade facing a public street; or (3) a residential building on a parcel or lot which is developed entirely as a residential use and consists of four or fewer dwelling units, unless expressly provided for in a Community Design Overlay District established

pursuant to this section."

B. Procedures for Private Projects

Upon application for a building permit, the Department of Building and Safety refers applications to the City Planning Department to determine if the proposal is a Project according to the above definition. For simple cases, such as signs, applicants may receive an immediate sign-off. For most cases, however, staff review may be necessary. Below is a list of necessary application materials for review of a CDO Project. A determination by the Planning Department is required 20 days from the date all required materials are submitted and the Project is deemed complete.

C. Project Submittal Materials

1. ~~Master Land Use~~City Planning Application provided by City Planning
   Public Counter

2. Environmental Clearance

3. Architectural Plans
   - Vicinity Map with the location of applicant's property.
   - Site/Plot Plan at a minimum 1/8" = 1 foot scale.
   - Elevations (N, S, E, W) of existing and proposed structures, with all dimensions included.
   - For applicable projects, architectural elevation and detail sheets, including, but not limited to articulation of main facade elements, windows, doors, balconies, exterior building materials, exterior wall surface treatments, decorative elements, color, roof treatments, pole signs, and monument signs.
   - Landscape Plan, if necessary.
   - Color renderings of the Project if deemed necessary by planning staff.

4. Photographs (minimum size: 4x6 inches)
   - Subject Site.
   - Subject Project.
   - Panoramic view of all structures within a distance of 200' or either side of the subject site.
   - Panoramic view of existing structures on the opposite side of the street within 300 feet of the subject site.

D. Appeals

Once the determination letter is issued by the Planning Department, no determination approving or disapproving a CDO Project application is final until the 15-day appeal period has

expired pursuant to Code Section 13.08 E ~~5~~ of the LAMC (Chapter 1). Appeals may be filed by applicants or interested parties. Appeals shall be in writing and shall set forth specifically where the petitioner believes the findings and decision to be in error. Appeals shall be filed on Appeal Application Form CP13-7769 (et seq).

Section 4. **DEFINITIONS**

The following words and phrases, whenever used in this Plan, shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 13.07 C of the LAMC (Chapter 1) and the Glossary in Section 14.3. (Chapter 1A).

A. **Articulation.** Clear and distinct separation between design elements.

B. **Awning.** A cloth covering extending over or in front of a door or window as a shelter or decorative element.

C. **Bollard.** A vertical freestanding short post used as a barrier to vehicles.

D. **Canopy.** A roof like cover extending over the storefront bay area of a Facade, which provides shelter or decoration.

E. **Facade.** The front of a building or any of its sides facing a public way or space.

F. **Multi-tenant Retail Use.** Any location where new or secondhand goods are offered or displayed for sale or exchange by two to nine independent vendors within a completely enclosed building.

An independent vendor is any individual, partnership, corporation, business association, lessee, sub-lessee or other person or entity, doing business on the subject property for any period of time; where a fee is charged for the privilege of offering or displaying new or secondhand good for sale or exchange; or a fee is charged to prospective buyers for admission to the area where new or secondhand goods are offered or displayed for sale or exchange.

G. **Pawnshop.** A place of business where a licensed person lends money on the security of personal property deposited within the shop and where these goods are displayed for resale or exchange.

H. **Pedestrian Sign.** A sign which is attached to a wall or the underside of an Awning or Canopy with one or two sign faces perpendicular to the face of the building.

I. **Service Area.** Any location containing open storage, loading docks or non-public entrances, trash receptacles, or other utility uses.

Section 5. **DESIGN GUIDELINES AND STANDARDS**

The following Design Guidelines and Standards apply to Projects in the Van Nuys CBD.

A. Site Planning

Building Orientation

Guideline 1: Encourage pedestrian access and continuity by orienting structures toward the main commercial street.

Parking

Guideline 2: Reinforce the continuous linear structure and layout of major secondary streets and highways (e.g. Van Nuys Boulevard~~, Victory Blvd.~~) by locating parking structures and/or surface lots in the rear portion of the lot to minimize visual disruption and to keep an uninterrupted flow of commercial business activity along the major auto/pedestrian corridor.

Standard 2: Parking shall be located at the rear of buildings with ingress and egress from collector and local streets.

Guideline 3: Soften, buffer, and conceal views of parking areas from adjacent uses with sufficient planting materials by incorporating planters, planter boxes, trellises, etc. as part of the landscape design.

Standard 3a: A minimum seven (7) foot wide landscape buffer shall separate surface parking adjacent to the public right-of-way. Breaks may only be provided for ingress and egress of vehicular traffic and pedestrian access. This buffer shall contain shade trees planted one (1) for every twenty (20) linear feet of parking lot frontage to be planted anywhere with the buffer (i.e.100 lineal feet equals 5 trees).

Standard 3b: A minimum ten foot (10) wide planted landscape buffer is required for all parking structures or garages adjacent to the public right-of-way; this area shall contain trees, shrubs or other various plant species . Structures shall be designed with natural type colors that blend and complement their surrounding landscape.

Guideline 4: Enhance the visibility and appearance of

parking areas by maintaining existing parking lots in good repair.

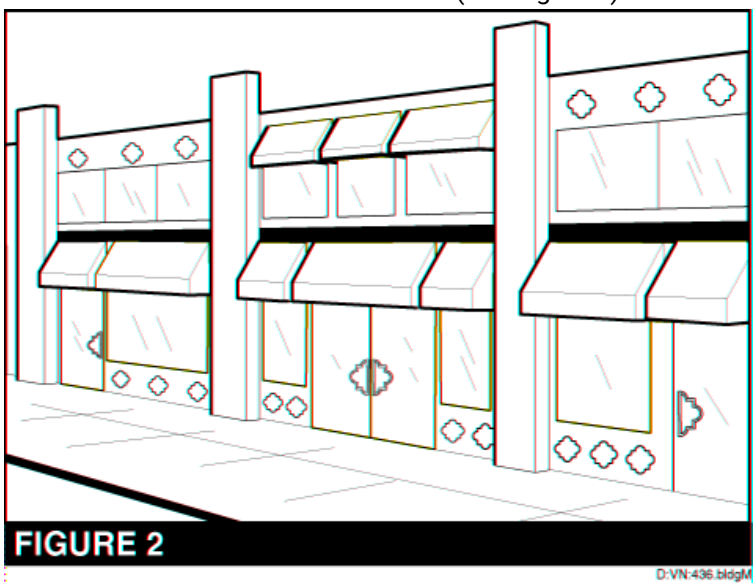
Standards 4: All parking areas that require re-stripping, shall first be re-slurry coated.

B. Building Composition

Facade Treatment

Guideline 5: Incorporate Facade design into successive floors, including the area between floors.

Standard 5: Building Facades shall be extended and continue beyond the ground floor. Successive floors can be offset by recessed windows, balconies, offset planes, awnings or other architectural details. (See Figure 2)



Guideline 6: Capitalize on design elements that draw focus to entries and to displays in storefront bays facing Van Nuys ~~and Victory~~ Boulevard~~s~~. Every effort should be made to make the building Facade treatment elements as architecturally integrated as possible.

Standard 6: For any Project, sixty percent (60%) of the first floor building Facade shall be dedicated to windows and doors. Another twenty percent (20%) shall be articulated with wall treatments including two or more of the following: recessed entryways, planters, murals, mosaic tile, or public art and/or other means of creating visual interest.

Windows

Guideline 7: Establish pedestrian scale by opening store

fronts for both pedestrians and customers through proper design of window elements.

Standard 7a: First and second floor windows shall be recessed a minimum of three (3) inches.

Standard 7b: Windows shall be designed to provide transparent viewing for pedestrians and passing traffic; no darkened, heavily tinted, or screened windows are permitted on the first floor.

Standard 7c: Windows and other openings shall contribute to forty percent (40%) of each successive floor.

Entrances

Guideline 8: Emphasize the design of entrances in order to create an inviting storefront.

Standard 8a: Entrances shall be illuminated.

Roof Lines and Forms

Guideline 9: Articulated roof lines and forms add appeal, provide visual interest, and can de-emphasize building mass and scale. Decorative cornice elements and stepped and/or sculptured parapet~~s~~ roofs may extend above the roof line. When designing roof lines the scale and proportion of adjacent buildings should be considered.

Standard 9a: Roofs shall be flat and shall have decorative cornice elements and/or parapets that extend above the roof line to screen rooftop mechanical equipment from public view.

Standard 9b: To promote visual interest, buildings with frontages greater than twenty-five (25') feet, shall provide Articulated roof lines every fifteen (15') feet with vertical and/or horizontal relief. (See Figure 3)

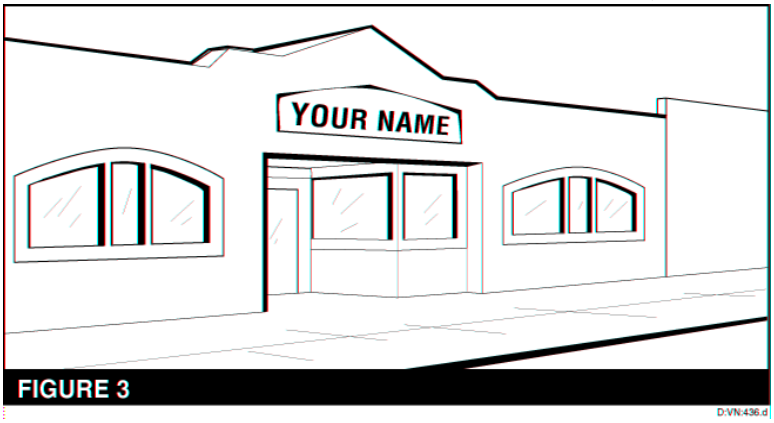


FIGURE 3

C. Lighting

Lighting Design

Guideline 10: Design exterior lighting as part of the overall architectural concept; lighting fixtures, standards, and all exposed accessories should be harmonious with the building design. Projecting lighting elements which detract from the appearance of their setting should be avoided.

Guideline 11: Illuminate buildings and landscape to indirectly create a strong positive image. Concealing light features within buildings and landscaping can highlight attractive features and avoid intrusion into neighboring properties.

Parking Lighting

Guideline 12: Encourage illuminated parking areas, for the purpose of safety, without becoming a nuisance to surrounding residents.

Standard 12a: Lighting shall be shielded, directed on-site and away from surrounding residential areas.

Standard 12b: Light located within parking areas shall be a maximum height of 25 feet.

Standard 12c: When Bollards are used they shall be decorative and illuminated to create light along pathways within the parking area. Bollards shall be a maximum height of forty-two (42) inches.

D. Freestanding Walls

Guideline 13: Create space and provide security by enclosing parking areas and sites with decorative walls and fences. Combination wrought iron and masonry walls are encouraged.

Standard 13a: Walls shall incorporate surfaces and textures to discourage graffiti where possible. Masonry walls shall be constructed from decorative brick, stone, split face concrete block, or other decorative material. Masonry block walls shall be finished with a masonry cap.

Standard 13b: The use of chain link fencing shall be prohibited.

E. Awnings & Canopies

Awnings

Guideline 14: Respond to the scale, proportion, and rhythm of a building's design through the use of awnings and canopies. They can be an integral part of storefront design and should enhance the style, color, and form of the existing architecture, but should not obstruct views of adjacent businesses.

Standard 14a: Awnings shall relate to the size and form of window and door openings. Storefronts greater than twenty-five (25) and divided into the structural bays shall provide one Awning for each bay. (See Figure 4)

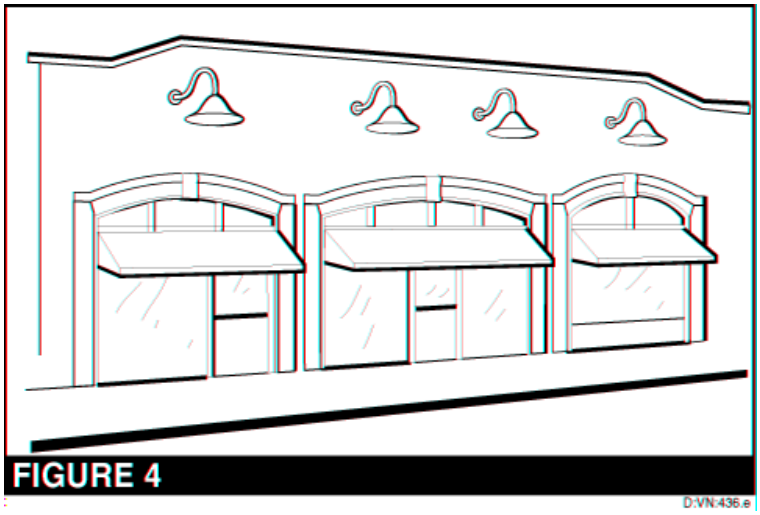


FIGURE 4

Standard 14b: Awnings shall be a maximum of two (2) colors for each Project exclusive of signage.

Standard 14c: Canvas Awnings shall be fade resistant and fire retardant.

Standard 14d: Glossy, vinyl, plastic, metal and horizontal ribbed awnings shall be prohibited.

Canopies

Guideline 15: Promote pedestrian use by providing Canopies in substitute of awnings. Canopies can extend into the public right-of-way which produces shade from the sun and also enhances a building's architecture.

F. Screening

Equipment Screening

Guideline 16: Enhance the visual look of secondary features such as trash and recycling areas, mechanical equipment, and loading areas by screening them from public view.

Standard 16a: Trash storage bins and recycling areas shall be located away from the street, behind or to the side of buildings, and shall be fully enclosed with a decorative masonry wall or fence and shall be landscaped. Each individual trash bin shall have a cover. (See Figure 5)

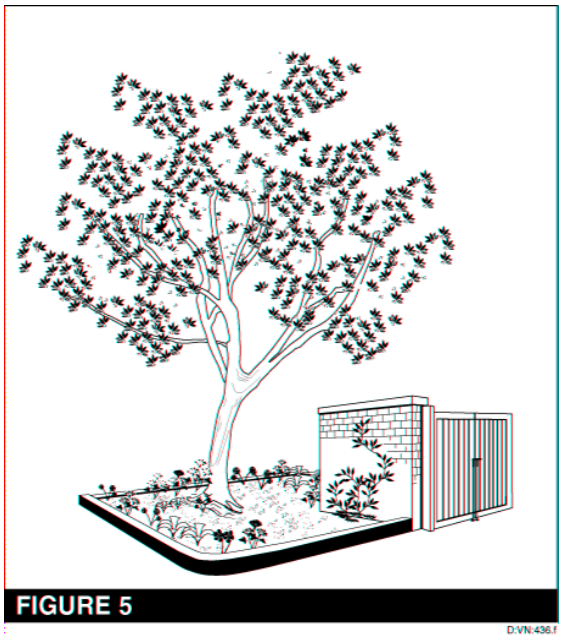


FIGURE 5

Standard 16b: Ground mounted equipment or electrical transformers shall be fully screened on all sides from public view by substantial landscaping and/or a decorative wall.

Standard 16c: Loading docks shall be screened from Van Nuys ~~and Victory~~ Boulevard~~s~~ by being located at the rear of structures.

Security Devices

Guideline 17-1: Enhance the area by minimizing the appearance of internal screening security devices and prohibiting the installation of new exterior devices, such as rolling shutters, grilles, barbed wire, and the like.

Standard 17-1a: The use of barbed wire, razor wire, and concertina wire is prohibited.

Standard 17-1b: During business hours, interior security grills and similar security devices must recess completely into pockets that conceal the grill when retracted. (See Figure 6)

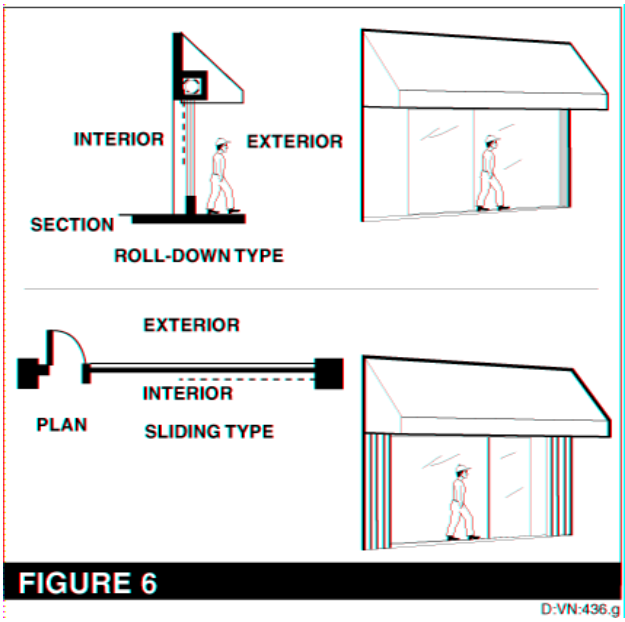


FIGURE 6

Standard 17-1c: The installation of security devices should not change the architectural style of the building.

Guideline 17-2: Existing exterior devices should be enhanced or modified to minimize their appearance when feasible.

Standard 17-2a: Existing exterior security devices should be painted in a similar color as the Van Nuys CBD CDO 15 primary building surface of the building or a complimentary accent color.

Standard 17-2b: Existing exterior security devices which can provide floor to ceiling visibility into the storefront from passing law enforcement vehicles may be retained. Existing security devices which do not provide the full visibility should be changed to a style which does provide the full visibility.

Standard 17-2c: Prior to the issuance of a building permit, any desirable repairs or replacement of damaged devices should be considered and identified by the Planning Department to enhance the appearance of the devices, if feasible.

Guideline 17-3: The creation of an existing security device inventory list should be initiated. Based on the inventory list, those devices installed prior to the actual inventory should be ~~**vested** grand fathered~~ as permitted and granted the applicable building permits, subject to the CDO guidelines.

Wireless Antennas

Guideline 18: Minimize visibility of wireless communication facilities and reduce the number of freestanding structures.

Standard 18a: Building and roof-mounted antennas and other telecommunication equipment shall be painted and textured to integrate into the architecture of the existing structures to which they are attached or shall be effectively screened by the use of parapets or similar architectural elements (false windows, etc.).

Standard 18b: Accessory equipment (e.g. power supply boxes) shall be effectively screened through placement underground, internally within the building structure, or on rooftop locations behind architectural elements.

Standard 18c: All new facilities shall be designed to accommodate more than one service provider.

G. Building Materials

Guideline 19: Create a component of color, variety, and durability through material finishes and color. The following materials should not be used for finishes:

- imitation special rock work, masonry, wood siding, or any simulated material;
- coarsely finished rough-sawn or rustic materials such as wood shakes, shingles, rough sawn plywood and pecky cedar;
- stucco with an exaggerated texture;
- corrugated fiberglass; and
- plastic laminate.

Standard 19a: Complementary materials, particularly at the ground floor level, shall be used to maintain visual interest.

Standard 19b: Bare aluminum finishes, unfinished metal panels, metal windows/doors, and the like shall be anodized or painted. All materials ~~employed~~**applied** in construction should be finished and durable.

Standard 19c: Front Facade design and materials shall continue around corners to the other walls of the building.

H. Building Colors

Storefront Colors

Guideline 20: Tie building elements together through the use of color.

Standard 20a: A maximum of four (4) exterior colors shall be used. (See Figure 7)

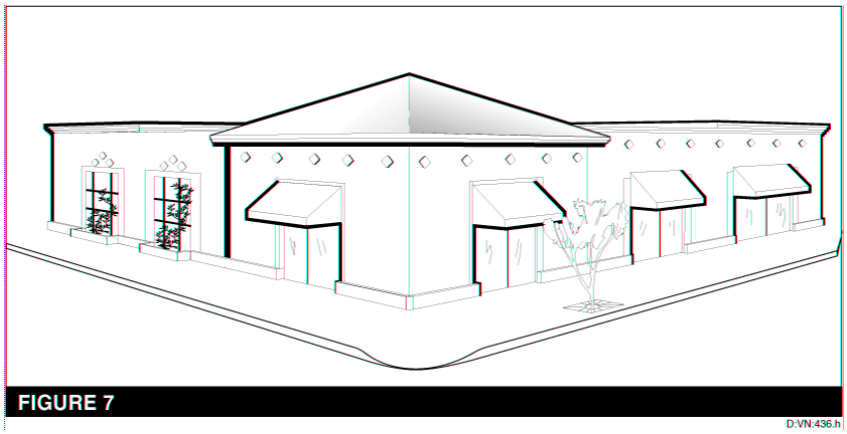


FIGURE 7

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Standard 20b: Exterior building elements, such as down-spouts, gutters, vents, and other mechanical equipment shall be painted to blend into the background surface whenever screening of the equipment is not possible.

Reflective Colors

Guideline 21: Avoid highly reflective colors, especially those that produce glare.

Standard 21: Bright colors including ~~flourescent~~fluorescent and day-glow are not permitted, except when used as an accent.

I. Signs

Sign plans shall be submitted with detailed elevations illustrating the location, size, color, number, material, front style, and any other relevant material for all signage located on the Project.

Sign Information

Guideline 22: Display only pertinent business information on signage.

Standard 22: Wall, Awning, Canopy, projecting, or Pedestrian signs shall consist of business name, address, and/or type of business only. In no instance shall logos or product names (i.e. Pepsi, Nike, Lotto, Levi's, DVD, etc.) be used that are not the name of the actual business.

Guideline 23: Avoid overwhelming window displays with signage.

Standard 23: Hours of operation, phone number, address, and open/closed signs shall be the only permanent signage permitted within the window area.

Sign Proportion

Guideline 24: Signs should reinforce Facade rhythm, scale, and be consistent with the proportion and scale of the storefront.

Sign Placement

Guideline 25: Discourage signage which covers the architecture of successive floors**.**

Standard 25: Sign placement shall be directly above the individual storefront and shall be affixed to the wall from which sign calculations were taken.

Graphic Composition

Guideline 26: Avoid using too many colors and showing too much sign equipment which can confuse the message of a sign.

Standard 26a: All signage on any Project shall have a maximum of four (4) colors.

Standard 26b: All sign raceways, crossovers, conduits, conductors, transformers, and other equipment visible to public display shall be suitably finished and maintained.

Sign Limitations

Guideline 27: Minimize the time that unnecessary signage is displayed to decrease the visual ~~blight~~ **clutter** of the commercial district.

Guideline 28: Enhance the identity of individual businesses by reducing the number and type of signs and placing them appropriately.

J. Public Art

Guideline 29: Use public art to visually link the multiple structures of the Administrative Center together. Public art should contribute to a minimum 15 percent of the total open space area of any project. (suggestions: fountain/water elements, statues, decorative tiles, etc.)

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EXHIBIT D.3:

Draft Building Line Removal Ordinance

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

ORDINANCE NO. _____

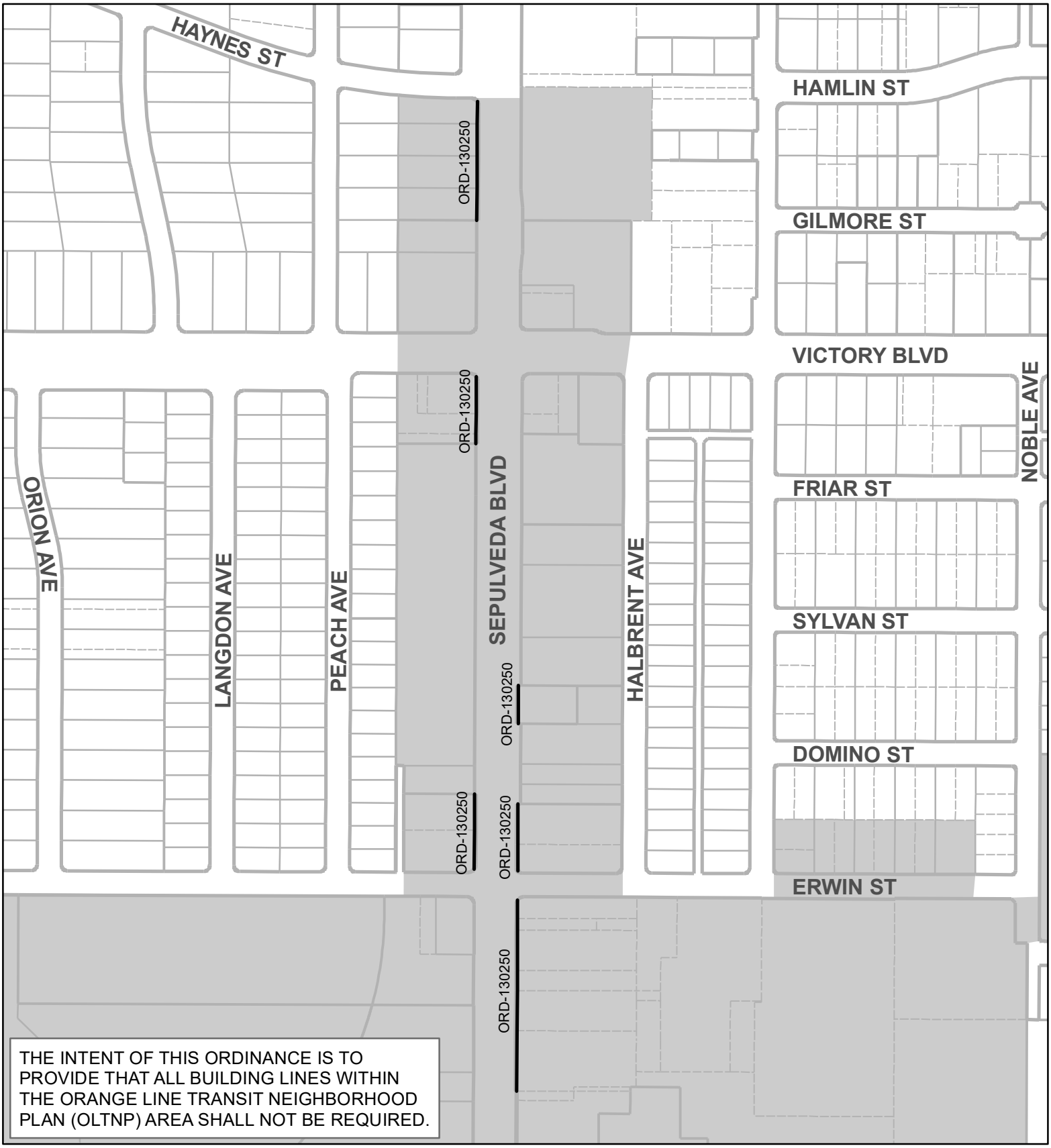
An ordinance repealing portions of Ordinance Nos. 58,209; 60,931; 76,347; 86,752; 96,567; 97,939; 98,921; 99,300; 101,016; 103,678; 108,950; 109,940; 113,741; 115,201; 120,294; 123,410; 124,418; 124,512; 124,677; 124,869; 125,050; 125,365; 125,934; 125,976; 126,150; 126,425; 130,250; and 138,605.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. An Ordinance repealing Ordinance Nos. herewith as it pertains to the establishment of a building along along portion of Burbank Boulevard, Cahuenga Boulevard, Camarillo Street, Camellia Avenue, Delano Street, Emelita Street, Hazeltine Avenue, Kester Avenue, Killion Street, Klump Avenue, La Maida Street, Lankershim Boulevard, McCormick Street, Morrison Street, Oxnard Street, Riverton Avenue, Satsuma Avenue, Sepulveda Boulevard, Sylvan Street, Tujunga Avenue, Tyrone Avenue, Van Nuys Boulevard, Vineland Avenue, Victory Boulevard, and Weddington Street within the Orange "G" Line Transit Neighborhood Plan (OLTNP) boundaries, and repealing the provisions establishing the building lines on those portions of streets depicted below and on the following diagrams:

- Burbank Boulevard between Tilden Avenue and Tyrone Avenue, and Tujunga Ave and Fulcher Ave (Ordinance No. 98,921)
- Cahuenga Boulevard between Chandler Boulevard and Magnolia Boulevard (Ordinance No. 76,347)
- Camarillo Street between Bellflower Avenue and Vineland Avenue (Ordinance No. 103,678)
- Camarillo Street between Klump Avenue and Bellflower Avenue (Ordinance No. 125,050)
- Camarillo Street between Bellflower Avenue and Vineland Avenue (Ordinance No. 138,605)
- Camellia Avenue between Miranda Street and Collins Street (Ordinance No. 125,365)
- Delano Street between Van Nuys Boulevard and Tyrone Avenue; Sylvan Street between Van Nuys Boulevard and Tyrone Avenue; Tyrone Avenue between Victory Boulevard and Calvert Street; and Van Nuys Boulevard between Erwin Street and Delano Street (Ordinance No. 113,741)
- Emelita Street between Van Nuys Boulevard and Sylmar Avenue (Ordinance No. 126,425)
- Hazeltine Avenue between Victory Boulevard and Burbank Boulevard (Ordinance No. 96,567)
- Hazeltine Avenue between Victory Boulevard and Sylvan Street (Ordinance No. 115,201)
- Kester Avenue between Victory Boulevard and Albers Street (Ordinance No. 101,016)
- Killion Street between Camellia Avenue and Tujunga Avenue (Ordinance No. 124,418)
- Klump Avenue between Otsego Street and Morrison Street (Ordinance No. 124,869)
- La Maida Street between Bakeman Avenue and Klump Avenue (Ordinance No. 124,677)
- Lankershim Boulevard between Magnolia Boulevard and Vineland Avenue (Ordinance No. 60,931)
- McCormick Street between Blakeslee Avenue and Vineland Avenue (Ordinance No. 120,294)

- Morrison Street between Bakman Avenue and Klump Avenue (Ordinance No. 123,410)
- Oxnard Street between: Cedros Avenue and Van Nuys Boulevard; Van Nuys Boulevard and Tyrone Avenue; Hazeltine Avenue and Costello Avenue; and, San Diego 405 Freeway and Sepulveda Boulevard (Ordinance No. 97,939)
- Oxnard Street between Hazeltine Avenue and Costello Avenue (Ordinance No. 125,934)
- Riverton Avenue between Chandler Boulevard and Magnolia Boulevard (Ordinance No. 124,512)
- Satsuma Avenue between Chandler Boulevard and Weddington Street (Ordinance No. 126,150)
- Sepulveda Boulevard between Oxnard Street and Hatteras Street (Ordinance No. 130,250)
- Sylvan Street between Kester Avenue and Cedros Avenue (Ordinance No. 125,976)
- Tujunga Avenue between Miranda Street and Camarillo Street (Ordinance No. 86,752)
- Van Nuys Boulevard between Oxnard Street and Tiara Street (Ordinance No. 108,950)
- Victory Boulevard between Tyrone Avenue and Calhoun Avenue (Ordinance No. 58,209)
- Vineland Avenue between Morrison Street and McCormick Street (Ordinance No. 99,300)
- Weddington Street between Blakeslee Avenue and Vineland Avenue (Ordinance No. 109,940)



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

Sheet 1 of 15

Area Mapped

OLTNP AREA

CPC-2018-3723-GPA-ZC-CDO-BL-CA

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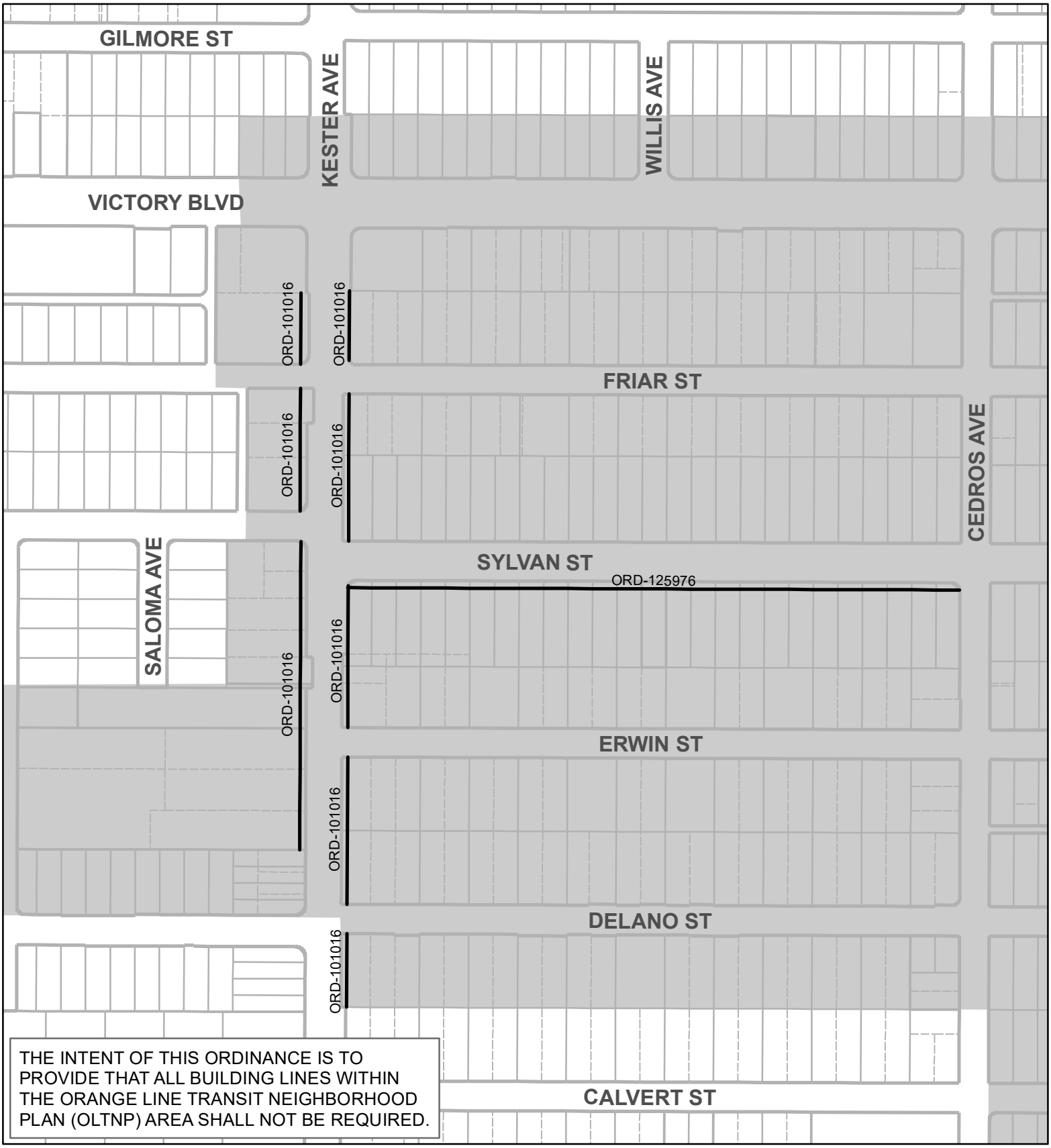

Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

OLTNP Area Boundary

Building Lines

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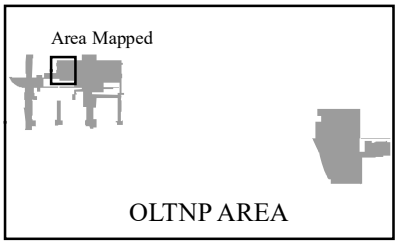
Sheet 2 of 15



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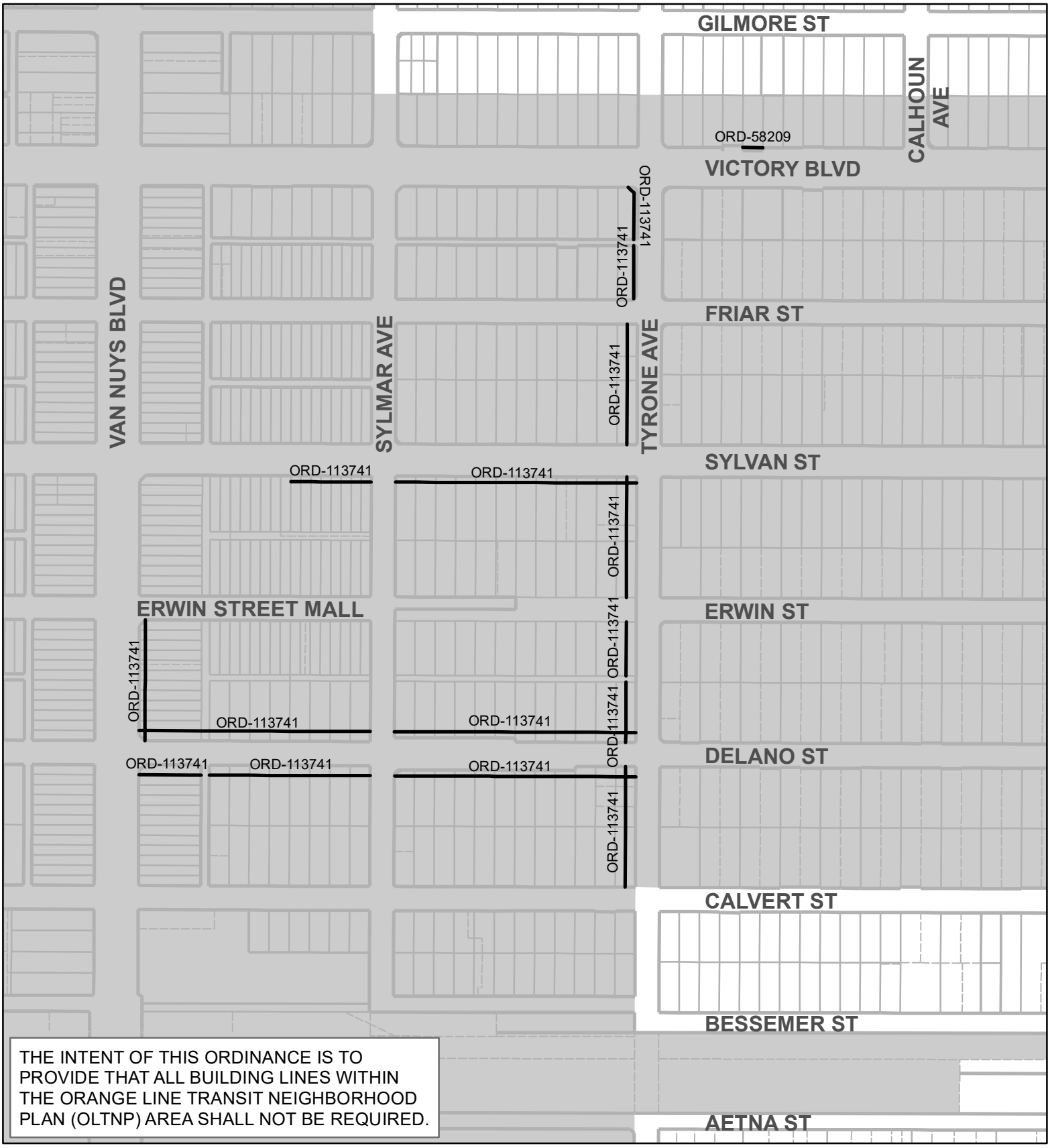

Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

OLTNP Area Boundary

Building Lines

N

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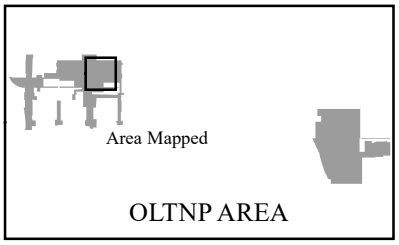
Sheet 3 of 15



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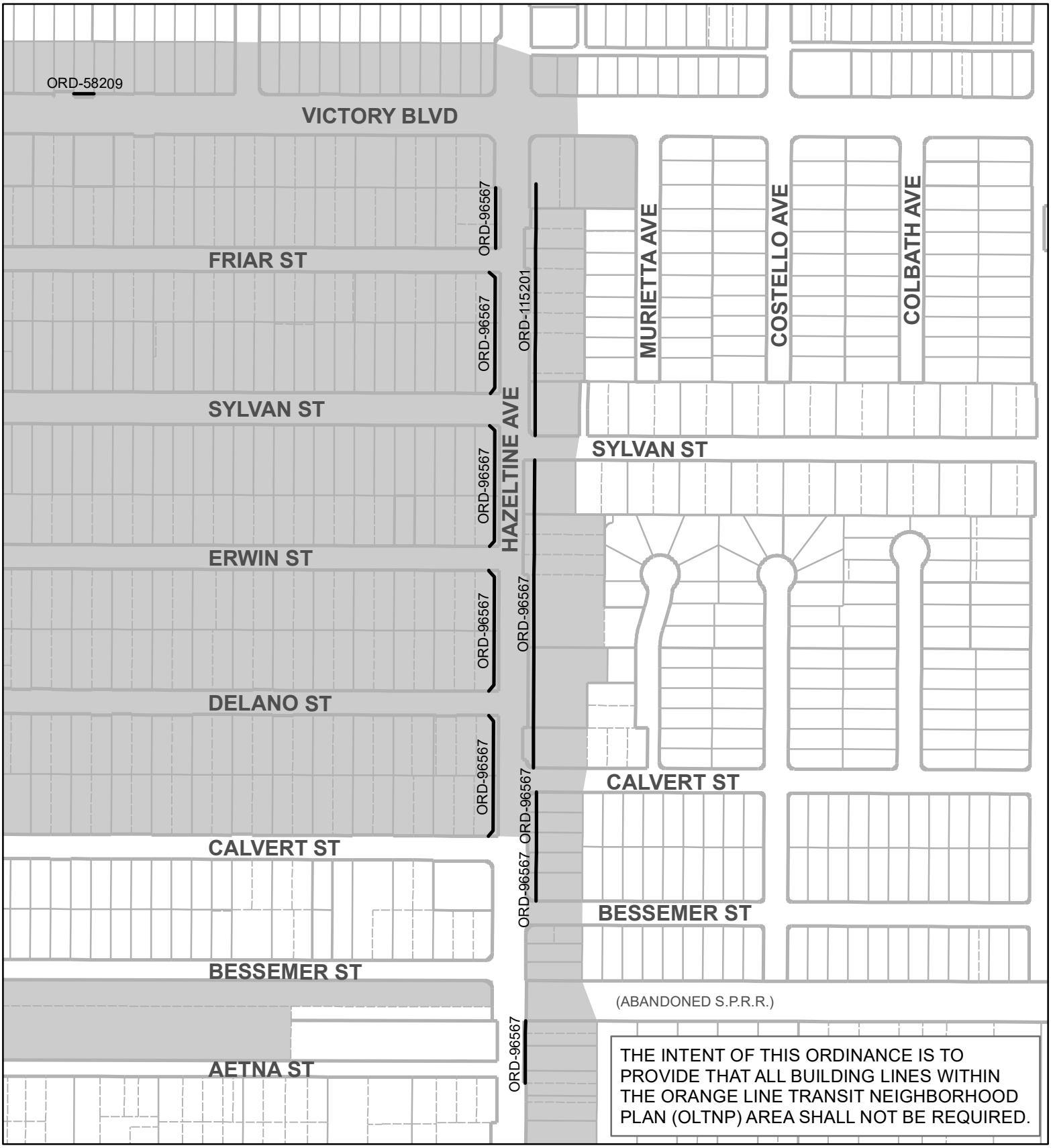


Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

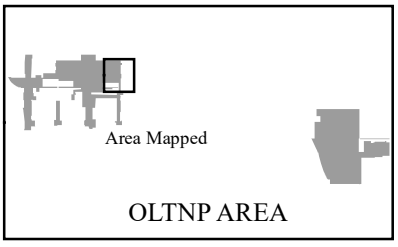
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

Sheet 4 of 15



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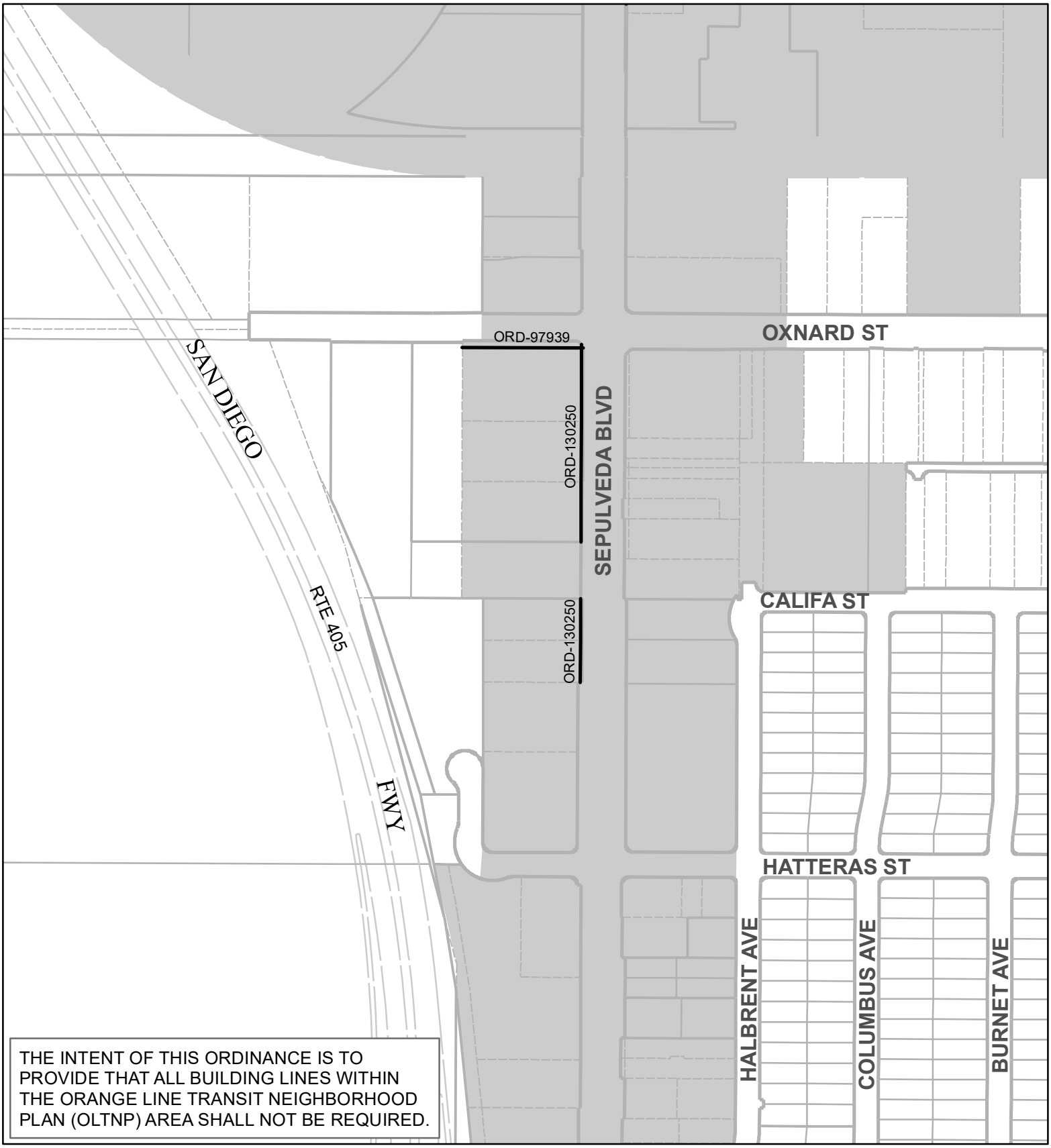

Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

OLTNP Area Boundary

Building Lines

N

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Sheet 5 of 15

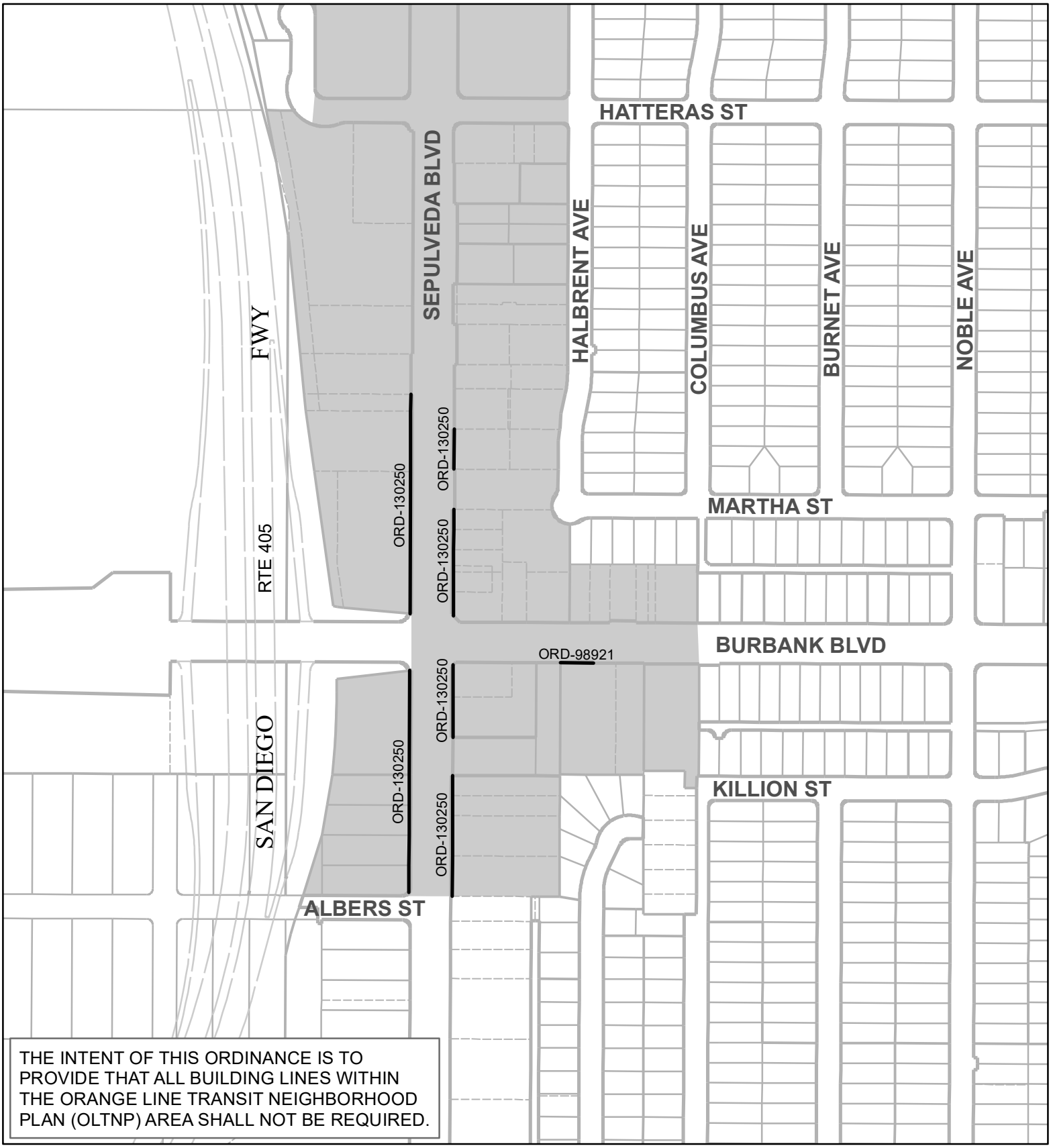
Area Mapped

OLTNP AREA

CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

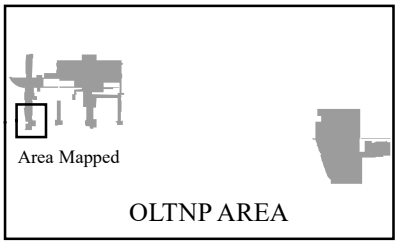
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

Sheet 6 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

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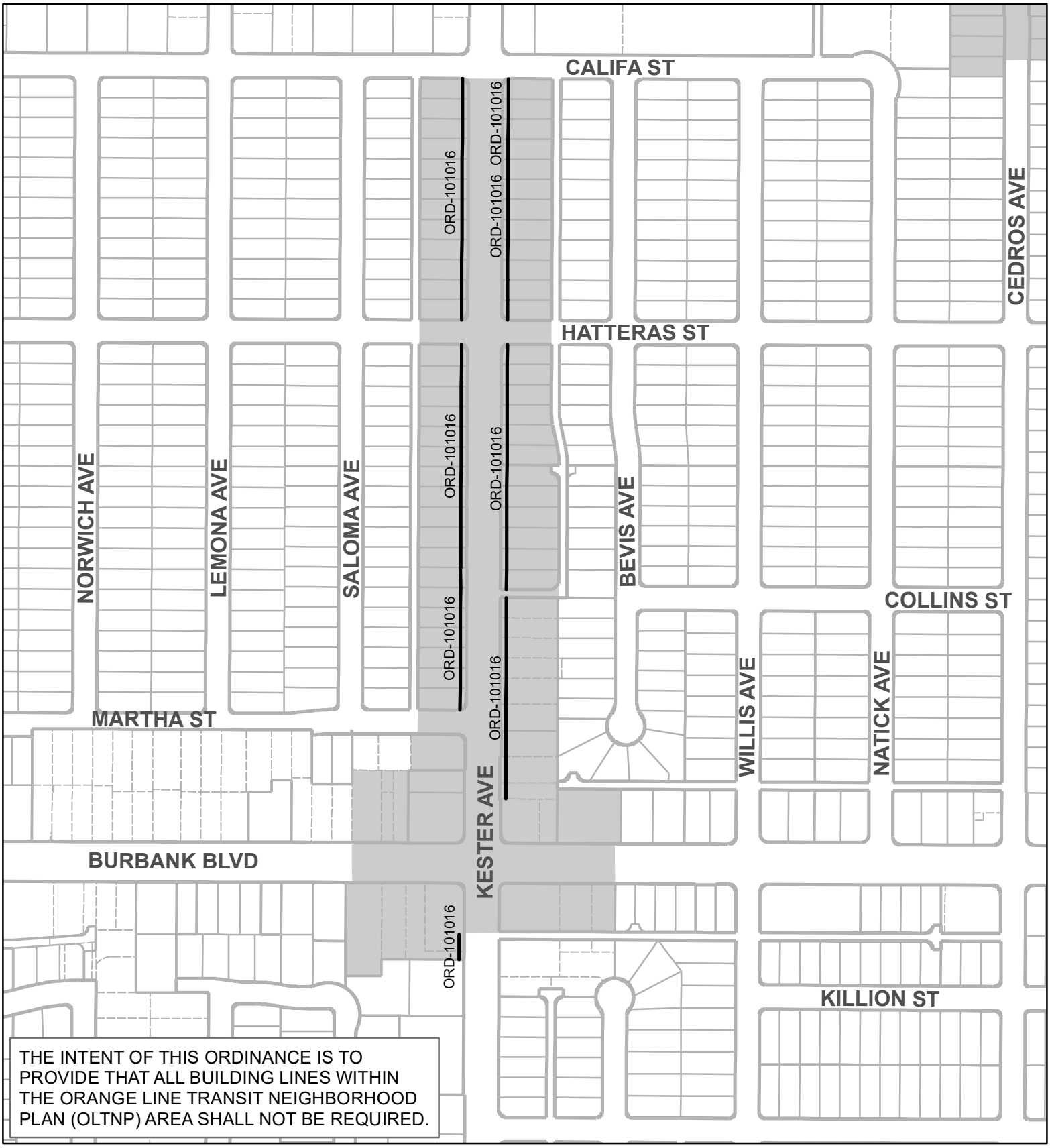


Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

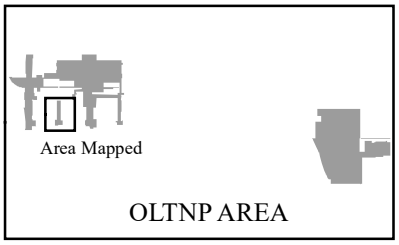
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

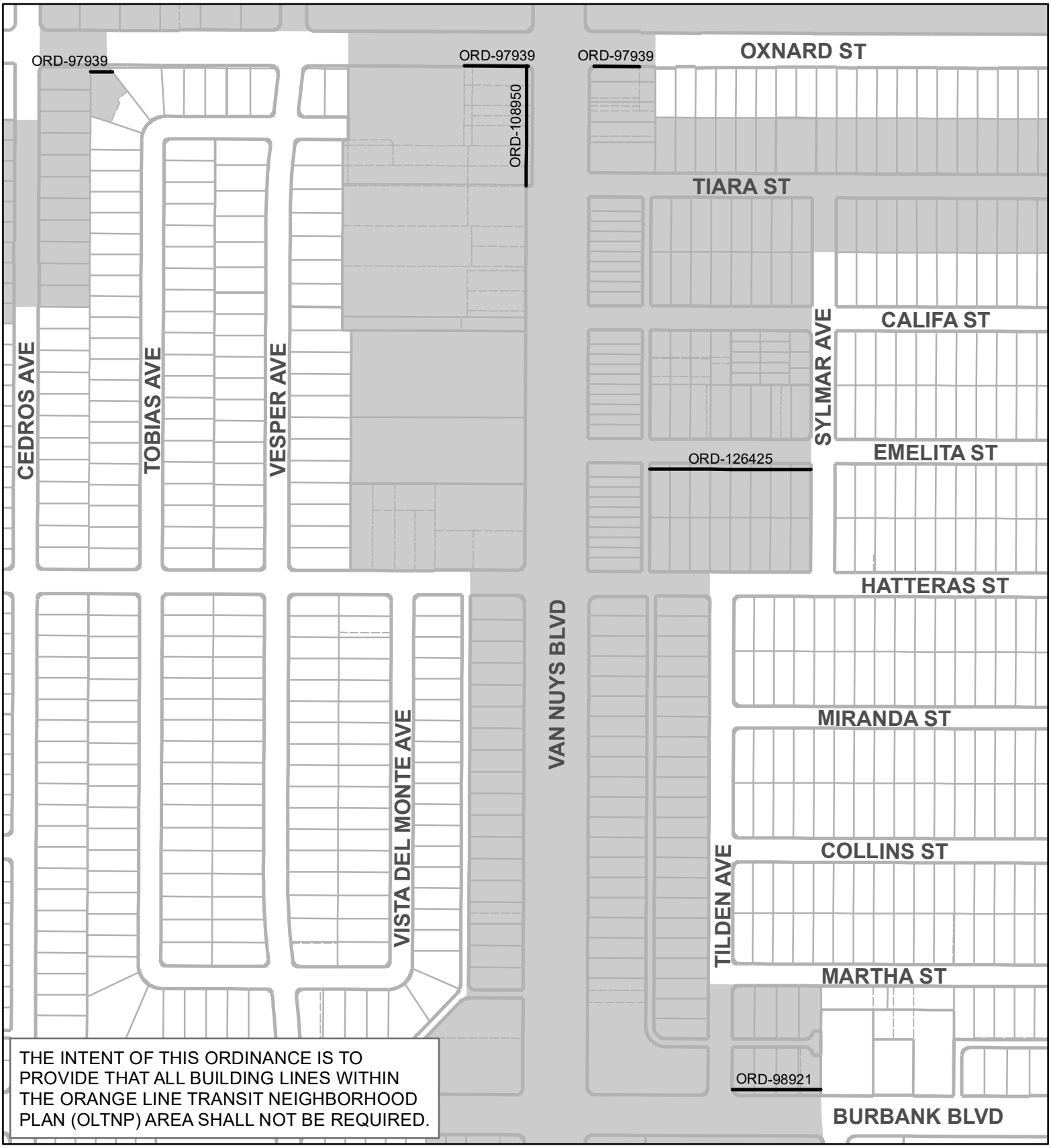
Sheet
7 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

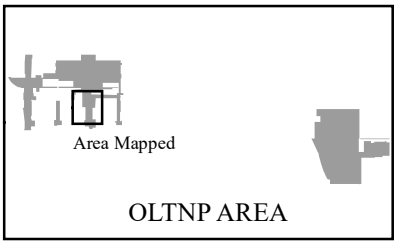
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

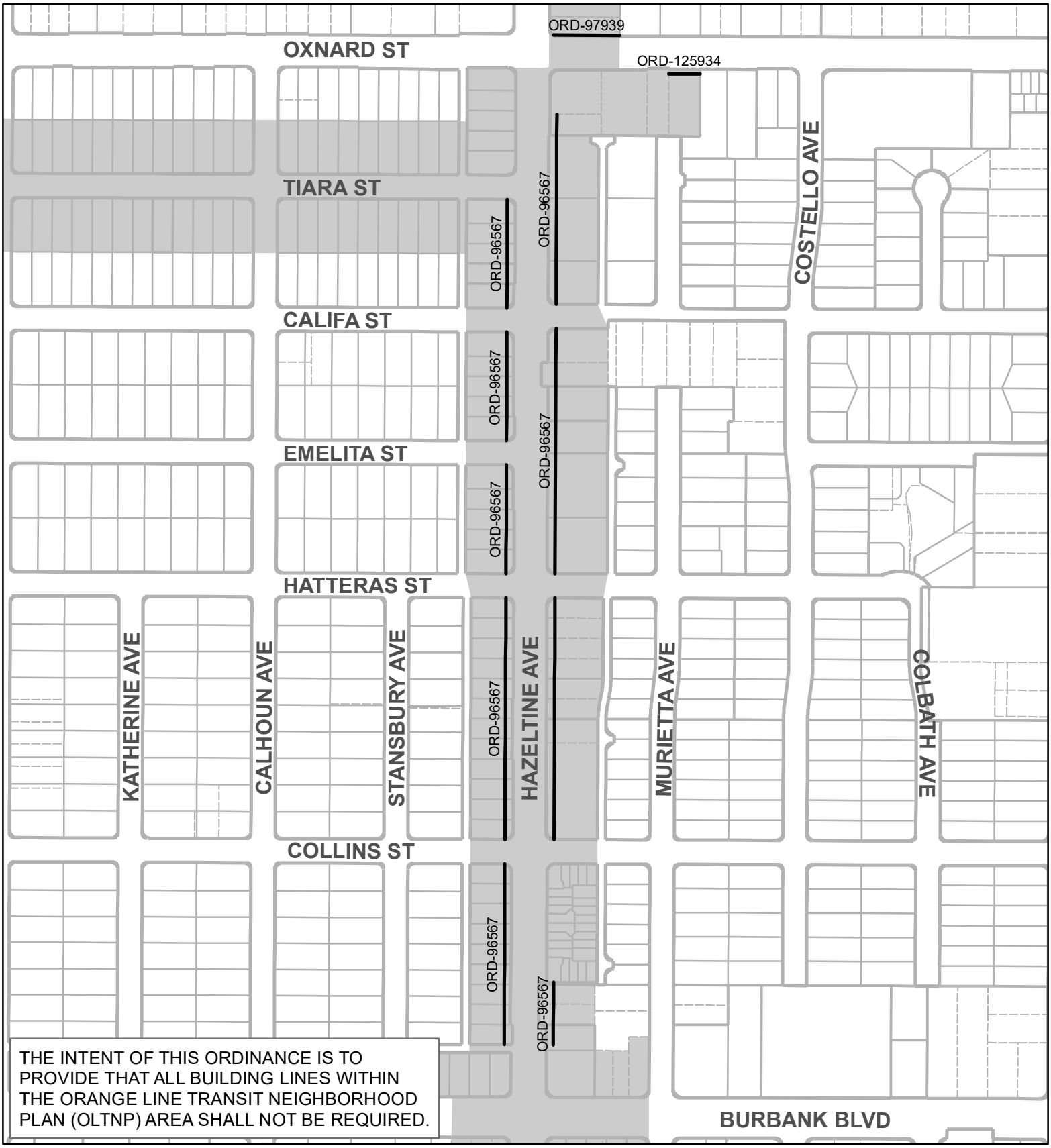
Sheet 8 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

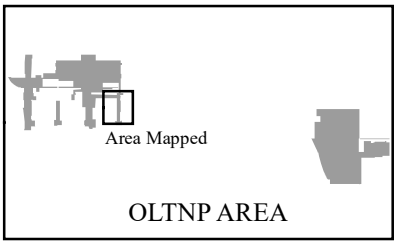
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

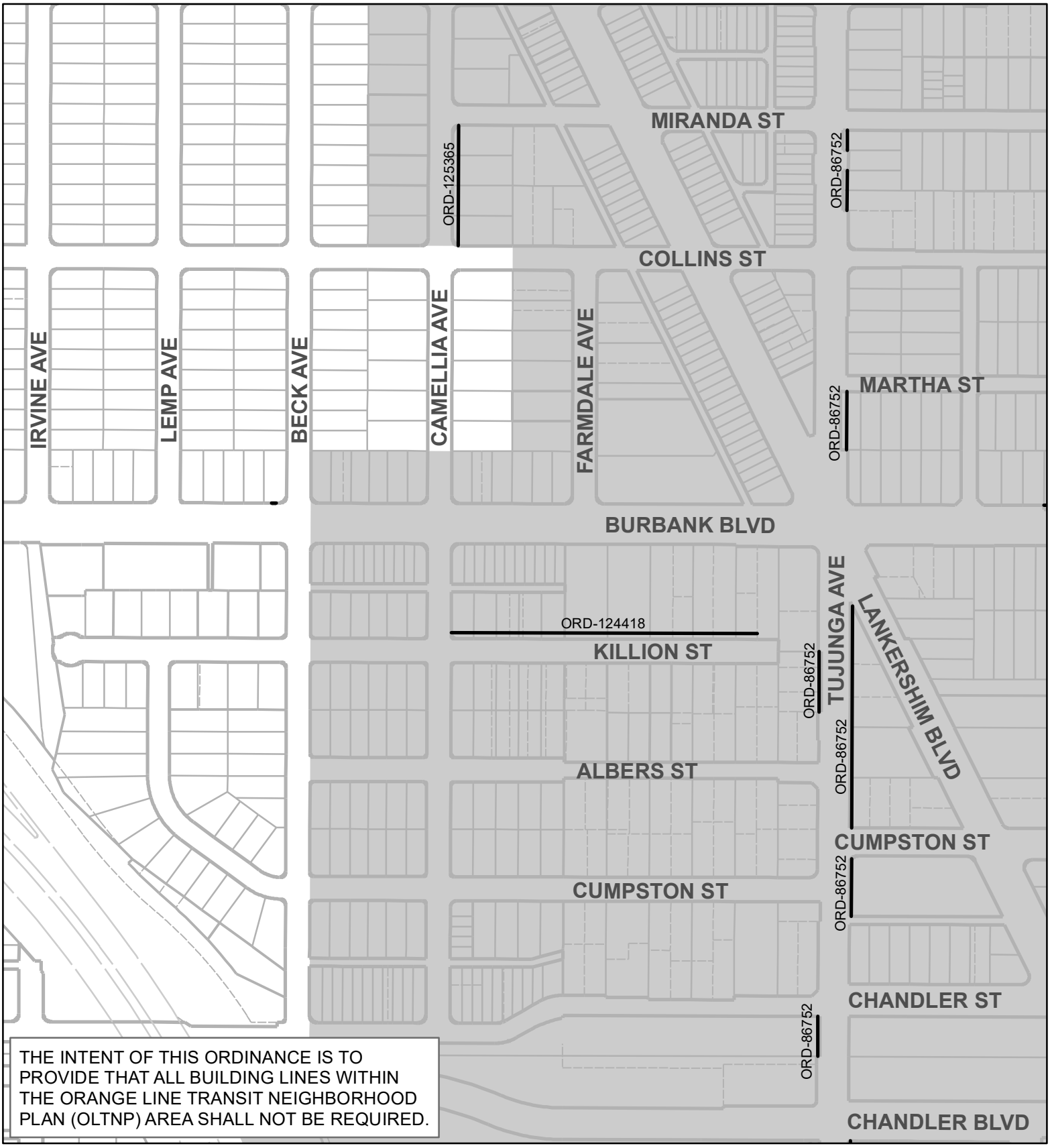
Sheet 9 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

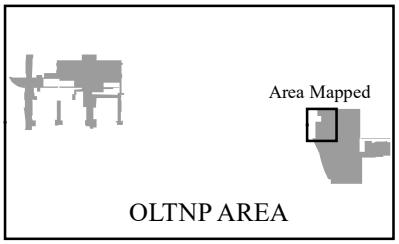
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

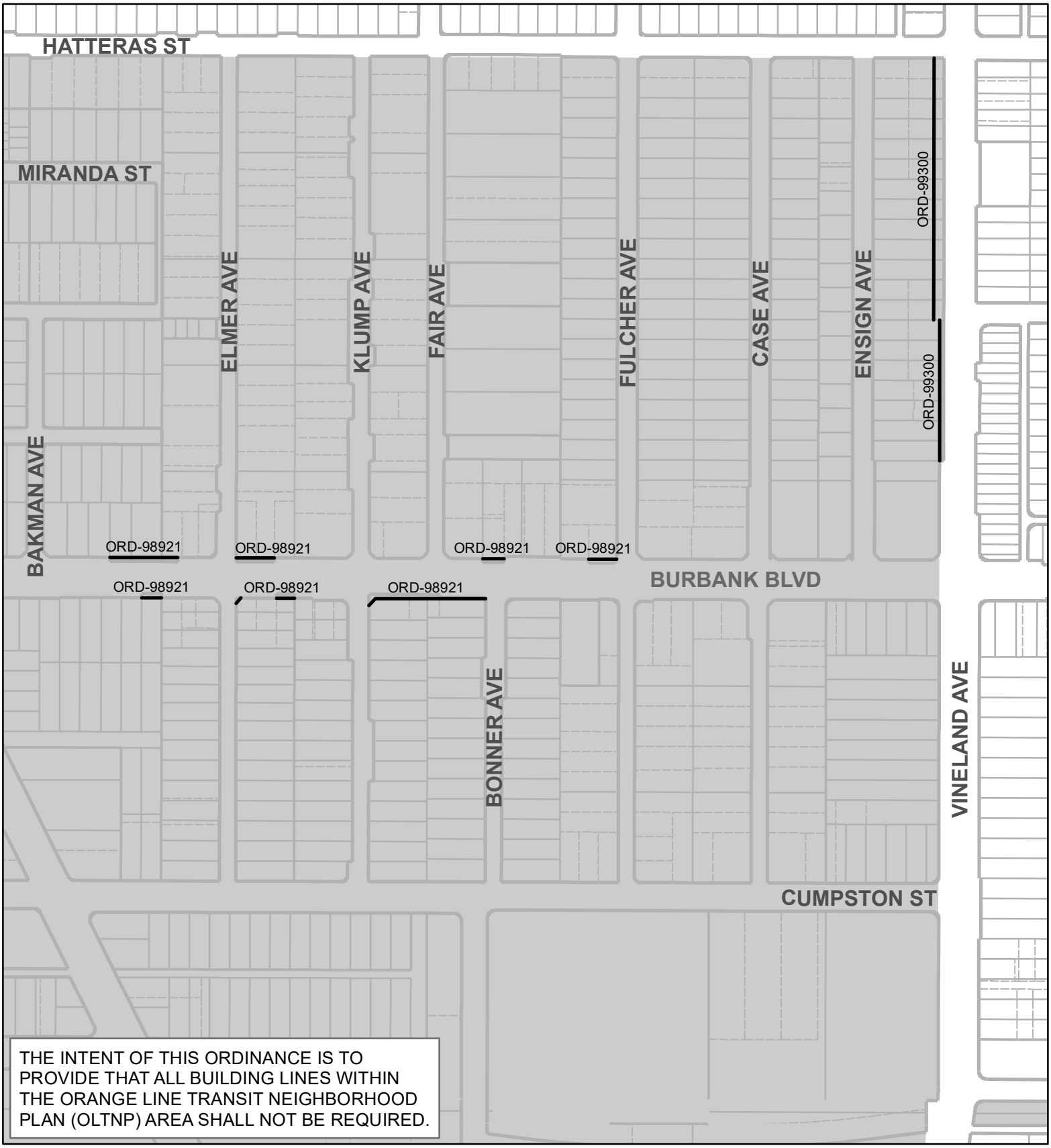
Sheet 10 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

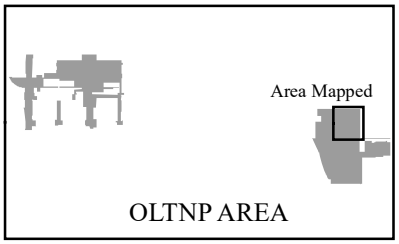
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

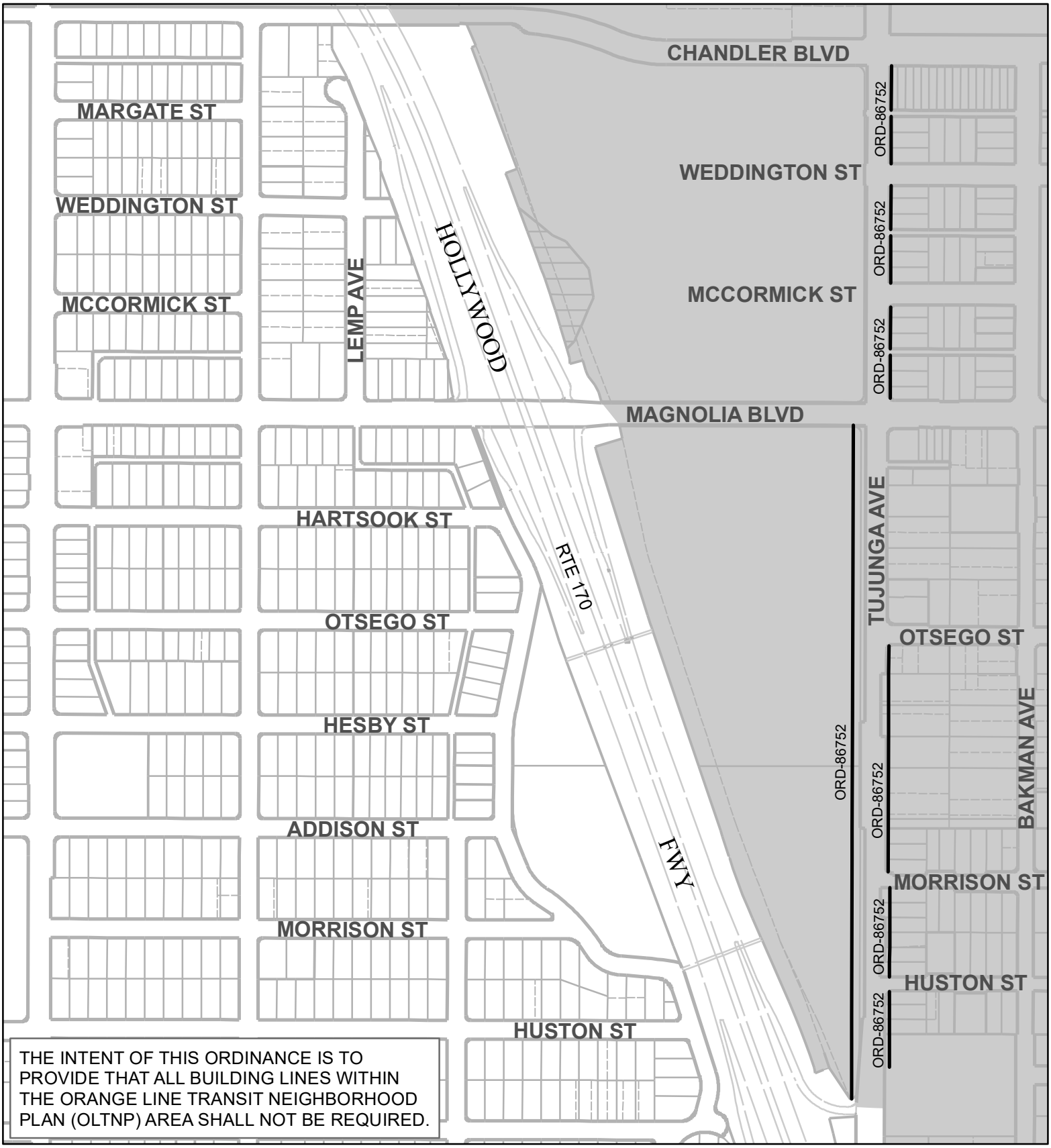
Sheet 11 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

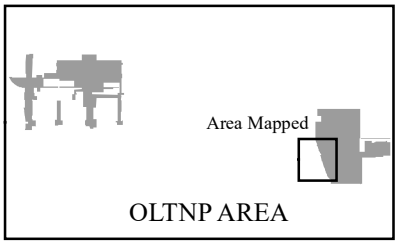
OLTNP Area Boundary

Building Lines

N

320 160 0 320 Feet

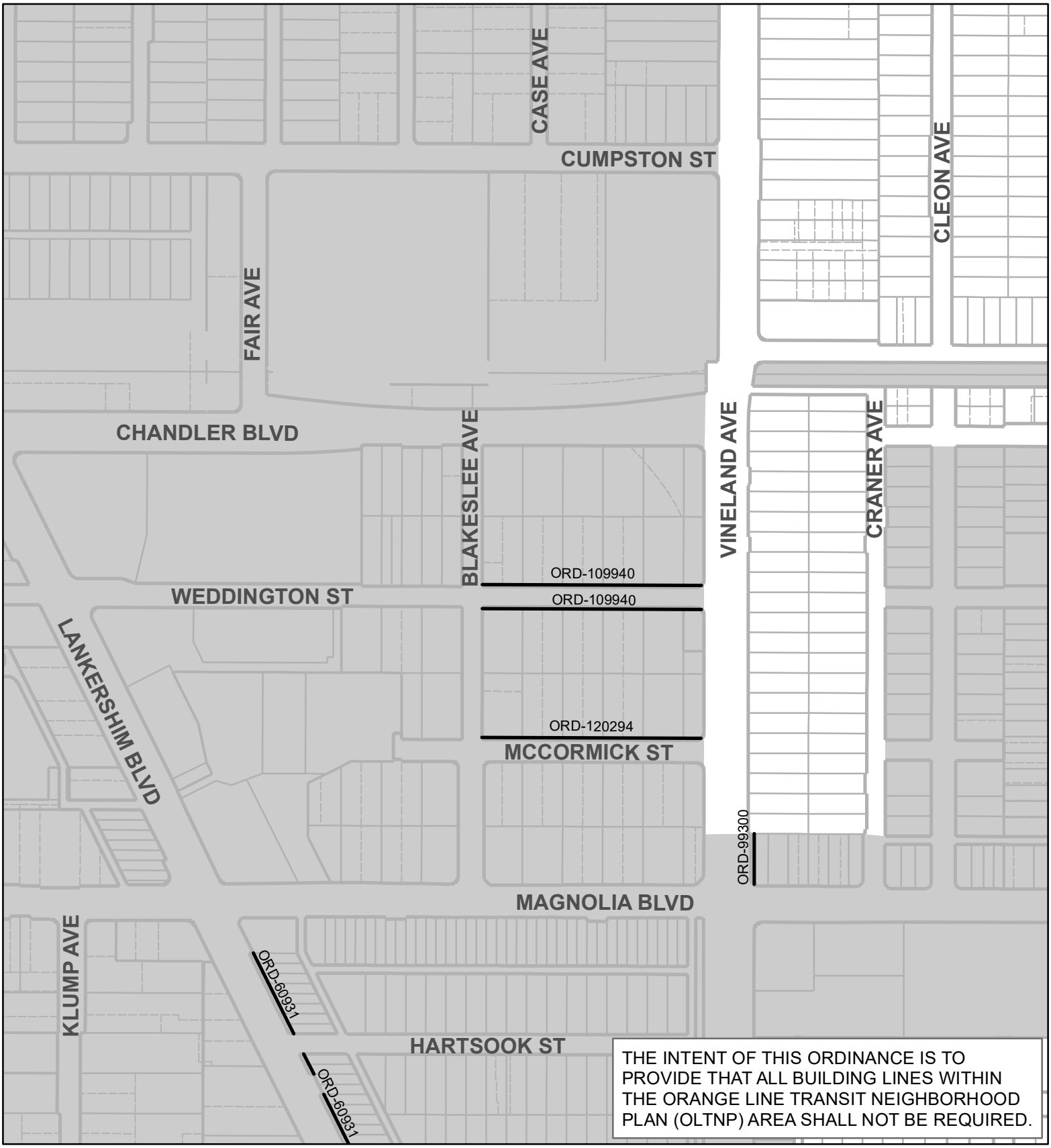
Sheet 12 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

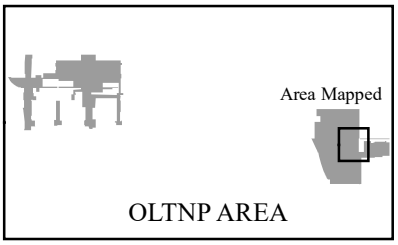
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

Sheet 13 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

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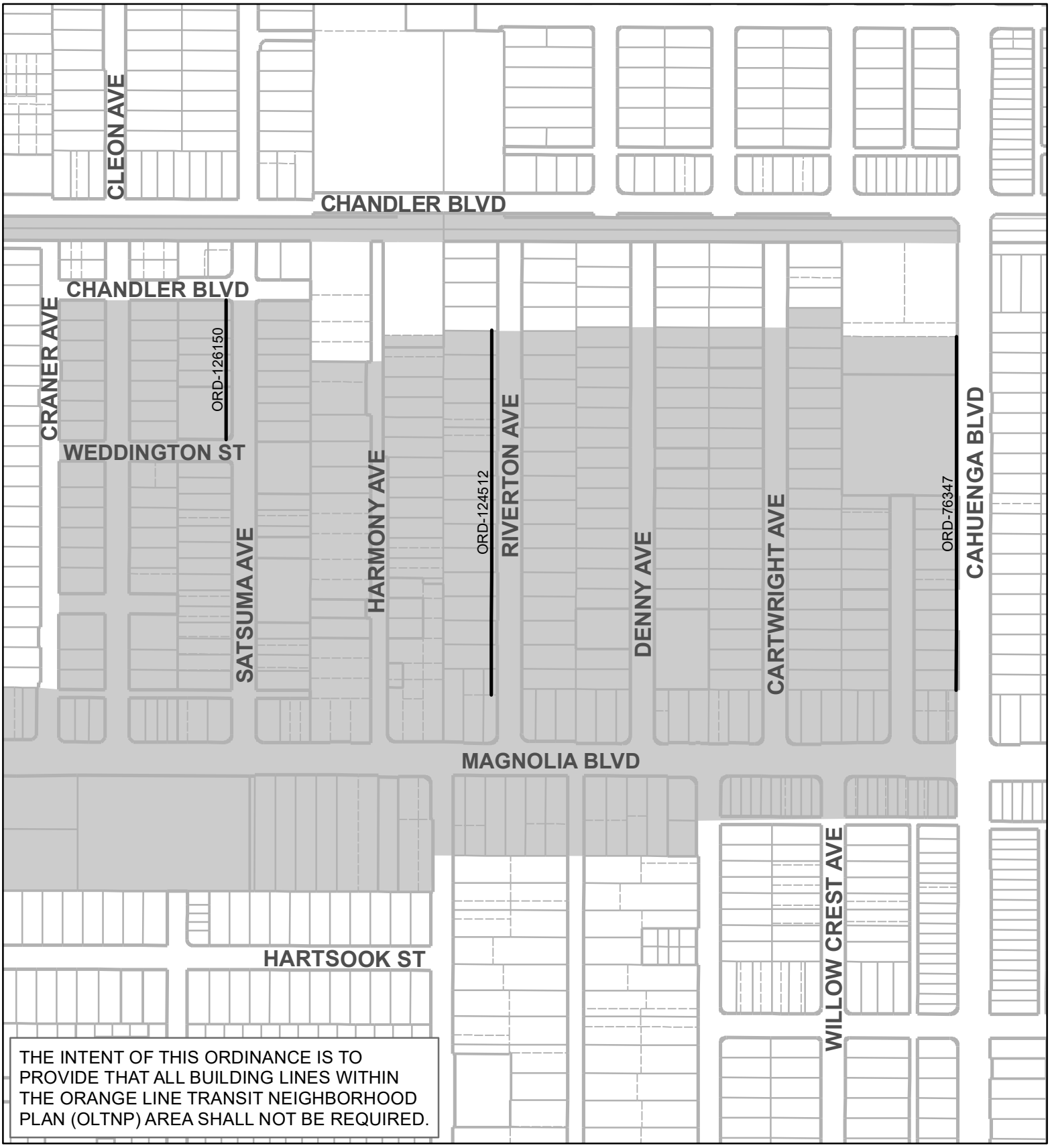


Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

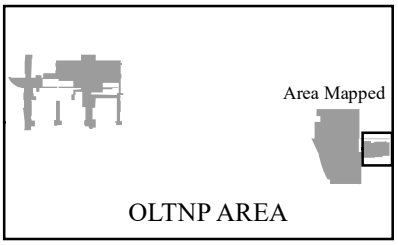
OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

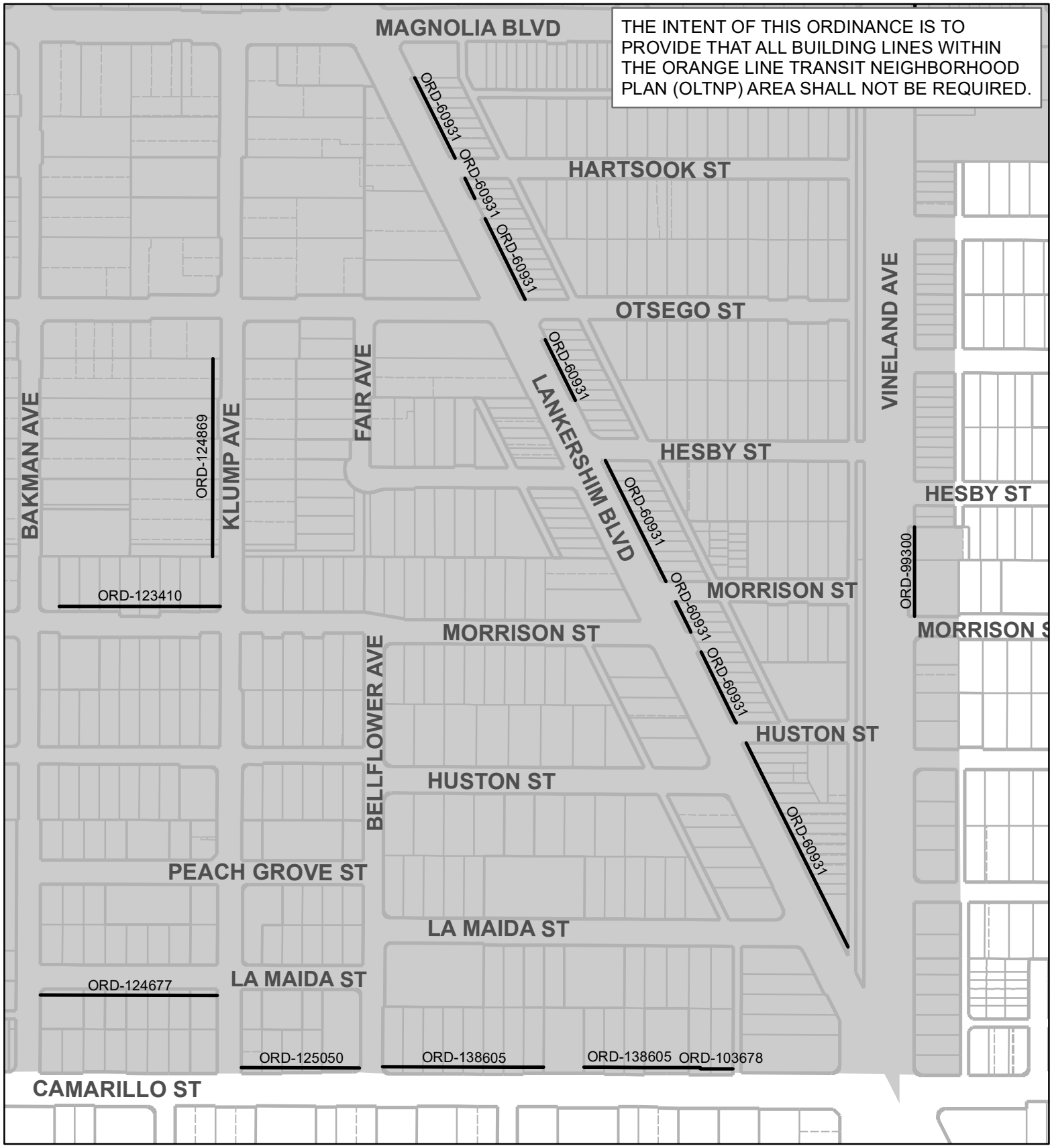
Sheet 14 of 15



CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826



Orange Line Transit Neighborhood Plan (OLTNP)
Building Lines Removal

OLTNP Area Boundary

Building Lines

N

250 125 0 250 Feet

Sheet 15 of 15

Area Mapped

OLTNP AREA

CPC-2018-3723-GPA-ZC-CDO-BL-CA

AA/Cf

050826

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by positing for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Pursuant to Section 558 of the City Charter, the City Planning Commission on _____, 2026 recommends this ordinance **BE ADOPTED** by the City Council.

By_____
Cecilia Lamas
Commission Executive Assistant

File No._____

CITY CLERK

MAYOR

_____

_____

Ordinance Passed_____

Approved _____

EXHIBIT E.1:

Amendments to the New Zoning Code

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Amendments to the New Zoning Code (LAMC Chapter 1A) are denoted in a tracked change format. New text is underlined, while deleted text is indicated by a strikethrough. The New Zoning Code (LAMC Chapter 1A) is amended as follows:

ORDINANCE NO. _____

A proposed ordinance amending Articles 1, 2, 3, 4, 5, 8 and 9 of Chapter 1A of the Los Angeles Municipal Code (LAMC), as recommended for approval by City Council through Council File 22-0617 and amended by Council file 23-0861, to adopt zoning districts and applicable rules and regulations to implement the Orange (G) Line Transit Neighborhood Plan Draft Zoning Code Amendments.

THE PEOPLE OF THE CITY OF LOS ANGELES

DO HEREBY ORDAIN AS FOLLOWS:

Sec. 1. Section 1.3.1.D. (Special Zones) of Division 1.3. (Orientation) of Article 1. (Introductory Provisions), of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

D. Special Zones

Article 8. (Supplemental & Special Zoning) also establishes unique zone designations called Special Zones that, where applied, serve in lieu of zoning districts~~,~~ and Specific Plans~~, and Supplemental Districts~~. Special Zones respond to unique conditions that do not lend themselves to the regulations established in this Zoning Code (Chapter 1A). For further details, see Sec. 1.5.2.A.4. (Special Zoning).

Sec. 2. Section 1.5.8. (Special Lot Line Map) of Division 1.5. (Zoning Code Maps), of Article 1. (Introductory Provisions), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

3. Other Special Lot Line

A special lot line that does not include an alley or river special lot lines, where buildings need to provide a strong and active presence along the lot line.

Sec. 3. Section 1.5.16.B.2. (Exclusions) of Division 1.5. (Zoning Code Maps), of Article 1. (Introductory Provisions), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

a. Transit Oriented Incentive Sets shall not be mapped on lots in the boundary of the Downtown Community Plan, the Boyle Heights Community Plan, the Harbor Gateway Community Plan, the Wilmington-Harbor City Community Plan, ~~or~~ the Cornfield Arroyo Seco Specific Plan, the San Pedro Community Plan or the Orange Line Transit Neighborhood Plan.

Sec. 4. Section 2B.9.11. (Low-Rise Medium 11 (LM11)) of Division 2B.9. (Low-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.11. LOW-RISE MEDIUM 11

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	10’
	Side street (min)	0’
	Side (min)	3’
	Rear (min)	4’
	Alley (min)	0’
	Special: All (min)	6’
	Side, interior (min)	0’
	3. AMENITY	Div. 2C.3.
	Lot amenity space (min)	15%
	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	3.0
	Tier 2 Bonus	3.5
	Height in stories (max)	
	Base	3

	Tier 1 Bonus	5
	Tier 2 Bonus	6
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	50’
	Tier 1 Bonus	100’
	Tier 2 Bonus	150’
	Building break (min)	12’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 5. Section 2B.9.12. (Low-Rise Medium 12 (LM12)) of Division 2B.9. (Low-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.12. LOW-RISE MEDIUM 12

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	6’
	Side street (min)	0’
	Side (min)	3’
	Rear (min)	4’
	Alley (min)	0’
	Special: All (min)	6’
	Side, interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	3.5
	Tier 2 Bonus	4.0

	Height in stories (max)	
	Base	3
	Tier 1 Bonus	5
	Tier 2 Bonus	6
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	50’
	Tier 1 Bonus	100’
	Tier 2 Bonus	150’
	Building break (min)	12’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 6. Section 2B.9.13. (Low-Rise Medium 13 (LM13)) of Division 2B.9. (Low-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.13. LOW-RISE MEDIUM 13

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0’
	Side street (min)	0’
	Side (min)	0’
	Rear (min)	0’
	Alley (min)	0’
	Special: All (min)	0’
	Side, interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5

	Tier 1 Bonus	3.5
	Tier 2 Bonus	4.0
	Height in stories (max)	
	Base	3
	Tier 1 Bonus	5
	Tier 2 Bonus	6
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150’
	Tier 1 Bonus	180’
	Tier 2 Bonus	210’
	Building break (min)	15’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 7. Section 2B.13.4. (Mid-Rise Medium 4 (MM4)) of Division 2B.13. (Mid-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.13.4. MID-RISE MEDIUM 4

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	6’
	Side street (min)	0’
	Side (min)	3’
	Rear (min)	4’
	Alley (min)	0’
	Special: All (min)	6’
	Side, interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]

1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	4.0
	Tier 2 Bonus	4.5
	Height in stories (max)	
	Base	3
	Tier 1 Bonus	6
	Tier 2 Bonus	7
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	75’
	Tier 1 Bonus	150’
	Tier 2 Bonus	180’
	Building break (min)	12’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 8. Section 2B.13.5. (Mid-Rise Medium 5 (MM5)) of Division 2B.13. (Mid-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.13.5. MID-RISE MEDIUM 5

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	6’
	Side street (min)	0’
	Side (min)	3’
	Rear (min)	4’
	Alley (min)	0’
	Special: All (min)	6’
	Side, interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]	
1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base	1.5
Tier 1 Bonus	4.5
Tier 2 Bonus	5.0
Height in stories (max)	
Base	3
Tier 1 Bonus	7
Tier 2 Bonus	8
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base	75’
Tier 1 Bonus	150’
Tier 2 Bonus	180’
Building break (min)	12’
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

Sec. 9. Section 2B.13.6. (Mid-Rise Medium 6 (MM6)) of Division 2B.13. (Mid-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.13.6. MID-RISE MEDIUM 6

A. Lot Parameters

[GRAPHIC]	
1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25’
2. COVERAGE	Div. 2C.2.
Building coverage (max)	80%
Building setbacks	
Primary street (min)	6’
Side street (min)	0’
Side (min)	3’
Rear (min)	4’
Alley (min)	0’
Special: All (min)	6’
Side, interior (min)	0’
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	15%

	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]	
1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base	1.5
Tier 1 Bonus	5.0
Tier 2 Bonus	5.5
Height in stories (max)	
Base	3
Tier 1 Bonus	8
Tier 2 Bonus	10
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base	75’
Tier 1 Bonus	150’
Tier 2 Bonus	180’
Building break (min)	12’
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

Sec. 10. Section 2B.13.7. (Mid-Rise Medium 7 (MM7)) of Division 2B.13. (Mid-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.13.7. MID-RISE MEDIUM 7

A. Lot Parameters

[GRAPHIC]	
1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25’
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building setbacks	
Primary street (min)	0’
Side street (min)	0’
Side (min)	0’
Rear (min)	0’
Alley (min)	0’
Special: All (min)	0’
Side, interior (min)	0’

3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	4.0
	Tier 2 Bonus	4.5
	Height in stories (max)	
	Base	3
	Tier 1 Bonus	6
	Tier 2 Bonus	7
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150’
	Tier 1 Bonus	180’
	Tier 2 Bonus	210’
	Building break (min)	15’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 11. Section 2B.13.8. (Mid-Rise Medium 8 (MM8)) of Division 2B.13. (Mid-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.13.8. MID-RISE MEDIUM 8

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0’
	Side street (min)	0’
	Side (min)	0’
	Rear (min)	0’
	Alley (min)	0’

	Special: All (min)	0’
	Side, interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	4.5
	Tier 2 Bonus	5.0
	Height in stories (max)	
	Base	3
	Tier 1 Bonus	7
	Tier 2 Bonus	8
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150’
	Tier 1 Bonus	180’
	Tier 2 Bonus	210
	Building break (min)	15’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 12. Section 2B.13.9. (Mid-Rise Medium 9 (MM9)) of Division 2B.13. (Mid-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.13.9. MID-RISE MEDIUM 9

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0’
	Side street (min)	0’
	Side (min)	0’

	Rear (min)	0’
	Alley (min)	0’
	Special: All (min)	0’
	Side, interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Required at-grade (min)	n/a
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	5.0
	Tier 2 Bonus	5.5
	Height in stories (max)	
	Base	3
	Tier 1 Bonus	8
	Tier 2 Bonus	10
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150’
	Tier 1 Bonus	180’
	Tier 2 Bonus	210’
	Building break (min)	15’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 13. Section. 2B.14.3. (Mid-Rise Broad 3 (MB3)) of Division 2B.14. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.3. MID-RISE BROAD 3 (MB3)

A. Lot Parameters

	[GRAPHIC]	
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width(min)	15’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0’

	Side street (min)	0’
	Side (min)	0’
	Side, interior (min)	0’
	Rear (min)	0’
	Alley (min)	0’
	Special: All (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	100%

B. Bulk and Mass

	[GRAPHIC]	
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus (max)	5.0
	Tier 2 Bonus (max)	6.0
	Height (max)	None
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150’
	Tier 1 Bonus (max)	180’
	Tier 2 Bonus (max)	280’
	Building break (min)	15’
3. UPPER STORY BULK		Div. 2C.6.
	Height Transition	Required

Sec. 14. Section 2B.14.4. (Mid-Rise Broad 4 (MB4)) of Division 2B.9. (Low-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.14.4. MID-RISE BROAD 4 (MB4)
[Reserved]

Sec. 15. Section 2B.14.5. (Mid-Rise Broad 5 (MB5)) of Division 2B.9. (Low-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.14.5. MID-RISE BROAD 5 (MB5)
[Reserved]

Sec. 16. Section 2B.14.6. (Mid-Rise Broad 6 (MB6)) of Division 2B.9. (Low-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.14.6. MID-RISE BROAD 6 (MB6)

A. Lot Parameters

[GRAPHIC]	
1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25’
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building setbacks	
Primary street (min)	0’
Side street (min)	0’
Side (min)	0’
Rear (min)	0’
Alley (min)	0’
Special: All (min)	0’
Side, interior (min)	0’
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	20%
Required at-grade (min)	n/a
Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]	
1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base	1.5
Tier 1 Bonus	5.0
Tier 2 Bonus	6.0
Height (max)	None
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base	210’
Tier 1 Bonus	280’
Tier 2 Bonus	350’
Building break (min)	25’
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

Sec. 17. Section 2B.16.7. (Moderate-Rise Medium 7 (DM7)) of Division 2B.9. (Moderate-Rise Medium Form Districts), of Article 2. (Form), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.16.7. MID-RISE MEDIUM 7 (DM7)

A. Lot Parameters

[GRAPHIC]	
1. LOT SIZE	Div. 2C.1.
Lot area (min)	1,000 sf
Lot width (min)	25’
2. COVERAGE	Div. 2C.2.
Building coverage (max)	100%
Building setbacks	
Primary street (min)	0’
Side street (min)	0’
Side (min)	0’
Rear (min)	0’
Alley (min)	0’
Special: All (min)	0’
Side, interior (min)	0’
3. AMENITY	Div. 2C.3.
Lot amenity space (min)	20%
Required at-grade (min)	n/a
Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]	
1. FAR & HEIGHT	Div. 2C.4.
Floor area ratio (FAR) (max)	
Base	1.5
Tier 1 Bonus	5.0
Tier 2 Bonus	8.5
Height (max)	None
2. BUILDING MASS	Div. 2C.5.
Building width (max)	
Base	150’
Tier 1 Bonus	180’
Tier 2 Bonus	210’
Building break (min)	15’
3. UPPER-STORY BULK	Div. 2C.6.
Height transition	Required

Sec. 18. Section 3B.4.5. (Shopfront 5) of Division 3B.4. (Shopfront Frontage Districts), of Article 3. (Frontage), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 3B.4.5. SHOP FRONT 5 (SH5)

A. Lot

[GRAPHIC]			
	Special	**Primary**	**Side**
1. BUILD-TO	Div. 3C.1.		
Build-to depth (max)	6’	6’	6’
Build-to width (min)	60%	90%	40%
Pedestrian amenity allowance (max)	100%	50%	100%
2. PARKING	Div. 3C.2.		
Parking setback (min)	20’	25’	5’
3. LANDSCAPING	Div. 3C.3.		
Frontage planting area (min)	n/a	n/a	n/a
Frontage yard fence & wall type allowed	A2	A1	A1

B. Facade

[GRAPHIC]			
	Special	**Primary**	**Side**
1. TRANSPARENCY	Div. 3C.4.		
Transparent area (min)			
Ground story	30%	50%	25%
Upper stories	15%	15%	12%
Active wall spacing (max)	20’	15’	30’
2. ENTRANCES	Div. 3C.5.		
Street-facing entrance	Required	Required	Required
Entrance spacing (max)	75’	50’	100’
Entry feature	Not required	Not required	Not required
3. GROUND STORY	Div. 3C.6.		
Ground-story height (min)	14’	14’	14’
Ground floor elevation (min/max)	-2’/2’	-2’/2’	-2’/5’
Active Depth (min)	15’	20’	n/a
Ground-story feature	Required		
Options:	Flex space with awning Colonnade Courtyard		

Sec. 19. Section 3C.6.4. (Ground-Story Feature) of Division 3C.6. (Ground Story), of Article 3. (Frontage), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 3C.6.4. GROUND-STORY FEATURE

A. Intent

The intent of the standards of this Section is beautification and shade creation of properties, as well as providing buffered space between the private realm and public right-of-way for the accommodation of pedestrians.

B. Applicability

Ground-story feature standards apply to new construction, major remodel, exterior modification, or demolition of any building facing a Primary Street on a lot possessing a minimum lot width of 50’ and a minimum lot depth of 100’.

C. Standards

1. General

a. Where a ground-story feature is required by the applied Frontage District, stepbacks shall be provided at the ground-story of every facade which faces a Primary Street. A minimum of one facade shall always be stepped back.
b. To qualify as a ground-story feature, the feature shall meet the following standards:

i. Be located on the ground-story facade.

ii. Provide both ingress and egress pedestrian access to the ground story of the building.

iii. May not be fenced nor walled in any way which qualifies as enclosure, or in a manner which impedes pedestrian access.

iv. Provide no access directly to motor vehicle use areas, utility areas or fire stairs.

2. Each facade affected by the ground-story stepback shall include a ground-story stepback feature that meets the standards of one of the allowed ground-story stepback options shown below.

3. For encroachments into the public right-of-way, see Chapter IX. (Building Regulations), Sec. 91.32 (Encroachments into the Public Right-of-Way) of this Code.

4. When an awning is being provided as a part of the Flex Space option listed below, the awning shall be provided consistent with the location of all required transparency at the ground story.

a. Ground-Story Feature Options

b. Flex Space

[GRAPHIC]

c. Colonnade

[GRAPHIC]

d. Courtyard

[GRAPHIC]

	Flex Space	**Colonnade**	**Courtyard**
Recess depth	6' / 8'	12'	30'
Applicable building width	60%	100%	30%
Applicable stories	All	Ground story	All
Enclosure	Open w/ awning	Covered	Open
Transparency		40%	40%
Projecting portion	50%	n/a	n/a
Recessed portion	40%	n/a	n/a
Features	Awning	n/a	n/a

D. Measurement

1. Recess Depth
    a. The recess depth is measured perpendicular from the primary street lot line to the ground-story facade.
2. Applicable Building Width
    a. The applicable building width shall be taken as a percentage of the linear width of the building facade.

b. When a percentage is taken from the linear width of the building facade, the location of the ground-story feature option may be located anywhere along the building facade, as long as all relevant standards of the ground-story feature option are applied.

3. Applicable Stories

a. Applicable stories shall be understood as the stories of the building that faces the primary street lot line and is subject to the above standards.

4. Enclosure

a. Enclosure is measured according to Enclosure (Sec. 14.2.4.).

5. Transparency

a. General

i. Transparency applies to the portion of the ground-story facade that is being provided for the satisfaction of the ground-story feature required by the applied Frontage District (Part 3B.).

ii. The transparency provided as a part of this requirement may count as part of the overall required transparency required by the primary street ground story transparency required in the applied Frontage District (Part 3B.).

b. Flex Space

i. General

1. The transparency of the projecting portion and recessed portion shall be taken together and shall supersede the required primary street ground story transparency required by the applied Frontage District (Part 3B.).

iii. Recessed Portion

1. The recessed portion of the ground-story facade shall be understood as that portion of the applicable building width which is being recessed as required by the flex space option.

iv. Projecting Portion

1. The projecting portion of the ground-story facade shall be considered that portion which is not recessed per the applicable building width percentage of the flex space option.

6. Features

a. Awning

i. The minimum depth of the awning shall be half the recessed depth being provided as part of the Flex Space option.
ii. Awnings shall be required on all recessed portions, and optional on projecting portions of the ground-story facade.

E. Exceptions

1. Lots possessing a lot width less than 50’ are not required to abide by the above standards, regardless of if a ground-story feature is required by the applied Frontage District (Part 3B.).
2. Lots possessing a lot depth of less than 100’ feet are not required to abide by the above standards, regardless of if a ground-story feature is required by the applied Frontage District (Part 3B.).

F. Relief

1. Deviation from ground-story feature standards may be granted in accordance with Sec. 13B.5.1. (Alternative Compliance).
2. A deviation from a ground story stepback standard up to 15 percent may be granted in accordance with *Sec. 13B.5.2. (Adjustment).*
3. Deviation from any ground story stepback standard may be granted as a variance in accordance with *Sec. 13B.5.3. (Variance).*

Sec. 20. Section 4B.1.3. (Development Standards District 7) of Division 4B.1. (Development Standards District Group "A"), of Article 4. (Development Standards), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 4B.1.4. DEVELOPMENT STANDARDS DISTRICT 7

1. PEDESTRIAN ACCESS	*Div. 4C.1.*
Pedestrian access package	Package 2
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 2
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package A
Parking structure design package	Package C
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	
13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

Sec. 21. Section 4B.2.5. (Development Standards District 10) of Division 4B.2. (Development Standards District Group "B"), of Article 4. (Development Standards), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 4B.2.5. DEVELOPMENT STANDARDS DISTRICT 10

1. PEDESTRIAN ACCESS	*Div. 4C.1.*
Pedestrian access package	Package 1
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 1
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package A
Parking Structure Design	Package B
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading package	Package 1
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	
13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

Sec. 22. Section 4B.2.6. (Development Standards District 11) of Division 4B.2. (Development Standards District Group "B"), of Article 4. (Development Standards), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 4B.2.6. DEVELOPMENT STANDARDS DISTRICT 11

1. PEDESTRIAN ACCESS	*Div. 4C.1.*
Pedestrian access package	Package 1
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 1
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package A
Parking Structure Design	Package B
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	
13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 3
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

Sec. 23. Section 5B.4.X. (Residential-Mixed 5) of Division 5B.4. (Residential-Mixed Use Districts), of Article 5. (Use), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 5B.4.5. RESIDENTIAL-MIXED 5 (RX5)

A. Intent
[Reserved]

B. Allowed Uses & Use Limitations

Use [RX5]	Permission	Use Standard	Specification
1. **RESIDENTIAL**			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	Hours of operation (open/close):	8 AM / 8 PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	S	Special use program:	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	P*	**Designated Work Space:**	Required
Live/Work	P*	**Designated Work Space:**	Required
Mobile Home Park	P*	Screening:	
		Transition screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P		
Transitional	P		
2. **PUBLIC & INSTITUTIONAL**			

Use [RX5]	Permission	Use Standard	Specification
Cemetery	–		
Civic Facility:			
Local	P		
Regional	–		
Civic Fleet Services	–		
Detention Facility	CU3		
Hospital:			
Local	CU2		
Regional	CU3		
Parking	P*	In conjunction with:	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P		
Regional	CU2		
School:			
Preschool/Daycare	P	Supplemental standards:	Not required
K-12	CU3		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	CU2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	CU3

Use [RX5]	Permission	Use Standard	Specification
Wireless Facility, Freestanding	CU2*	Supplemental standards:	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	Supplemental standards:	Sec. 5C.2.2.A.1.
3. **OPEN SPACE & RECREATION**			
Amphitheater or Stadium:			
Local	CU3		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	=		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	=		
Golf Course	=		
4. **TRANSPORTATION**			
Airport	=		
Freight Railway Facility	=		
Freight Transfer Facility	=		
Heliport	CU2*	Accessory to:	Other allowed use
Passenger Transit Facility	P		
5. **GENERAL COMMERCIAL**			
General Commercial Use Category Standards		**Size, use category (max):**	3,000 SF
		Relief	CU2

Use [RX5]	Permission	Use Standard	Specification
		Location:	Ground Story
			Alley Abutting, Boulevard / Avenue Fronting, or Corner Lot
		Hours of operation (open/close):	6AM/10PM
Animal Services:			
General	**P***	**General Commercial Use Category Standards apply, as listed above**	
		Enclosure:	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	–		
Veterinary Care	–		
Commissary Kitchen	–		
Eating & Drinking:			
General	P*	Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.1.
Alcohol Service	S*	**Amplified Sound Restrictions:**	Applicable
		Supplemental standards:	Sec. 5C.2.4.B.1.
		Special use program:	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	P*	General Commercial Use Standards apply	
Regional	–		
Financial Services:			

Use [RX5]	Permission	Use Standard	Specification
General	=		
Alternative	=		
Instructional Services	P*	General Commercial Use Standards apply	
Lodging	=		
Medical Clinic	=		
Office	P*	General Commercial Use Standards apply	
Personal Services	P*	General Commercial Use Standards apply	
Postmortem Services	=		
Retail:			
General	P*	General Commercial Use Standards apply	
Alcohol	S*	General Commercial Use Category Standards apply, as listed above	
		Special use program:	
		Alcohol sales program:	Sec. 5C.3.3.
Farmers' Market, Certified	CU1*	Hours of operation (open/close):	7 AM / 9 PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	=		
Food & Beverage	P*	General Commercial Use Standards apply	
Large Format	=		
Merchant Market	=		
Pet Shop	=		
Seasonal Market	=		
Smoke & Vape Shop	=		
Sexually Oriented Business:			
General	=		

Use [RX5]	Permission	Use Standard	Specification
Sexual Encounter	=		
6. **HEAVY COMMERCIAL**			
Motor Vehicle Services:			
Light	=		
Heavy	=		
Large Vehicle	=		
Car Wash	=		
Fueling Station:			
EV Charging Facility, Standard Vehicle	P*	Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
EV Charging Facility, Large Vehicle	P*	Separation (min):	
		Sensitive Use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Gas Station, Standard Vehicle	=		
Gas Station, Large Vehicle	=		
Motor Vehicle Sales & Rental:			
Standard Vehicle	=		
Large Vehicle	=		

Use [RX5]	Permission	Use Standard	Specification
Household Moving Truck Rental	=		
Storage, Indoor:			
General	=		
Self-Service Facility	=		
Storage, Outdoor:			
General	=		
Standard Vehicle	=		
Large Vehicle	=		
Donation Bin	P*	Accessory to:	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	=		
Official Motor Vehicle Impound	=		
7. **LIGHT INDUSTRIAL**			
Machine Shop	=		
Manufacturing, Light:			
General	=		
Alcoholic Beverage	=		
Artistic & Artisanal	=		
Cosmetic & Pharmaceutical	=		
Electronics	=		
Food & Drink	=		
Garment & Accessory	=		
Textile	=		
Research & Development	=		

Use [RX5]	Permission	Use Standard	Specification
Soundstages & Backlots	=		
Wholesale Trade & Warehousing	=		
8. **HEAVY INDUSTRIAL**			
Animal Products Processing	=		
Manufacturing, Heavy:			
General	=		
Chemical Products	=		
Petroleum & Coal Products	=		
Salvage Yard	=		
Recycling Facility:			
Collection	CU2*	**In conjunction with:**	Public & institutional use
		Size, entire use (max):	200 SF
		Screening:	
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	=		
Waste Facility:			
Organic Waste	=		
Hazardous Waste	=		
Solid Waste	=		
Mineral & Ore Extraction	CU3*	Supplemental findings:	Sec. 5C.2.7.H.1.

Use [RX5]	Permission	Use Standard	Specification
Oil, Gas, or Hydrocarbon Well	=		
9. **AGRICULTURAL**			
Animal Keeping:			
Bees	P*	Accessory to:	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	=		
Equine, Commercial	=		
Equine, Non-commercial	=		
Livestock	=		
Pets	P		
Small Animals	=		
Wild Animals	=		
Plant Cultivation:			
Community Garden	P		
Farming	P	Supplemental standards:	Not required
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

Sec. 24. Section 5B.5.X. (Commercial-Mixed 7) of Division 5B.5. (Commercial-Mixed Use Districts), of Article 5. (Use), of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

SEC. 5B.5.7. COMMERCIAL-MIXED 7 (CX7)
~~[Reserved]~~

A. Intent
[Reserved]

B. Allowed Uses & Use Limitations

Use [CX7]	Permission	Use Standard	Specification
1. **RESIDENTIAL**			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	Hours of operation (open/close):	_AM/_PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	P*	Special use program:	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	P*	**Designated Work Space:**	Required
Live/Work	P*	**Designated Work Space:**	Required
Mobile Home Park	P*	**Screening:**	
		Transition screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P		
Transitional	P		
2. **PUBLIC & INSTITUTIONAL**			

Use [CX7]	Permission	Use Standard	Specification
Cemetery	P*	Screening:	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	P		
Civic Fleet Services	–		
Detention Facility	CU3		
Hospital:			
Local	P		
Regional	P		
Parking	P*	In conjunction with:	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P		
Regional	P		
School:			
Preschool/Daycare	P	Supplemental standards:	Not required
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR

Use [CX7]	Permission	Use Standard	Specification
		Relief	CU3
Wireless Facility, Freestanding	P*	Supplemental standards:	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	P*	Supplemental standards:	Sec. 5C.2.2.A.1.
3. **OPEN SPACE & RECREATION**			
Amphitheater or Stadium:			
Local	P*	Separation (min):	
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Relief	CU2
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	**P***	**Size, tenant space (max):**	50,000 SF
		Relief	CU2
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	P		
Golf Course	–		
4. TRANSPORTATION			
Airport	–		
Freight Railway Facility	–		

Use [CX7]	Permission	Use Standard	Specification
Freight Transfer Facility	=		
Heliport	CU2*	Accessory to:	Other allowed use
Passenger Transit Facility	P		
5. GENERAL COMMERCIAL			
General Commercial Use Category Standards		**Size, use category (max):**	50,000 SF
		Relief	CU2
		Use Standard Applicability	Sec. 5A.1.2.C.3.
		Abutting	Residential, Residential-Mixed, or Agricultural Use Districts
		Screening	
		Transition screen	T-Screen 1
Animal Services:			
General	P*	General Commercial Use Standards apply	
		Enclosure:	Indoors
		Supplemental standards:	Sec. 5C.2.4.A.1.
Kennel	=		
Veterinary Care	P*	General Commercial Use Standards apply	
		Enclosure:	Indoors
Commissary Kitchen	P*	General Commercial Use Standards apply	
Eating & Drinking:			
General	P*	General Commercial Use Standards apply	
		Amplified Sound Restrictions:	Applicable
		Relief	CU2

Use [CX7]	Permission	Use Standard	Specification
		Supplemental standards:	Sec. 5C.2.4.B.
Alcohol Service	S*	General Commercial Use Category Standards apply, as listed above	
		Amplified Sound Restrictions:	Applicable
		_ Relief	CU2
		Supplemental standards:	Sec. 5C.2.4.B.
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Entertainment Venue, Indoor:			
Local	P*	General Commercial Use Standards apply	
Regional	CU3*	General Commercial Use Standards apply	
Financial Services:			
General	P*	General Commercial Use Standards apply	
Alternative	–		
Instructional Services	P*	General Commercial Use Standards apply	
Lodging	**CU3***	**Supplemental findings:**	Sec. 5C.2.4.C.1.
		Project category exceptions:	CU3
		Intensification of use	Exempt
		Intensification threshold	*Lodging unit*s: 25% max
Medical Clinic	P*	General Commercial Use Standards apply	
Office	P*	General Commercial Use Standards apply	
Personal Services	P*	General Commercial Use Standards apply	
Postmortem Services	–		

Use [CX7]	Permission	Use Standard	Specification
Retail:			
General	P*	General Commercial Use Standards apply	
Alcohol	S*	General Commercial Use Standards apply	
		Special use program:	
		Alcohol Sales Program	Sec. 5C.3.3.
Farmers' Market, Certified	CU1*	Hours of operation (open/close):	7AM/9PM
		Special use program:	
		Certified Farmers' Market Program	Sec. 5C.3.4.
Firearms	–		
Food & Beverage	P*	General Commercial Use Standards apply	
Large Format	–		
Merchant Market	P		
Pet Shop	P*	General Commercial Use Standards apply	
		Supplemental standards:	Sec. 5C.2.4.F.1.
Seasonal Market	CU2		
Smoke & Vape Shop	P*	General Commercial Use Standards apply	
		Separation (min):	
		Residential, Residential-Mixed, or Agricultural Use District	500'
		Relief	CU2
Sexually Oriented Business:			
General	P*	General Commercial Use Standards apply	
		Separation (min):	

Use [CX7]	Permission	Use Standard	Specification
		Other sexually oriented businesses	1,000’
		Residential, Residential-Mixed, or Agricultural Use District	500’
		Sensitive uses	500’
		Relief	CU2
		Supplemental procedure:	Sec. 5C.2.4.G.
Sexual Encounter	–		
6. **HEAVY COMMERCIAL**			
Motor Vehicle Services:			
Light	–		
Heavy	–		
Large Vehicle	–		
Car Wash	–		
Fueling Station:			
EV Charging Facility, Standard Vehicle	P*	Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
EV Charging Facility, Large Vehicle	P*	Separation (min):	
		Sensitive Use	200’
		Residential, Residential-Mixed, or Agricultural Use District	200’
		Relief	CU2
		Screening	
		Frontage screen	F-Screen 3

Use [CX7]	Permission	Use Standard	Specification
		Transition screen	T-Screen 1
Gas Station, Standard Vehicle	=		
Gas Station, Large Vehicle	=		
Motor Vehicle Sales & Rental:			
Standard Vehicle	=		
Large Vehicle	=		
Household Moving Truck Rental	=		
Storage, Indoor:			
General	=		
Self-Service Facility	=		
Storage, Outdoor:			
General	=		
Standard Vehicle	=		
Large Vehicle	=		
Donation Bin	P*	Accessory to:	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	=		
Official Motor Vehicle Impound	=		
7. **LIGHT INDUSTRIAL**			
Light Industrial Use Category Standards	* -	**Size, use category (max):**	10,000 SF
		Relief	CU2
		Use Standard Applicability	

Use [CX7]	Permission	Use Standard	Specification
		Abutting	Sensitive Use, Residential, Residential-Mixed, or Agricultural Use Districts
		Screening:	
		Transition screen	T-Screen 1
		Use Enclosure:	Fully indoor
Machine Shop	=		
Manufacturing, Light:			
General	=		
Alcoholic Beverage	P*	Light Industrial Use Standards apply	
		Incidental to:	General Commercial
		Relief	CU2
Artistic & Artisanal	P		
Cosmetic & Pharmaceutical	=		
Electronics	=		
Food & Drink	P*	Light Industrial Use Standards apply	
		Incidental to:	General Commercial
		Relief	CU2
Garment & Accessory	P*	Light Industrial Use Standards apply	
		Incidental to:	General Commercial
		Relief	CU2
Textile	=		
Research & Development	CU2		
Soundstages & Backlots	CU3		
Wholesale Trade & Warehousing	=		

Use [CX7]	Permission	Use Standard	Specification
8. **HEAVY INDUSTRIAL**			
Animal Products Processing	=		
Manufacturing, Heavy:			
General	=		
Chemical Products	=		
Petroleum & Coal Products	=		
Salvage Yard	=		
Recycling Facility:			
Collection	P*	In conjunction with:	Other allowed use
		Size, entire use (max):	600 sf
		Screening:	
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM/7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	=		
Waste Facility:			
Organic Waste	=		
Hazardous Waste	=		
Solid Waste	=		
Mineral & Ore Extraction	CU3*	Supplemental standards:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	=		
9. **AGRICULTURAL**			
Animal Keeping:			

Use [CX7]	Permission	Use Standard	Specification
Bees	P*	Accessory to:	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	–		
Equine, Commercial	–		
Equine, Non-commercial	–		
Livestock	–		
Pets	P		
Small Animals	–		
Wild Animals	–		
Plant Cultivation:			
Community Garden	P		
Farming	P*	Supplemental standards:	Not required
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

Sec. 25. The storage, indoor use category of Paragraph 6. (Heavy Commercial) of Subsection B. of Section 5B.5.10. (Commercial-Mixed 10) of Division 5B.5. (Commercial-Mixed Use Districts), of Article 5. (Use), of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

Storage, Indoor:			
General	P*	Accessory to:	Other allowed use
Self-Service Facility	P*	In conjunction with:	Other allowed use
		Minimum area:	0.1 FAR
		Separation (min):	
		Other storage, indoor: self-service facility	~~500'~~ 1,500'
		Relief	CU2

Sec. 26. Section 8.3.5. (District Noho) of Division 8.3. (Special Zones), of Article 8. (Supplemental & Special Zoning), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 8.3.5. DISTRICT NOHO (DNH)

A. Intent

The District NoHo Special Zone (DNH) is intended to provide the regulatory framework for the comprehensive redevelopment of the Special Zone area into an integrated, high density, mixed-use, transit and pedestrian-oriented development that provides an active residential, shopping, dining, entertainment, cultural, and working community that centers upon an enhanced and redeveloped North Hollywood Metro Station and supports the viability of the NoHo Arts District.

B. General Provisions

1. All properties within the District NoHo Special Zone shall utilize the provisions of the adopted District NoHo Specific Plan as the vehicle for regulatory measures.

2. Nothing in this Special Zone shall supersede or limit in any way the application of California Government Code Sections 53090 and 53091, which exempt Metro from local building codes and zoning ordinances.

Sec. 27. Subsection B. (Applicability) and Subsection C. (Eligibility) of Section 9.3.1. (Community Benefits Program Structure) of Division 9.3. (Community Benefits), of Article 9. (Public Benefit Systems), of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

B. Applicability
This Section (Community Benefits Program Structure) shall apply to any project using an incentive program that meets all of the following requirements:

1. The project meets the eligibility requirements in Subsection C. (Eligibility), below;

2. The project is providing the percentage of restricted affordable units required in Sec. 9.3.2. (Local Affordable Housing Incentive Program), or public benefits required pursuant to a program established in this Division (Community Benefits Program); and

3. The applied Form District (Part 2B.) provides for any kind of *bonus floor area* ratio ~~or ,~~*bonus height*, or *bonus building width*, including *tier 1 bonus floor area ratio*, *tier 2 bonus floor area ratio*, *tier 1 bonus height,* ~~or~~ t*ier 2 bonus height*, *tier 1 bonus building width*, or *tier 2 bonus building width*.

C. Eligibility

A project may obtain incentives pursuant to this Division (Community Benefits Program) subject to the allowances and requirements provided below:

1. Residential Projects

a. A project that involves the construction of dwelling units must use the incentive program in Sec. 9.3.2. (Local Affordable Housing Incentive Program) to its fullest extent. For purposes of this Subparagraph, to its fullest extent means the project provides the number of restricted affordable units to qualify for the maximum density increase allowed by the applicable local incentive program set in Sec. 9.3.2.B.1. (Local Incentive Program Sets).

b. Calculation of the maximum density increase allowed shall be based on the maximum density allowed by the applied Density District (Part 6B.) and the number of *restricted affordable unit*s required shall be based on the total final *project dwelling unit* count.

c. After receiving the full possible bonus for providing *restricted affordable unit*s, a *project* that involves *dwelling unit*s with unused *floor area* ~~or~~, height, or *building width* based on the highest *bonus FAR* ~~and~~, highest *bonus height*, and highest *bonus building width* listed in the applied Form District (Part 2B.), may use the remaining development potential using one of the methods below, up to the maximum allowed by the applied Form District (Part 2B.):

i. Additional Restricted Affordable Units

Providing additional *restricted affordable unit*s above the minimum percentage required to qualify for the maximum density increase of the applicable affordable housing program. The amount of additional *FAR* or height provided for additional percentages of *restricted affordable unit*s shall be determined by the applicable *Specific Plan*, *Supplemental District,* or *Special Zone*.

ii. Public Benefits Incentive Programs

Using one or more of the programs established in this Division (Community Benefits Program) for additional public

benefits other than restricted affordable units, if available as incentive programs in an applicable Specific Plan, Supplemental District, or Special Zone.

2. Non-Residential Projects
A *project* which does not involve the construction of *dwelling uni*ts may use any of the programs established in this Division (Community Benefits Program) that incentivize public benefits other than *restricted affordable uni*ts. Additiona*l floor area ratio* or height may be awarded up to the highest *bonus FAR*, ~~and~~ *bonus height*, and *bonus building width* listed in the applied Form District (Part 2B.), as established in Sec. 9.3.6. (Non-Residential Incentive Program) or in an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*.

Sec. 28. Section 9.3.2. (Local Affordable Housing Incentive Program) of Division 9.3. (Community Benefits), of Article 9. (Public Benefit Systems), of Chapter 1A of the Los Angeles Municipal Code shall be edited to read as follows:

SEC. 9.3.2. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM

A. Purpose
The purpose of the Local Affordable Housing Incentive Program is to encourage the creation and development of *restricted affordable uni*ts citywide beyond the levels encouraged by the State *density bonus* program, and to increase the production of affordable housing units in specific areas identified in the applicable Community Plan or other plan or ordinance.

B. Applicability
This Section 9.3.2. (Local Affordable Housing Incentive Program) applies to *project*s providing *restricted affordable uni*ts in exchange for incentives granted in this Section, meeting the eligibility criteria in Sec. 9.3.2.C.1. (Eligibility), below, and involving a *project activity* listed in Paragraph 1. (Project Activities), below.

1. Project Activities
The following *project activities* are subject to the Local Affordable Housing Incentive Program:

a. *New construction* for which all new *floor area* meets the eligibility criteria provided in Paragraph 1. (Eligibility) of Subsection C. (Program Rules), below.

b. A *use modification*, including the conversion of existing *floor area* from a *non-residential use* to a *residential use* or an increase in *dwelling unit*s within *existing floor area*, for which all resulting *new floor area* and all renovated *floor area* meets the eligibility criteria provided in Paragraph 1. (Eligibility) of Subsection C. (Program Rules), below.

c. A *lot modification*, including a subdivision, or common interest development (as defined in California Civil Code, Sec. 4100), that results in *dwelling unit*s that meet the eligibility criteria provided in Paragraph 1. (Eligibility) of Subsection C. (Program Rules), below.

2. Reconciling Provisions

a. Relationship to Other Incentive Programs

A *project* is ineligible for the bonuses, incentives and procedures in the Local Affordable Housing Incentive Program if it is participating in any other housing incentive program in the Los Angeles Municipal Code, or in an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*, or in any other City regulation or guideline, except:

i. *Project*s participating in the Local Affordable Housing Incentive Program may utilize the streamlining incentives granted through the Housing Element Sites Streamlining Program (Sec. 9.2.6.), provided that the *project*s meet the eligibility requirements and program rules for both programs.

ii. *Unified adaptive reuse project*s that meet the eligibility requirements for both the Local Housing Incentive Program and the Citywide Adaptive Reuse Program, pursuant to Sec. 9.4.6. (Citywide Adaptive Reuse Program), may participate in both incentive programs and receive incentives pursuant to both programs. The portion of the *unified adaptive reuse project* consisting of new construction may be eligible for base incentives, additional incentives, waivers, and public benefits options provided in Paragraphs 2., 3., 4., and 5. of Subsection C. (Program Rules), below, unless otherwise stated, and the *project* shall pursuant to Paragraph 1. (Procedures) in Subsection D. (Administration).

iii. This Section expressly authorizes a *project* to use another housing incentive program, as specified.

b. Relationship to Specific Plans, Special Districts, and Special Zones

Any difference or conflict between the provisions of an applicable *Specific Plan*, *Supplemental District*, or *Special Zone* and the provisions of this Section shall be reconciled pursuant to the reconciling provisions established in Article 8. (Supplemental & Special Zoning).

c. Relationship to Other Zoning Provisions

i. Relationship to Inclusionary Housing

*Restricted affordable unit*s provided in order to meet the eligibility criteria for participation in the Local Affordable Housing Incentive Program may also be used in order to count toward the *restricted affordable unit*s required by the Inclusionary Housing Program, pursuant to Sec. 5C.3.1. (Inclusionary Housing Program), where applicable.

ii. Relationship to Development Review Threshold Packages

Regardless of the otherwise applicable Development Review Threshold Package required by the applied Development Standards District (Part 4B) and the requirements of the Development Review (Sec. 4C.14.), *project*s participating in the Local Affordable Housing Incentive Program are exempt from review pursuant to Sec. 13B.2.4. (Project Review).

C. Program Rules

1. Eligibility

A ~~*housing development p*~~*project* that ~~includes the minimum percentage of on-site *restricted affordable unit*s required by Paragraph 1. (Local Incentive Program Sets) below, provides the required housing replacement units in Paragraph 2. (Housing Replacement) below, or pursuant to Chapter XV., Article 1. (Rent Stabilization Ordinance) of this Code,~~ meets the eligibility requirements outlined in this Subsection B (Eligibility) and meets the additional eligibility requirements for the *lot* in ~~the~~ an applicable ~~CPIO or Specific Plan~~ *Supplemental District*, *Specific Plan*, or *Special Zone*, if any, is entitled to receive all of the incentives in Subsection C. (Base Incentives) below, and additional incentives as outlined in Subsection D. (Additional Incentives) below.

a. Unit Threshold

*Project*s resulting in a total five or more new *dwelling unit*s, including *dwelling unit*s permitted as a result of an increase in

allowable density granted pursuant to Paragraph 1. (Residential Density) of Subsection C. (Base Incentives), below, are eligible for participation in the Local Affordable Housing Incentive Program. New *dwelling units* created within existing *floor area* are included in this calculation.

b. Residential Uses

A minimum of two-thirds of the total *floor area* of a *project*, including newly constructed *floor area* and renovated or converted *floor area*, must be dedicated to *dwelling unit*s in order for the project to be eligible for participation in the Mixed Income Incentive Program.

c. Local Affordable Housing Incentive Map

A *project* must be located on a *lot*, in whole or in part, for which a Local Incentive Program Set has been mapped on the Local Affordable Housing Incentive Map (Sec. 1.5.4.), or is mapped through an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*.

d. ~~Local Incentive Program Sets~~ **Affordability Levels**

~~a. Established~~

~~Local Incentive Program Sets A through G are established below, and define the minimum percentage of on-site *restricted affordable unit*s required~~. The Local Incentive Program Set designated for a *lot* and the housing market tier of a *lot* together define the minimum percentage of the total *dwelling unit*s in the *project* required to be reserved as *restricted affordable unit*s in order to participate in the Local Affordable Housing Incentive Program. The *project* is only required to provide *restricted affordable unit*s for one of the listed income levels at the corresponding percentage of *total dwelling unit*s for that individual income level, as established in the table below.

Local Incentive Program Sets								
		Set 1 Set 4	Set 2 Set 5	Set A Set B	Set 3 Set 6 Set 7	Set C Set D	Set G	Set 8 Set 9
High Medium	Acutely Low Income	n/a	n/a	n/a	n/a	n/a	7%	n/a

and High Market Tiers	Extremely Low Income	13%	12%	11%	11%	10%	8%	n/a
	Very Low Income	17%	16%	15%	14%	14%	11%	9%
	Low Income	27%	25%	25%	23%	23%	20%	10%
	Moderate Income	n/a	n/a	n/a	n/a	n/a	40%	18%
Low and Medium Market Tiers	Acutely Low Income	n/a	n/a	n/a	n/a	n/a	7%	n/a
	Extremely Low Income	11%	10%	11%	9%	10%	8%	n/a
	Very Low Income	15%	14%	15%	12%	14%	11%	9%
	Low Income	25%	23%	25%	21%	23%	20%	10%
	Moderate Income	n/a	n/a	n/a	n/a	n/a	40%	18%

i. Local Incentive Program Set Designation

The applicable Local Incentive Program Set shall be determined based on the designation shown on the Local Affordable Housing Incentive Map established in Sec. 1.5.4. (Local Affordable Housing Incentive Map), or in the applicable ~~*CPIO* or~~ *Specific Plan*, *Supplemental District*, or *Special Zone*

ii. Housing Market Tier Designation

A project's housing market tier shall be determined by the residential market areas adopted by City Council resolution, as described in Sec. 15.4.3. (Affordable Housing Linkage Fee)

iii. Low Income Site Affordability Requirements

A *project* on a site identified in Section 1.5.15. (Lower Income Rezoning Housing Element Sites Map) may meet its affordability requirement by providing 20 percent of its on-site *restricted affordable unit*s for lower income households, consistent with California Government Code Section 65583.2. and Sec. 9.2.6. (Housing Element Sites

Streamlining Program).

iv. Calculating Affordability Requirements
In calculating the minimum percentage of on-site *restricted affordable unit*s, the percentage of each affordability level shall be based on the total final *project dwelling unit* count. Any number resulting in a fraction shall be rounded up to the next whole number, and not as specified in *Sec. 6C.1.2. (Lot Area Per Household Dwelling Unit)* or *Sec. 6C.1.3. (Lot Area Per Efficiency Dwelling Unit)*.

v. Ownership Requirement
*Moderate income household restricted affordable unit*s shall be for sale only. *Restricted affordable unit*s of all other affordability levels may be rental or for sale units.

vi. Linkage Fee Calculation
For the purpose of the fee established in *Sec. 15.4.3. (Affordable Housing Linkage Fee)*, a minimum of seven percent a*cutely low income household*s *dwelling unit*s shall be calculated in the same manner as a minimum of eight percent *extremely low income household dwelling unit*s.

vii. Rent and Housing Cost Schedules and Covenants
The rate of housing costs or rent for any required *restricted affordable unit* shall not exceed those specified in California Health and Safety Code Section, 50052.5 (Affordable Housing Costs) for for-sale units or California Health and Safety Code, Section 50053 for rental units. Covenants documenting required rental or for sale rates shall be recorded pursuant to the procedures described in Subsection D. (Administration), below.

e. Housing Replacement
~~A *housing development project* must meet any applicable housing replacement requirements of California Government Code, Sec. 65915(c)(3). Consistent with California Government Code, Sec. 65915(c)(3), *dwelling unit*s that are subject to Chapter XV. (Rent Stabilization) of the LAMC and California Government Code Sec. 65915(c)(3)(C) and that are also deemed or presumed to be occupied by persons or families above the lower income category~~

~~shall be replaced with low income units pursuant to California Government Code, Sec. 65915(c)(3)(C)(i), as determined by the Los Angeles Housing Department.~~ The *project* shall meet any applicable housing replacement requirements and demolition protections established in Div. 4C.15. (Resident Protections). Replacement dwelling units required pursuant to Division 4C.15. (Resident Protections) shall count toward any restricted affordable unit requirements. In calculating replacement units, any number resulting in a fraction shall be rounded up to the next whole number.

f. Fair Housing Requirements

*Restricted affordable unit*s shall meet the applicable requirements regarding the size, location, amenities and allocation of *restricted affordable unit*s established in Sec. 4C.15.3. (Restricted Affordable Units) and in any Implementation Memorandum or Technical Bulletin prepared and adopted by the Los Angeles Housing Department or Department of City Planning.

g. Historic Resources

i. A *project* requiring the demolition, as demolition is defined in Subsection C. (Definitions) of Sec. 13B.8.1 (General Provisions), of a *designated historic resource*, or *surveyed historic resource* identified for historic protection or special consideration or review by an applicable Specific Plan, CPIO or Conservation District is not eligible for incentives under the Local Affordable Housing Incentive Program.

ii. A *project* involving the alteration of a *designated historic resource* shall be consistent with the Secretary of the Interior's Standards for Rehabilitation as supported by an expert study that has been accepted by the Office of Historic Resources, or demonstrated by the project plans and accepted by the Office of Historic Resources, if consistent with the applicable adopted Implementation Memorandum, Guidelines or Technical Bulletins of the Director of City Planning.

2. Base Incentives

A ~~*housing development p*~~*project* that includes the minimum amount of on-site *restricted affordable unit*s in *Paragraph 1. (Local Incentive*

Program Sets) of *Subsection B. (Eligibility)* above, shall be entitled to the following base incentives.

a. Residential Density

*i. ~~Housing development p~~Project*s shall be granted an increase in the maximum allowable *residential* density as follows:

Residential Density Incentive										
Density District	Allowable Density Increase									
	Set 1 Set 2 Set 3	Set 4 Set 5 Set 6	Set 7	Set 8	Set 9	Set A	Set B	Set C	Set D	Set G
2, 3, 4	Density District FA	150%	100%	n/a	n/a	80%	80%	70%	70%	40%
6, 8	Density District FA	150%	100%	Density District 4	Density District 6	80%	70%	70%	60%	40%
10, 12	Density District FA	150%	100%	Density District 4	Density District 6	60%	60%	50%	50%	35%
15, 20, 30, 40, 50, 60	Density District FA	150%	100%	Density District 4	Density District 6	45%	40%	40%	40%	35%
2L, 3L, 4L	Density District FA	150%	100%	Density District 4	Density District 6	n/a	n/a	n/a	n/a	n/a
1L, FA	Density District FA	150%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

ii. Where the Residential Density Incentive table, above, shows a percentage, the allowable residential density increase shall be a percentage increase calculated on top of the allowable density of the applied Density District (Part 6B).

iii. Where the Residential Density Incentive table, above, shows a Density District, the project may utilize the residential density density allowed by the Density District indicated in the table in lieu of the Density District (Part 6B) applied on the *lot*.

iv. For the purposes of calculating the number of *dwelling unit*s granted as a result of the residential density incentive,the following shall apply:

a) *Dwelling unit*s that comprise a project shall be on *abutting lot*s that are the subject of a single development application or are part of a single *unified development*, but do not need to be based on individual subdivision maps or parcels.

b) When calculating a residential density incentive, any number resulting in a fraction shall be rounded up to the next whole number.

v. ~~*Housing development p*~~*Project*s that consist of 100 percent on-site *restricted affordable unit*s, exclusive of a *building manager unit* or units, shall be permitted an additional increase in density of 10 percentage points more than listed in *Sub-subparagraph ~~a.~~i.* above. For example, a 50 percent density increase will become a 60 percent density increase. Where the residential density incentive is a Density District, a project may increase the total allowable units on the site by 10 percent, after calculating the number of allowable units based on the *lot area* of the site.

b. Floor Area Ratio

i. ~~*Housing development p*~~*Project*s providing *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, shall be entitled to up to the maximum *tier 1 bonus floor area ratio* of the applied Form District (Part 2B). Where no *tier 1 bonus floor area ratio* is specified in the applied Form District (Part 2B.), *project*s providing the required number of *restricted affordable unit*s are entitled to up to the highest allowable *floor area ratio* listed in the

applied Form District (Part 2B.), unless otherwise stated by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

ii. ~~*Housing development p*~~*Project*s providing both *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, in addition to one or more public benefits, shall be entitled to up to the maximum *tier 2 bonus floor area ratio* of the applied Form District (Part 2B)*,* as outlined in Sec. 9.3.4. (Public Benefits Menu), or an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*. Where no *tier 2 bonus floor area ratio* is specified in the applied Form District (Part 2B.), *project*s providing the required number of *restricted affordable unit*s, with no additional public benefits, are entitled to up to the highest allowable *floor area ratio* listed in the applied Form District (Part 2B.), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*.

iii. ~~*Housing development p*~~*Project*s that consist of 100 percent on-site *restricted affordable unit*s, exclusive of a *building manager unit* or units, shall be permitted an additional 10 percent more of maximum *floor area* than listed *Sub-s*ubparagraph ~~*a.*~~ i. above or in the applied *Form District (Part 2B.)*. However, in no instance shall the ~~*housing development*~~ *project* exceed an *FAR* of 13:1.

c. Height

i. ~~*Housing development p*~~*Project*s providing *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, shall be entitled to up to the maximum *tier 1 bonus height* of the applied Form District (Part 2B). Where no *tier 1 bonus height* is specified in the applied Form District (Part 2B.), *project*s providing the required number of *restricted affordable unit*s are entitled to up to the highest allowable *height* listed in the applied Form District (Part 2B.), unless otherwise stated by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

ii. ~~*Housing development p*~~*Project*s providing both *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, in addition to one or more public benefits, shall be entitled to up to the maximum *tier 2 bonus height* of the applied Form District (Part 2B)*,* as outlined in Sec. 9.3.4. (Public Benefits Menu), or an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*. Where no *tier 2 bonus height* is specified in the applied Form District (Part 2B.), *project*s providing the required number of *restricted affordable unit*s, with no additional public benefits, are entitled to up to the highest allowable *height* listed in the applied Form District (Part 2B.), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

d. Building Width

i. *Project*s providing *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, shall be entitled to up to the maximum *tier 1 bonus building width* of the applied Form District (Part 2B). Where no *tier 1 bonus building width* is specified in the applied Form District (Part 2B.), *project*s providing the required number of *restricted affordable unit*s are entitled to up to the highest allowable *building width* listed in the applied Form District (Part 2B.), unless otherwise stated by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

ii. *Project*s providing both *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, in addition to one or more public benefits, shall be entitled to up to the maximum *tier 2 bonus building width* of the applied Form District (Part 2B), as outlined in Sec. 9.3.4. (Public Benefits Menu), or an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*. Where no *tier 2 bonus building width* is specified in the applied Form District (Part 2B.), *project*s providing the required number of *restricted affordable unit*s, with no additional public benefits, are entitled to up to the highest allowable *building width* listed in the applied Form District (Part 2B.), unless

otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

e. Automobile Parking Incentives

i. For *projects* participating in the Local Affordable Housing Incentive Program, no automobile parking shall be required for *residential uses*.~~*Housing development projects* shall qualify for reduced *residential* parking according to the table below. The applicable Automobile Parking Incentive shall be determined based on the designation shown on the Local Affordable Housing Incentive Map established in *Sec. 1.5.4. (Local Affordable Housing Incentive Map)*, or in the applicable *CPIO* or *Specific Plan*.~~

~~AUTOMOBILE PARKING INCENTIVE~~
~~Parking Reduction~~
~~75% Decrease in required minimum~~
~~50% Decrease in required minimum~~

~~ii. For a *housing development project* that consists of 100 percent on-site *restricted affordable units*, exclusive of a *manager unit* or units, no parking is required for the *project*.~~
~~iii. For a *housing development project* located 750 feet or less from a transit stop, as measured from the closest point on the *lot* to an entrance of the station or stop, no parking is required for the *project*.~~

~~iv.~~ ii. A ~~*housing development p*~~*project* with *non-residential use*s in any Local Incentive Program Set may reduce the minimum automobile parking requirement in Div. 4C.4. (Automobile Parking) for any *non-residential* use by 20 percent.

~~v.~~ iv. Where parking reductions greater than those in this Section (Local Affordable Housing Incentive Program) are included in California Government Code, Sec. 65915(p), the greater reductions shall apply.

3. Additional Incentives

In addition to the applicable incentives established in Subsection C. (Base

Incentives) above, a ~~*housing development p*~~*project* that includes the minimum amount of on-site *restricted affordable unit*s in Paragraph 1. (Local Program Incentive Sets) of Subsection B. (Eligibility) above, shall be entitled to up to three of the following additional incentives. However, the number a ~~*housing development p*~~*project* is entitled to, and the type of additional incentives may be superseded by ~~*a CPIO* or *Specific Plan*~~ an applicable *Supplemental District*, *Specific Plan*, or *Special Zone*.

a. By-Right Adjustments

Relief from any zoning standard that would otherwise require approval pursuant to Sec. 13B.5.2. (Adjustment) may be granted as an on-menu incentive, and shall not be subject to the requirements of Sec. 12B.5.2. (Adjustment). Each adjustment-equivalent grant shall count as one incentive request. By-right adjustments may not be request for or applied to the following standards

i. Standards that regulate *FAR* or height,
ii. Any modifications of signs standards,
iii. Reductions of *lot amenity space,* or
iv. Requests to allow automobile parking in front of buildings.

b. Density Calculation

Any area of any land required to be dedicated for street or *alley* purposes may be included as *lot area* for purposes of calculating the maximum density permitted by the applied *Density District (Part 6B.)*.

c. Building Coverage

Up to a 25 percent increase in building coverage limits.

d. Lot Width

Up to 25 percent decrease in the required lot width.

e. Averaging of Floor Area, Lot Amenity Space, Parking, & Density

A ~~*housing development p*~~*project* that is located on two or more contiguous parcels may average the maximum floor area, minimum lot amenity space, minimum parking, and maximum density over the ~~*housing development p*~~*project* site, provided that:

i. The proposed uses are permitted by the applied *Use District* of each *parcel;* and

ii. A covenant running with the land is recorded with the Los Angeles County Recorder, and a copy is provided to the *Department of Building and Safety* prior to the issuance of any *building permit*s, that specifies no further *lot line* adjustment or any other action may cause the ~~*housing development pp*~~*project* site to be subdivided subsequent to this grant, is permitted for the life of the ~~*housing development pp*~~*project*.

f. CPIO Additional Incentives

Additional incentives (if any), and eligibility requirements for additional incentives, shall be outlined in the applicable CPIO or Specific Plan.

4. Public Benefits

A *project* may access up to the *tier 2 bonus FAR* ~~*and*~~, *tier 2 bonus height, and tier 2 bonus building width* allowed by the applied Form District (Part 2B) by providing one or more public benefits, pursuant to Sec. 9.3.4. (Public Benefits Menu), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*. Where the applied Form District (Part 2B) does not specify a *tier 2 bonus FAR* ~~*and*~~, *tier 2 bonus height, or tier 2 bonus building width* a *project* may ~~exceed~~ access up to the highest ~~*bonus FAR and, bonus height,*~~ and *building width* listed in the applied Form District (Part 2B).

a. A *project* providing public benefits shall be eligible to provide one or more of the public benefit options listed for the Public Benefits Incentive Set mapped for the lot on the Public Benefits Incentive Map (Sec.1.5.12.). The mapped Public Benefits Incentive Set shall establish the *floor area ratio* ~~and~~, height, and *building width* bonuses associated with each eligible public benefit option, pursuant to Sec. 9.3.4. (Public Benefits Menu).

b. Multiple public benefit options can be provided by one *project* in order to combine and stack public benefit bonuses, but in no case shall the total bonus received exceed the highest ~~*bonus FAR* and~~, ~~*bonus*~~ height, and *building width* listed in the applied Form District (Part 2B).

c. *Project*s providing public benefits shall be reviewed and approved pursuant to the processes outlined in in Sec. 9.2.2.D.1.d. (Projects Providing Public Benefits), below.

D. ~~Process~~ Administration

The following procedures apply to ~~*housing development*~~ *project*s *pursuing the Local Affordable Housing Incentive Program*, but may be superseded by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*:

1. Base and Additional Incentives

A ~~*housing development*~~ *project* requesting only the base incentives in ~~Subsection C.~~ Paragraph 2. (Base Incentives) of Subsection C. (Program Rules), above, and additional incentives outlined in ~~Subsection D.~~ Paragraph 3. (Additional Incentives) of Subsection C. (Program Rules), above, or additional incentives listed in an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*, shall ~~follow the procedures in Sec. 9.2.1.D.1.a. (Projects Requesting Base Incentives & Incentives from the Menu of Additional Incentives)~~ be approved pursuant to Sec. 13B.3.3. (Zoning Plan Check).

~~2. Additional Incentives~~

~~*Housing development projects* requesting additional incentives outlined in Subsection D. (Additional Incentives) above, or in the applicable CPIO or Specific Plan shall follow the procedures in Sec. 9.2.1.F.2. (Projects Requesting Additional Incentives).~~

~~3.~~ 2. Off-Menu Incentives

Housing development projects that qualify for incentives by meeting the minimum required percentage of *restricted affordable unit*s, as outlined in ~~Paragraph 1. (Local Incentive Program Sets) of Subsection B. (Eligibility)~~ Paragraph 1. (Eligibility) of Subsection C. (Program Rules), above, and for which the applicant requests an ~~off-menu~~ incentive not listed in Paragraph 3 (Additional Incentives) or Paragraph 2. (Base Incentives) of Subsection C (Program Rules, above, or requests a waiver~~,~~ or modification of any Form District (Part 2B.) standard or Development Standards District (Part 4B.) standard that is not included ~~in the incentives outlined in Subsection C. (Base Incentives) above, or Subsection D. (Additional Incentives)~~ Paragraph 3 (Additional Incentives) or Paragraph 2. (Base Incentives) of Subsection C (Program Rules, above, must be approved pursuant to Sec.

~~9.2.1.D.1.c. (Projects with Requests for Waivers)~~ Sec. 13B.2.3. (Class 3 Conditional Use Permit).

~~4.~~ 3. Records and Agreements

Prior to the issuance of any building permit, the applicant shall record a covenant acceptable to the LAHD that reserves and maintains the total combined number of dwelling units designated as restricted affordable for at least 55 or 99 years pursuant to Sec. 4C.15.3. (Restricted Affordable Units) from the issuance of the Certificate of Occupancy.

Sec. 24 Section 9.3.3.15-17 (Public Benefits Menu) of Division 9.3. (Community Benefits), of Article 9. (Public Benefit Systems), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

Sec. 9.3.3. Public Benefits Menu

15. Artist Studios

a. Definition

Artist studios shall be understood as rooms dedicated to one of, or a combination of, Instructional Services, Retail sales of art or art-related products, or a space in which Manufacturing, Light: Artistic and Artisanal occurs.

b. Location:

i. All uses which may qualify as Instructional Services, Retail sales of art or art-related products, as well as Manufacturing, Light: Artistic and Artisanal, may be located on any floor of the development.

ii. The floor area devoted to Art Studio/Space shall be located on-site.

c. Floor Area

i. Each individual studio shall be at minimum 200 square feet.

ii. No less than 10 individual studios shall be accommodated.

iii. The cumulative total floor area dedicated to the individual studios shall be a total of 2700 sq ft or 5% of the total sq ft calculated using the bonus FAR, whichever is greater.

vi. The maximum space dedicated to the visual/performing art studio may, but shall not be required to, exceed 15,000 sq ft.

v. The additional floor area allocated to the individual studios shall not count towards the maximum floor area of the lot.

d. Covenant

i. A covenant acceptable to the Department must be recorded with the Los Angeles County Recorder guaranteeing that the property owner will not allow the floor area dedicated to the art studio/space to be used for habitation.

ii. Floor area dedicated to an Art Studio/Space shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued.

iii. Artisan tenants shall have secure access to their studios/spaces 24 hours a day, seven days a week.

iv. An art studio shall not be permitted to sell alcohol.

16. Performance Art Venue

a. Definition

A performance art venue shall be understood as a stage, center, or gallery for which displays or performances are conducted, qualifying either as Amphitheater or Stadium, Local, Indoor Recreation, or Entertainment Venue, Indoor, and may also involve Instructional Services.

b. Location

i. All entertainment venues, and any Indoor Recreation or Entertainment Venue, Indoor use shall be located on the ground story of the development and shall be accessible by a required pedestrian accessway (Sec. 4C.1.1.).

c. Floor Area

i. The cumulative total floor area dedicated to a visual/performing art venue shall be 3,500 sq ft or 5% of the total sq ft calculated using the bonus FAR, whichever is greater.

ii. The maximum space dedicated to the visual/performing theatre may, but shall not be required to, exceed 15,000 sq ft.

iii. The additional floor area allocated to this use shall not count towards the maximum floor area of the lot.

d. Covenant

i. A covenant acceptable to the Department must be recorded with the Los Angeles County Recorder guaranteeing that the property owner will not allow the floor area dedicated to the Performance Art Venue to be used for habitation.

ii. Floor area dedicated to a Performance Art Venue shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued.

iii. Any sale of alcoholic beverages shall be limited to only beer and wine.

17. Movie Theater

a. Definition

A room with seat fixtures and a silver screen, which can be categorized as an Entertainment Venue, Indoor.

b. Location

i. All movie theaters shall be located on the ground story of the development and shall be accessible by a required pedestrian accessway (Sec. 4C.1.1.)

c. Floor Area

i. The cumulative total floor area dedicated to a movie theatre shall be 7,000 sq ft or 5% of the total sq ft calculated using the bonus FAR, whichever is greater.

ii. The maximum space dedicated to the movie theatre may, but shall not be required to, exceed 15,000 sq ft.

iii. The additional floor area allocated to this use shall not count towards the maximum floor area of the lot.

d. Covenant

i. A covenant acceptable to the Department must be recorded with the Los Angeles County Recorder guaranteeing that the property owner will not allow the floor area dedicated to the Performance Art Venue to be used for habitation.

ii. Floor area dedicated to a Performance Art Venue shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued.

iii. Any sale of alcoholic beverages shall be limited to only beer and wine.

Sec. 29. The title of Subparagraph a. (Bonus FAR and Bonus Height) of Paragraph 2. (Incentives) of Subsection C. (Program Rules) of Section 9.3.4. (Mixed-Use Public Benefits Incentive Program) of Division 9.3. of Article 9. of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

a. Bonus FAR ~~and~~ Bonus Height, and Bonus Building Width

Sec. 30. Sub-subparagraph i. of Subparagraph a. of Paragraph 2. (Incentives) of Subsection C. (Program Rules) of Section 9.3.4. (Mixed-Use Public Benefits Incentive Program) of Division 9.3. of Article 9. of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

i. If the option to provide public benefits is enabled by an incentive program in this Article (Public Benefit Systems) or in an applicable Specific Plan, Supplemental District, or Special Zone, a *project* shall be awarded additional *floor area* up to the maximum *tier 2 bonus floor area ratio* ~~and~~, *tier 2 bonus height*,and *tier 2 bonus building width* allowed by the applied Form District (Part 2B.), by providing one or more of the public benefits options in Paragraph 3. (Public Benefits Incentive Sets), below, or by providing an alternative ~~community facility~~ public benefit pursuant to Sec. 9.3.4.D.1.b. ~~9.3.1.D.1.b.~~ (Alternative Public Benefit Options), below. Where no *tier 2 bonus floor area ratio* ~~or,~~ *tier 2 bonus height*, or *tier 2 building width* is specified in the applied Form District (Part 2B.), *project*s may exceed the base *height in stories* up to the highest allowable ~~*bonus*~~

FAR, ~~and *bonus*~~ *height*, and *building width* listed in the applied Form District (Part 2B.), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*.

Sec. 31. A new Subparagraph c. (Public Benefits Incentive Set 3) shall be added to Paragraph 3. (Public Benefits Incentive Sets) and existing Subparagraph c. through e. shall be renumbered in sequence, of Subsection C. (Program Rules) of Section 9.3.4. (Mixed-Use Public Benefits Incentive Program) of Division 9.3. of Article 9. of Chapter 1A of the Los Angeles Municipal Code. The new Subparagraph c. shall read as follows:

c. Public Benefits Incentive Set 3

*Project*s on a *lot* mapped with Public Benefits Incentive Set 3 or identified as eligible for Public Benefits Incentive Set 3 through an applicable incentive program shall be eligible to obtain the additional *floor area* and additional height identified in the table below, up to the highest *floor area ratio* and height listed in the applied Form District (Part 2B.) or eligible Alternative Typology (Part 7B.), by providing the corresponding public benefits options listed in the table, as the options are described in Sec. 9.3.3.C. (Public Benefits Options):

Public Benefits Incentive Set 3		
Public Benefit Option	**Additional Floor Area Granted**	**Additional Height Granted**
Multi Bedroom Units (Sec. 9.3.3.C.8.)	Option A: 1.0 FAR	Option A: 2 stories
Childcare Facility (Sec. 9.3.3.C.1.)	Shall be granted one of the following: Additional floor area for *residential use* equivalent to the total floor area dedicated to a qualifying childcare facility in the project; or 1 story.	

Sec. 32. A new Subparagraph d. (Public Benefits Incentive Set 4) shall be added to Paragraph 3. (Public Benefits Incentive Sets) and existing Subparagraph d. through f. shall be renumbered in sequence, of Subsection C. (Program Rules) of Section 9.3.4. (Mixed-Use Public Benefits Incentive Program) of Division 9.3. of Article 9. of Chapter 1A of the Los Angeles Municipal Code. The new Subparagraph c. shall read as follows:

d. Public Benefits Incentive Set 4

*Project*s on a *lot* mapped with Public Benefits Incentive Set 4 or identified as eligible for Public Benefits Incentive Set 4 through an applicable incentive program shall be eligible to obtain the additional *floor area*, additional height, and *additional building width* identified in the table below, up to the highest *floor area ratio*, height, and *building width* listed in the applied Form District (Part 2B) or eligible Alternative Typology (Part 7B.), by providing the corresponding public benefits options listed in the table, as the options are described in Sec. 9.3.3.C. (Public Benefits Options).

Public Benefits Incentive Set 4			
Public Benefit Option	**Additional Floor Area Granted**	**Additional Height Granted**	**Additional Building Width Granted**
Multi Bedroom Units (Sec. 9.3.3.C.8.)	Option A: 0.5 FAR	Option A: 1 story	15’
Childcare Facility (Sec. 9.3.3.C.1.)	Shall be granted one of the following: Additional floor area for *residential use* equivalent to the total floor area dedicated to a qualifying childcare facility in the project; or 1 story		15’
Privately Owned Public Space (Sec. 9.3.3.C.9.)	For a privately owned public space located at-grade: 1.0 FAR For a privately owned public space	For a privately owned public space located at-grade: 2 stories For a privately owned public space	15’

	located on an upper story: 0.5 FAR	located on an upper story: 1 story	
Artist Studios	1.0 FAR	2 stories	30’
Performance Art Venue	1.5 FAR	3 stories	45’
Movie Theater	2.0 FAR	4 stories	60’

EXHIBIT E.2.a:

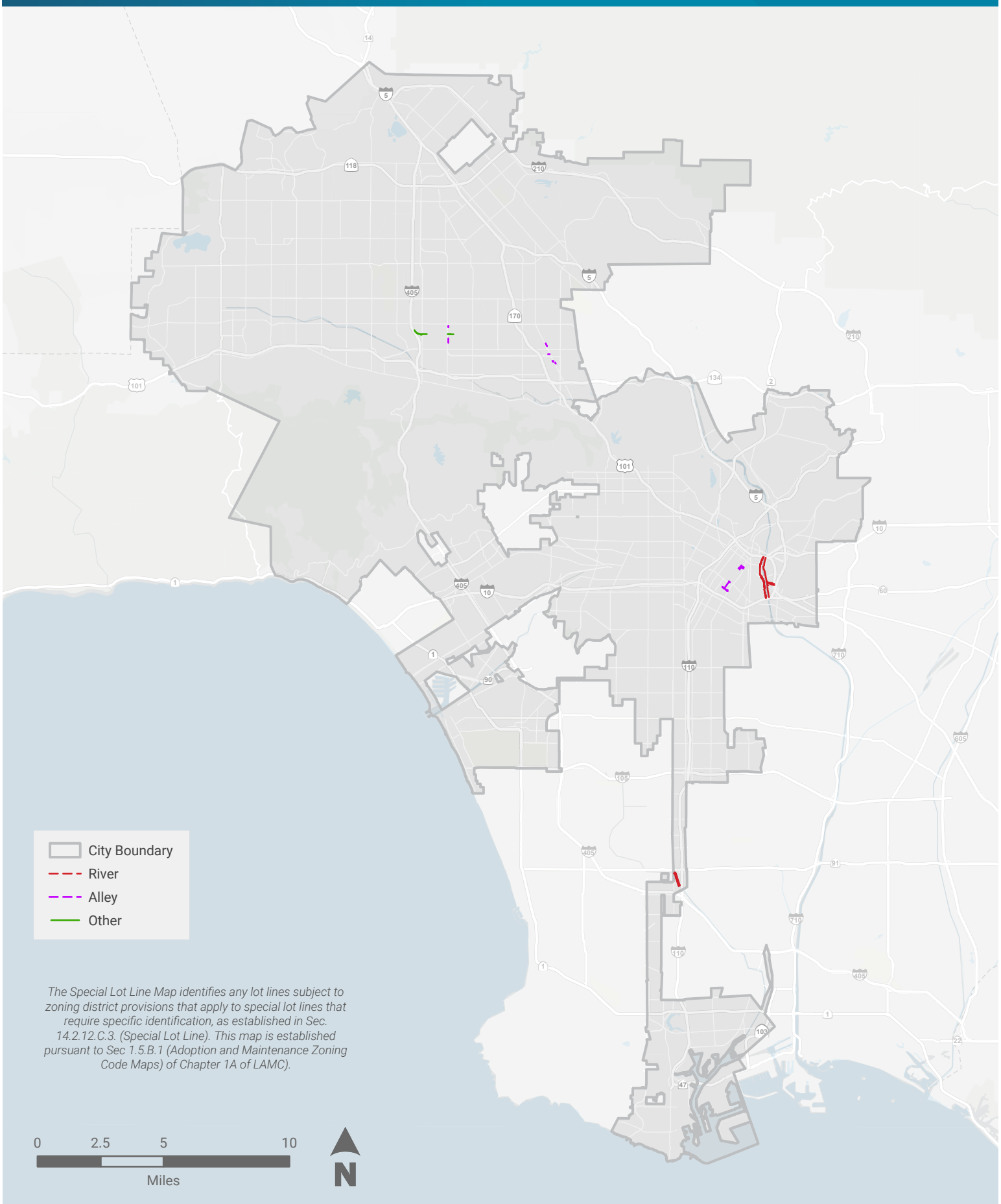
Special Lot Line Maps

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Special Lot Line

City of Los Angeles



The Special Lot Line Map identifies any lot lines subject to zoning district provisions that apply to special lot lines that require specific identification, as established in Sec. 14.2.12.C.3. (Special Lot Line). This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps) of Chapter 1A of LAMC).

Data Sources: Department of City Planning

Date Exported 6/8/2026

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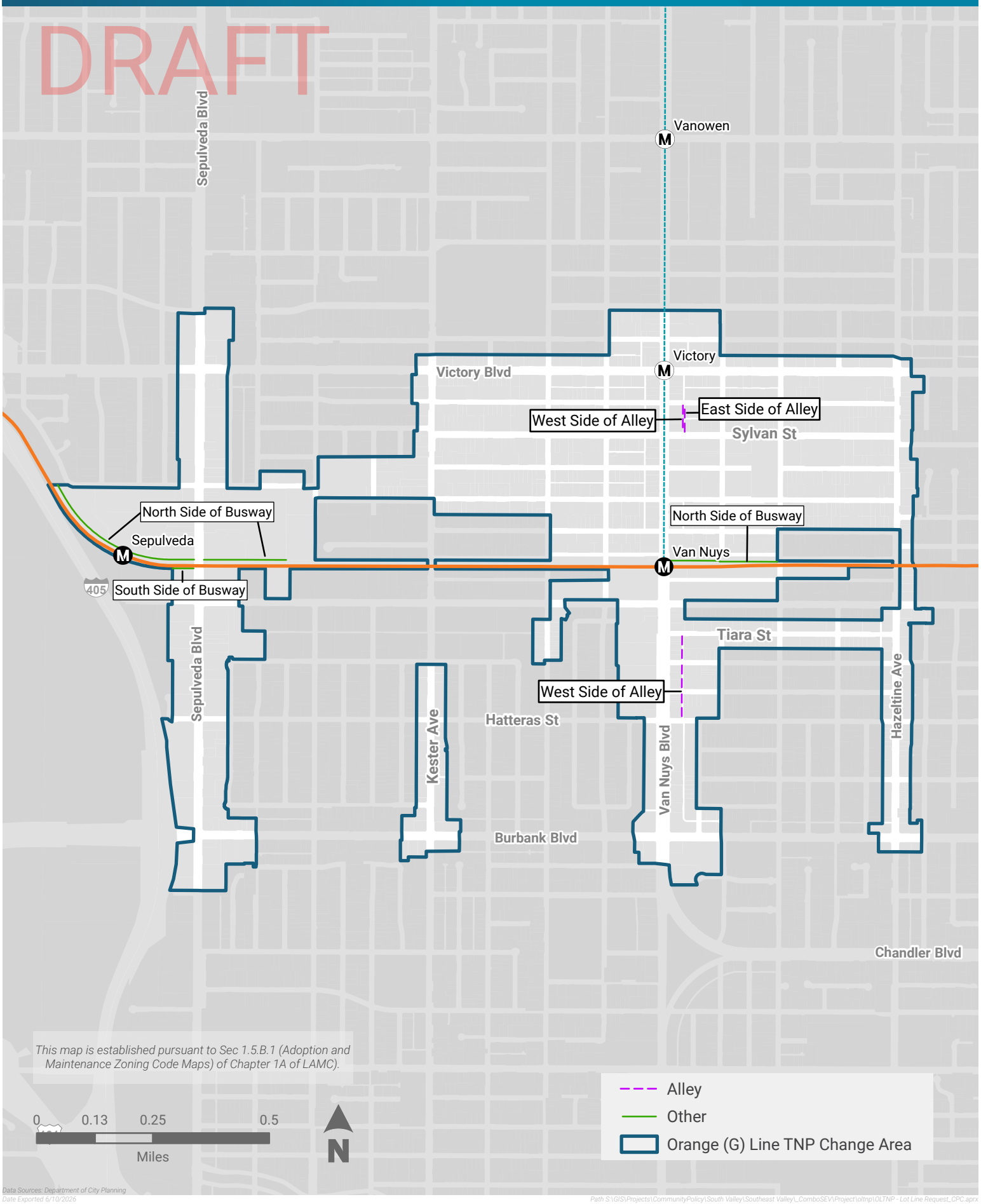
Special Lot Line

Orange (G) Line TNP - Van Nuys-Sepulveda Stations

LOS ANGELES CITY PLANNING



Data Sources: Department of City Planning
Date Exported 6/10/2026

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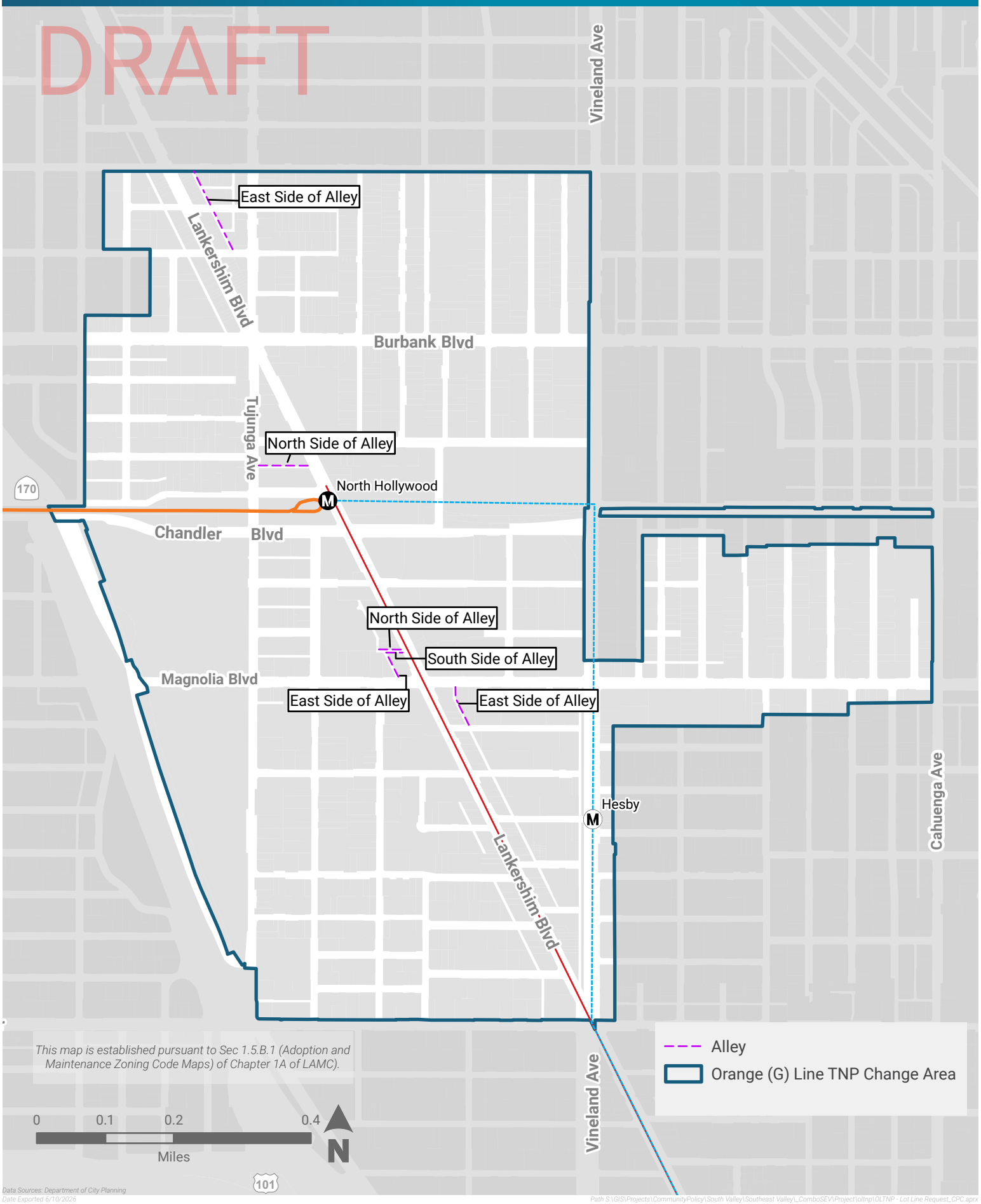
Special Lot Line

Orange (G) Line TNP - North Hollywood Station



This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps) of Chapter 1A of LAMC.

Data Sources: Department of City Planning

Date Exported 6/10/2026

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EXHIBIT E.2.b:

Local Affordable Housing Incentive Program Maps

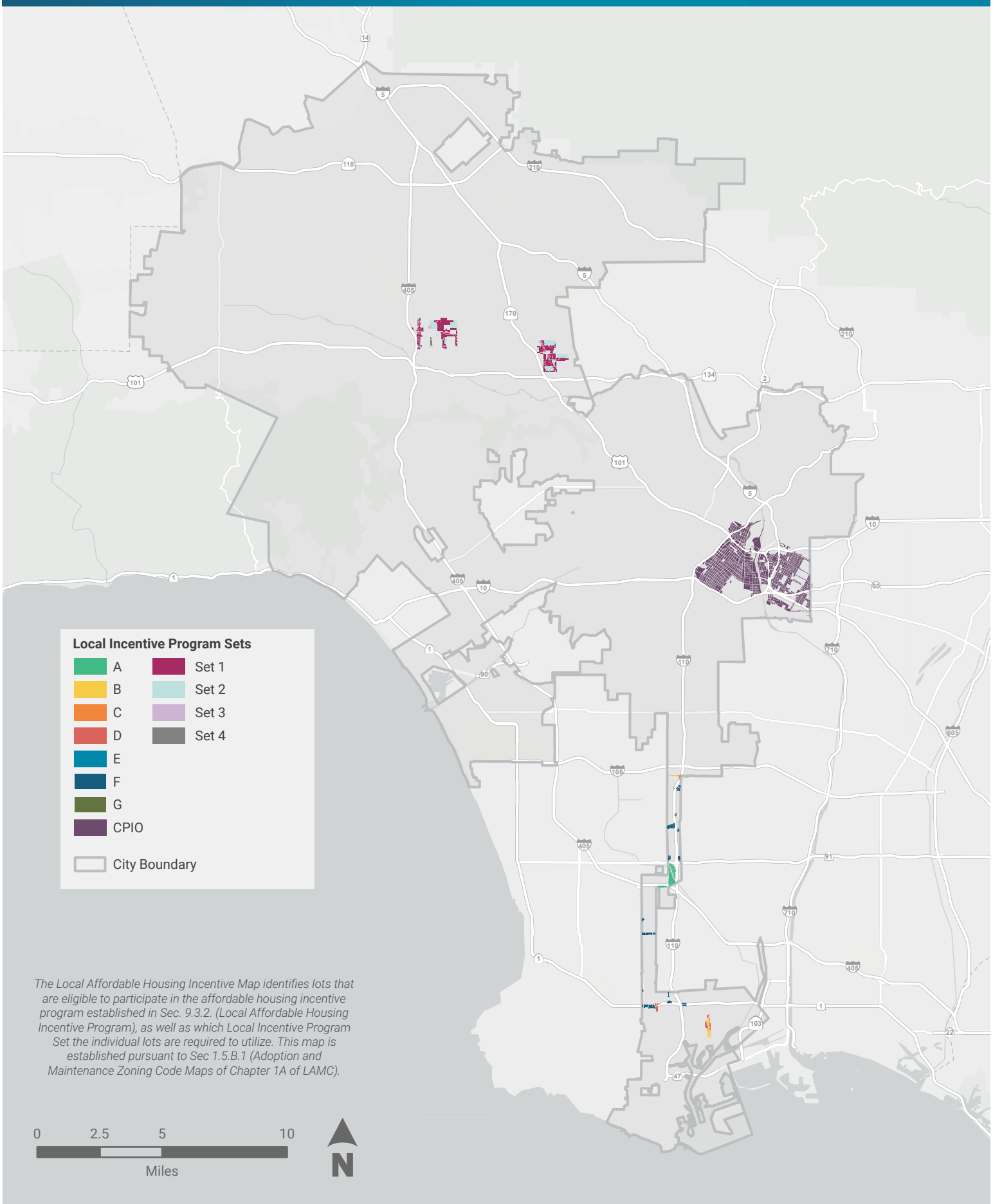
CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Local Affordable Housing Incentive

City of Los Angeles

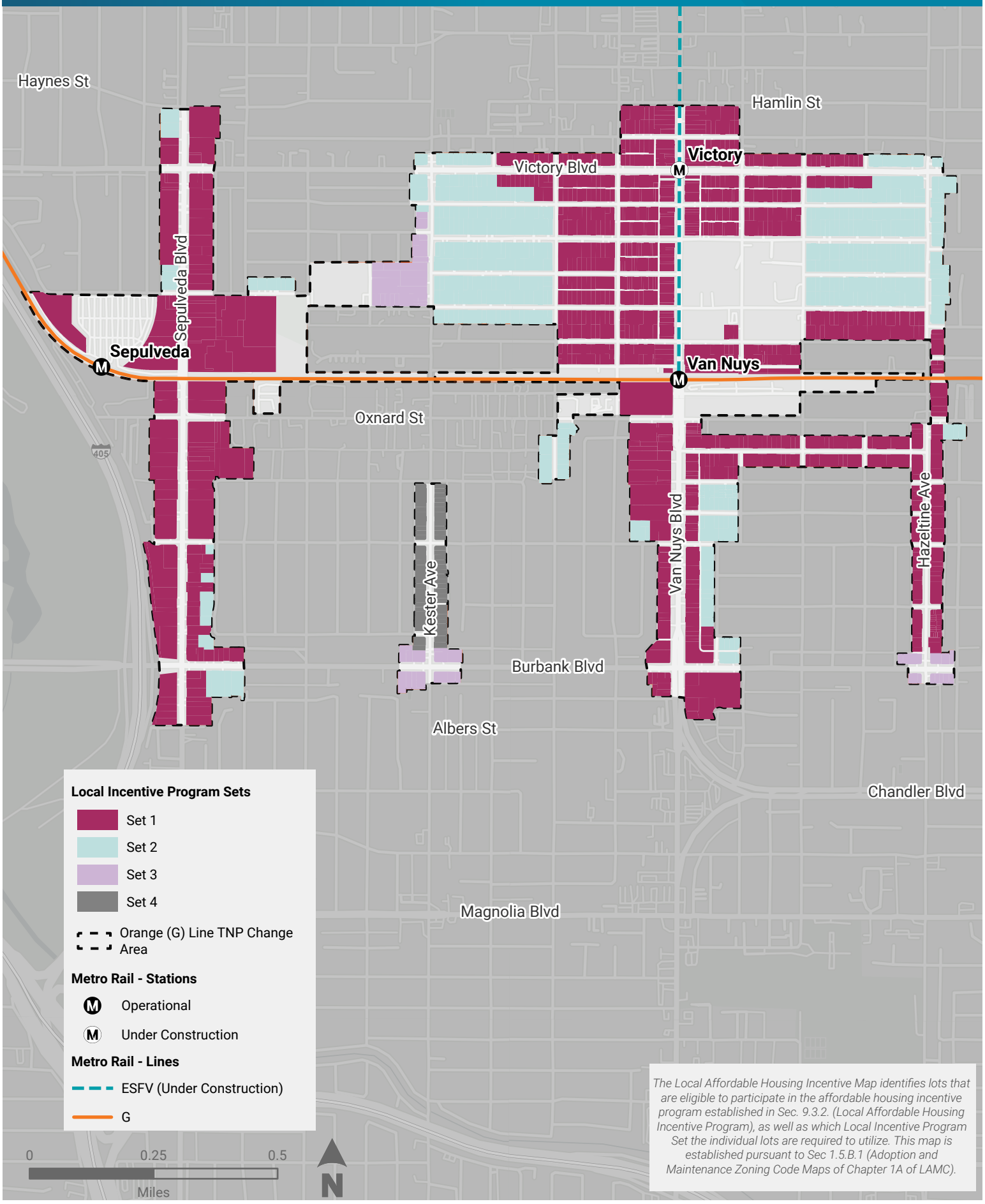
LOS ANGELES CITY PLANNING



The Local Affordable Housing Incentive Map identifies lots that are eligible to participate in the affordable housing incentive program established in Sec. 9.3.2. (Local Affordable Housing Incentive Program), as well as which Local Incentive Program Set the individual lots are required to utilize. This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps of Chapter 1A of LAMC).

Orange (G) Line Transit Neighborhood Plan - Van Nuys-Sepulveda Stations

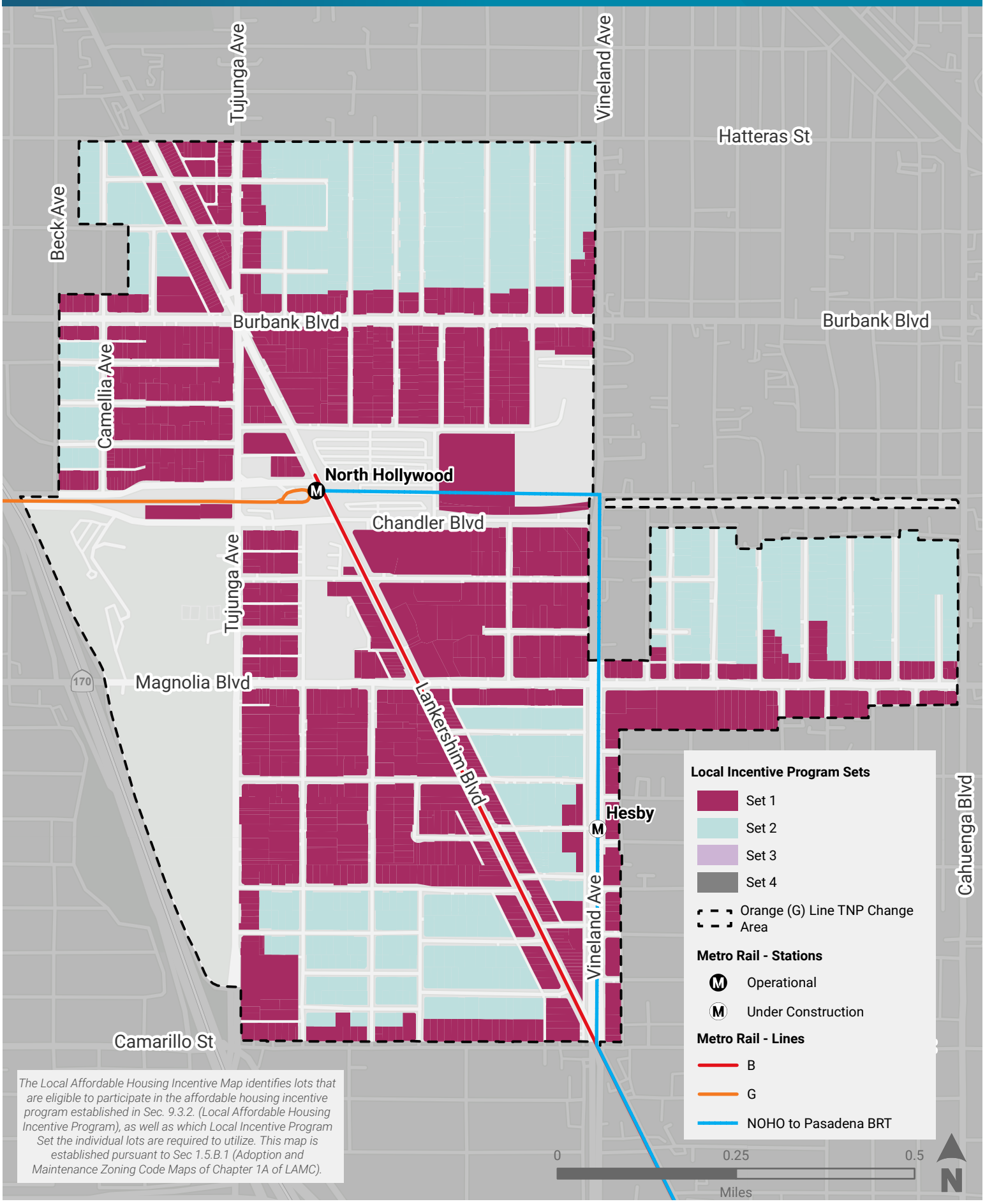
Local Affordable Housing Incentive



The Local Affordable Housing Incentive Map identifies lots that are eligible to participate in the affordable housing incentive program established in Sec. 9.3.2. (Local Affordable Housing Incentive Program), as well as which Local Incentive Program Set the individual lots are required to utilize. This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps of Chapter 1A of LAMC).

Orange (G) Line Transit Neighborhood Plan - North Hollywood Station

Local Affordable Housing Incentive



The Local Affordable Housing Incentive Map identifies lots that are eligible to participate in the affordable housing incentive program established in Sec. 9.3.2. (Local Affordable Housing Incentive Program), as well as which Local Incentive Program Set the individual lots are required to utilize. This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps of Chapter 1A of LAMC).

EXHIBIT E.2.c:

Public Benefits Incentives Maps

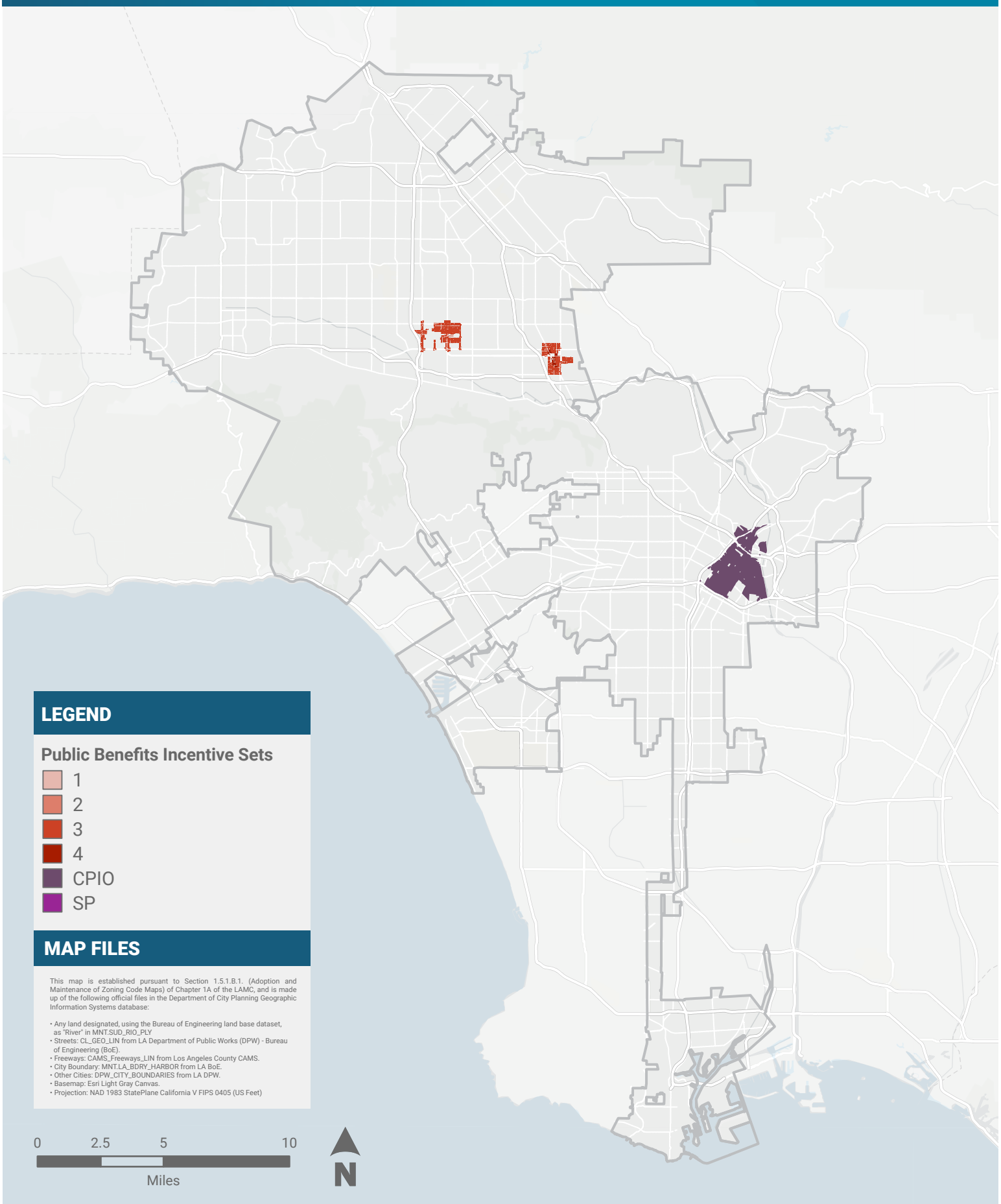
CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Public Benefits Incentives Map

City of Los Angeles

LOS ANGELES CITY PLANNING



LEGEND

Public Benefits Incentive Sets

- 1
- 2
- 3
- 4
- CPIO
- SP

MAP FILES

This map is established pursuant to Section 1.5.1.B.1. (Adoption and Maintenance of Zoning Code Maps) of Chapter 1A of the LAMC, and is made up of the following official files in the Department of City Planning Geographic Information Systems database:

- Any land designated, using the Bureau of Engineering land base dataset, as "River" in MNT.SUD_RIO_PLY
- Streets: CL_GEO_LIN from LA Department of Public Works (DPW) - Bureau of Engineering (BoE).
- Freeways: CAMS_Freeways_LIN from Los Angeles County CAMS.
- City Boundary: MNT.LA_BDRY_HARBOR from LA BoE.
- Other Cities: DPW_CITY_BOUNDARIES from LA DPW.
- Basemap: Esri Light Gray Canvas.
- Projection: NAD 1983 StatePlane California V FIPS 0405 (US Feet)

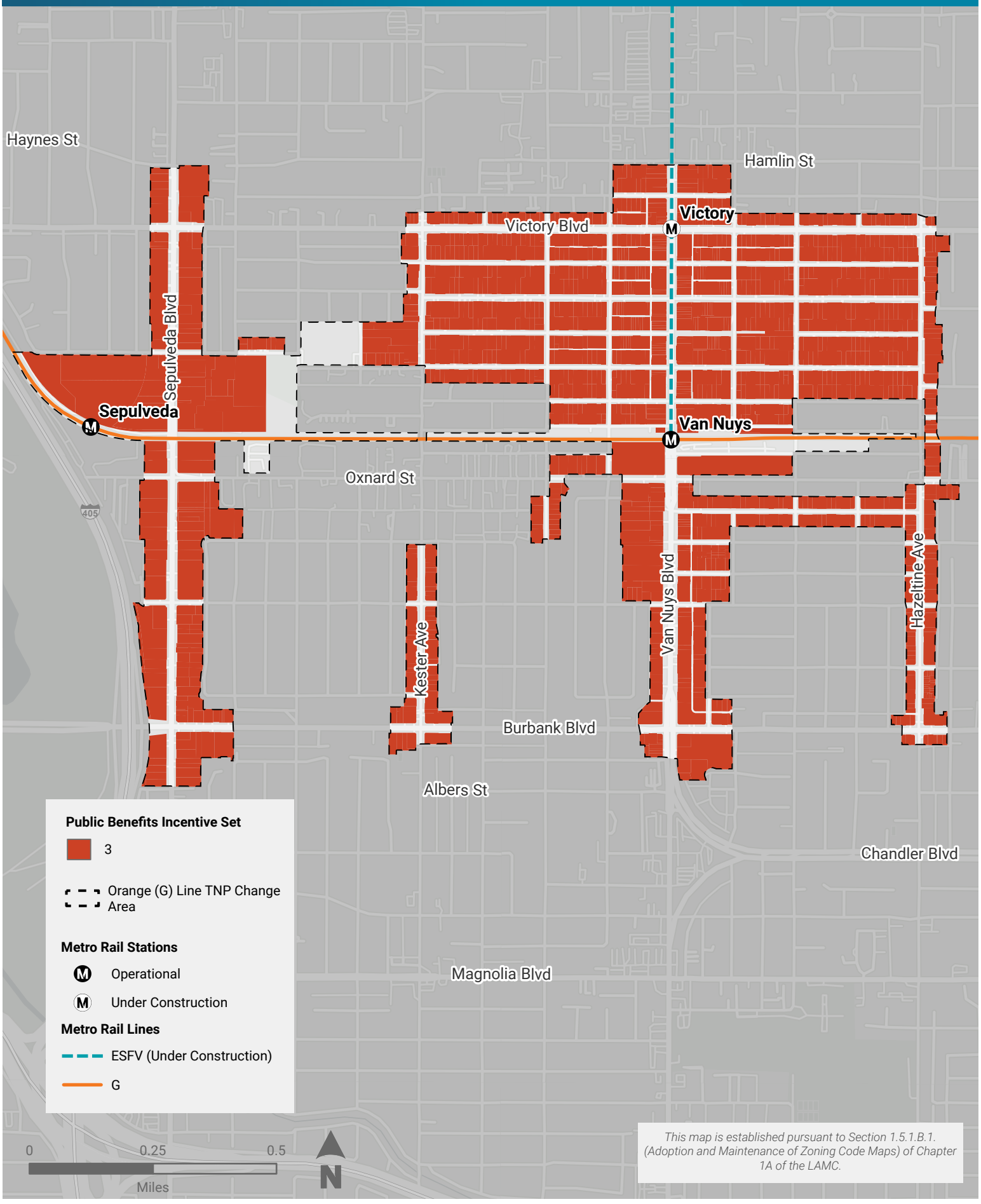
0 2.5 5 10

Miles

N

Orange (G) Line Transit Neighborhood Plan - Van Nuys-Sepulveda Stations

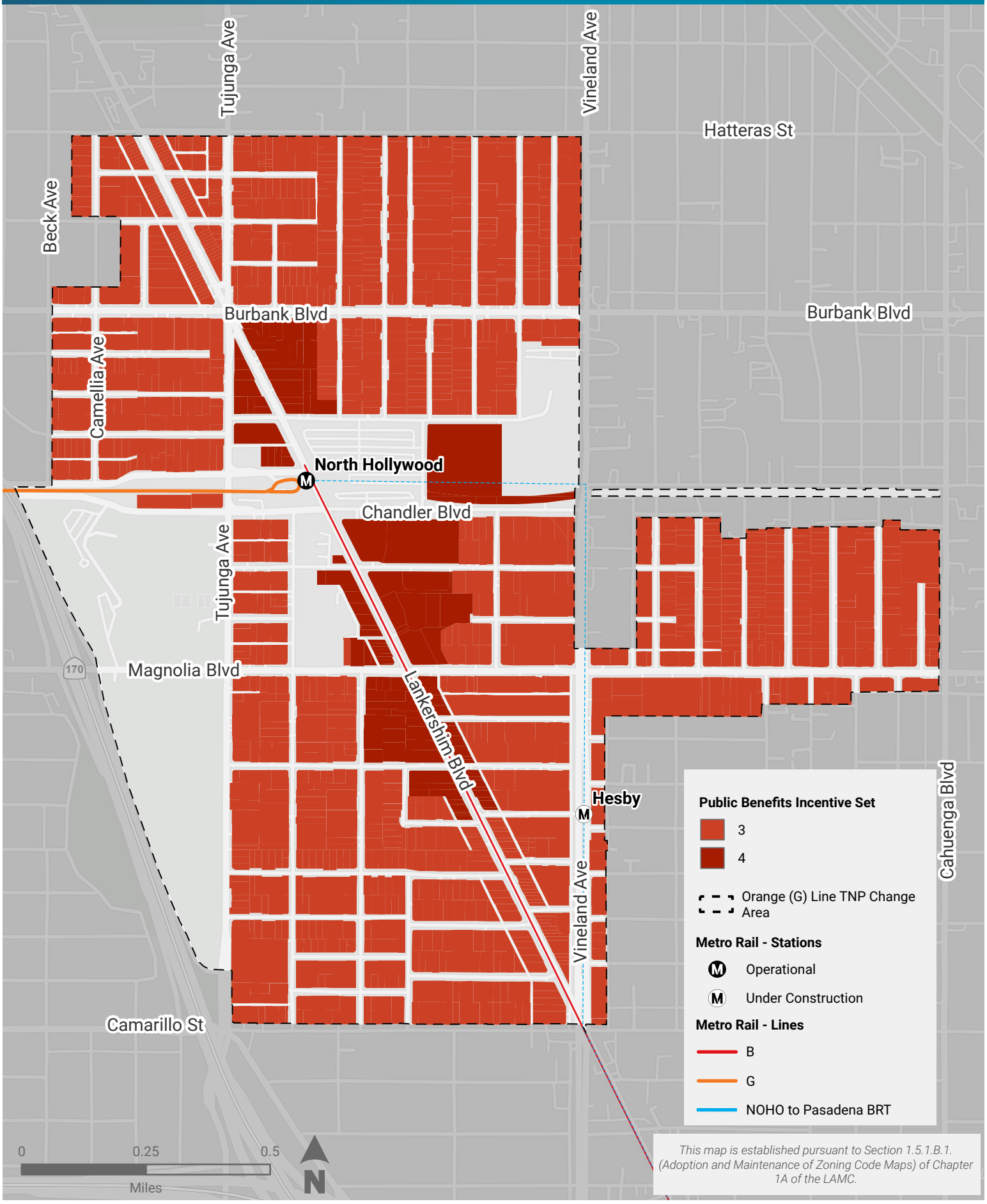
Public Benefits Incentives



This map is established pursuant to Section 1.5.1.B.1. (Adoption and Maintenance of Zoning Code Maps) of Chapter 1A of the LAMC.

Orange (G) Line Transit Neighborhood Plan - North Hollywood Station

Public Benefits Incentives



This map is established pursuant to Section 1.5.1.B.1. (Adoption and Maintenance of Zoning Code Maps) of Chapter 1A of the LAMC.

EXHIBIT E.2.d:

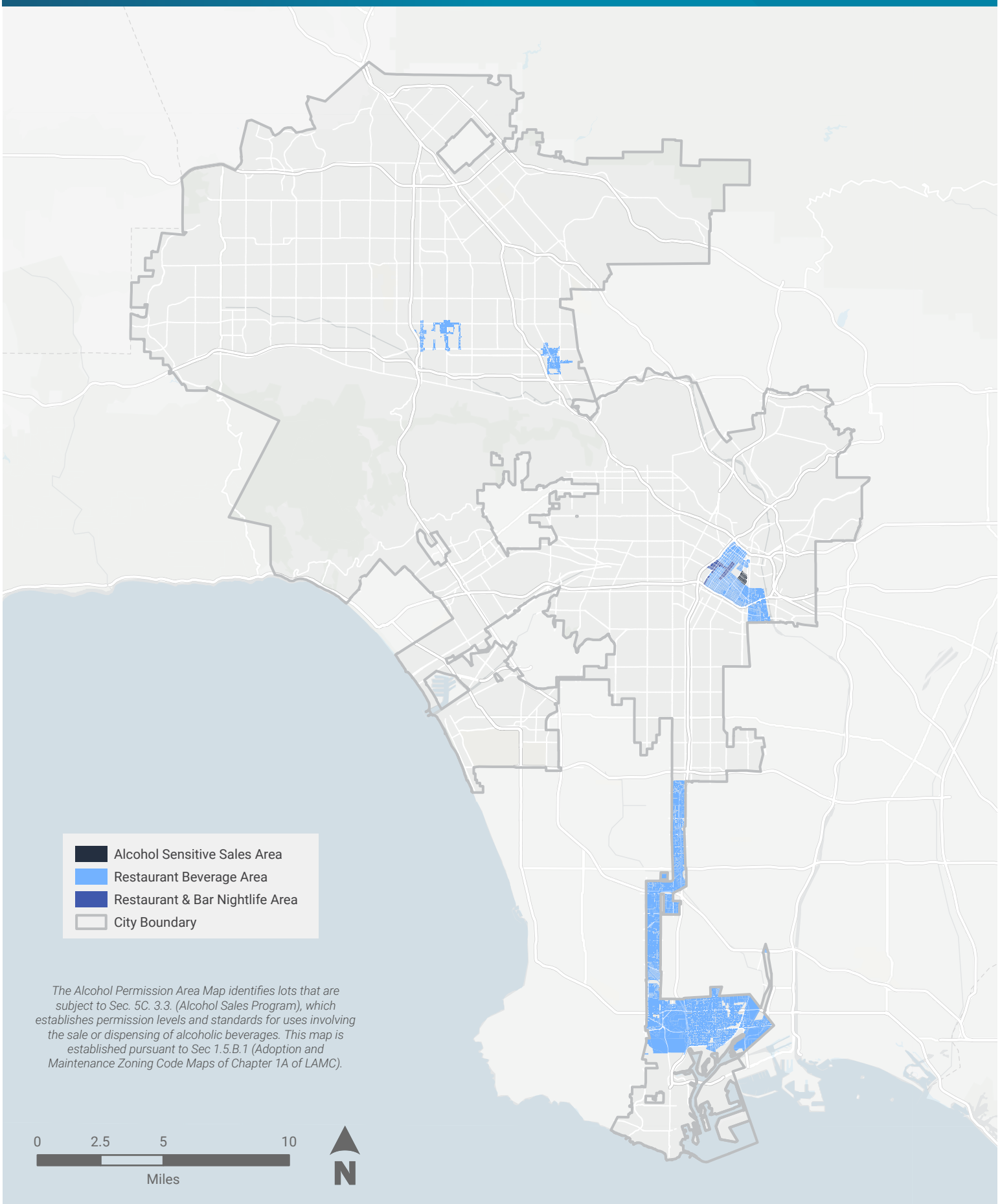
Alcohol Permission Area Maps

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Alcohol Permission Area

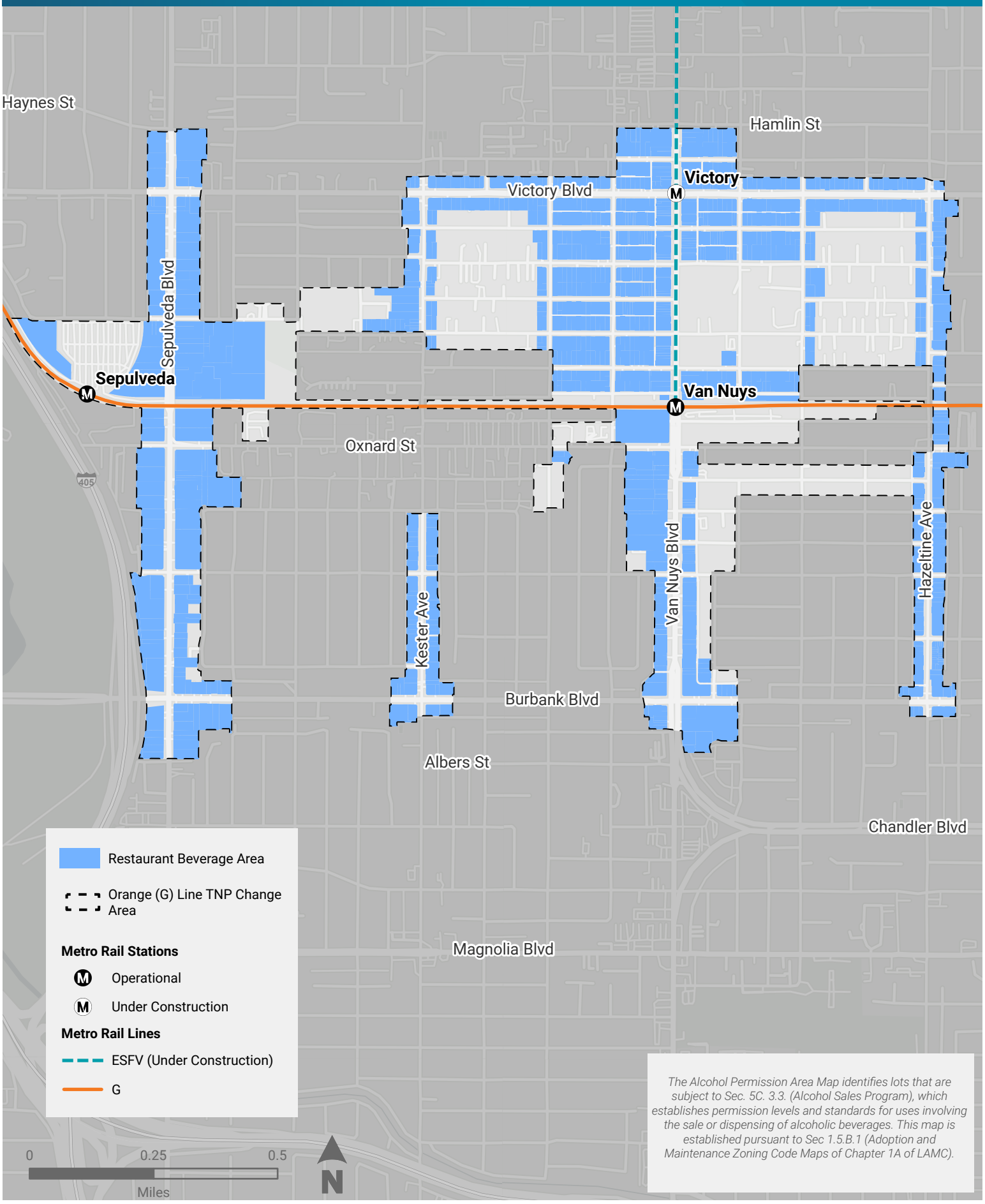
City of Los Angeles



The Alcohol Permission Area Map identifies lots that are subject to Sec. 5C. 3.3. (Alcohol Sales Program), which establishes permission levels and standards for uses involving the sale or dispensing of alcoholic beverages. This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps of Chapter 1A of LAMC).

Orange (G) Line Transit Neighborhood Plan - Van Nuys-Sepulveda Stations

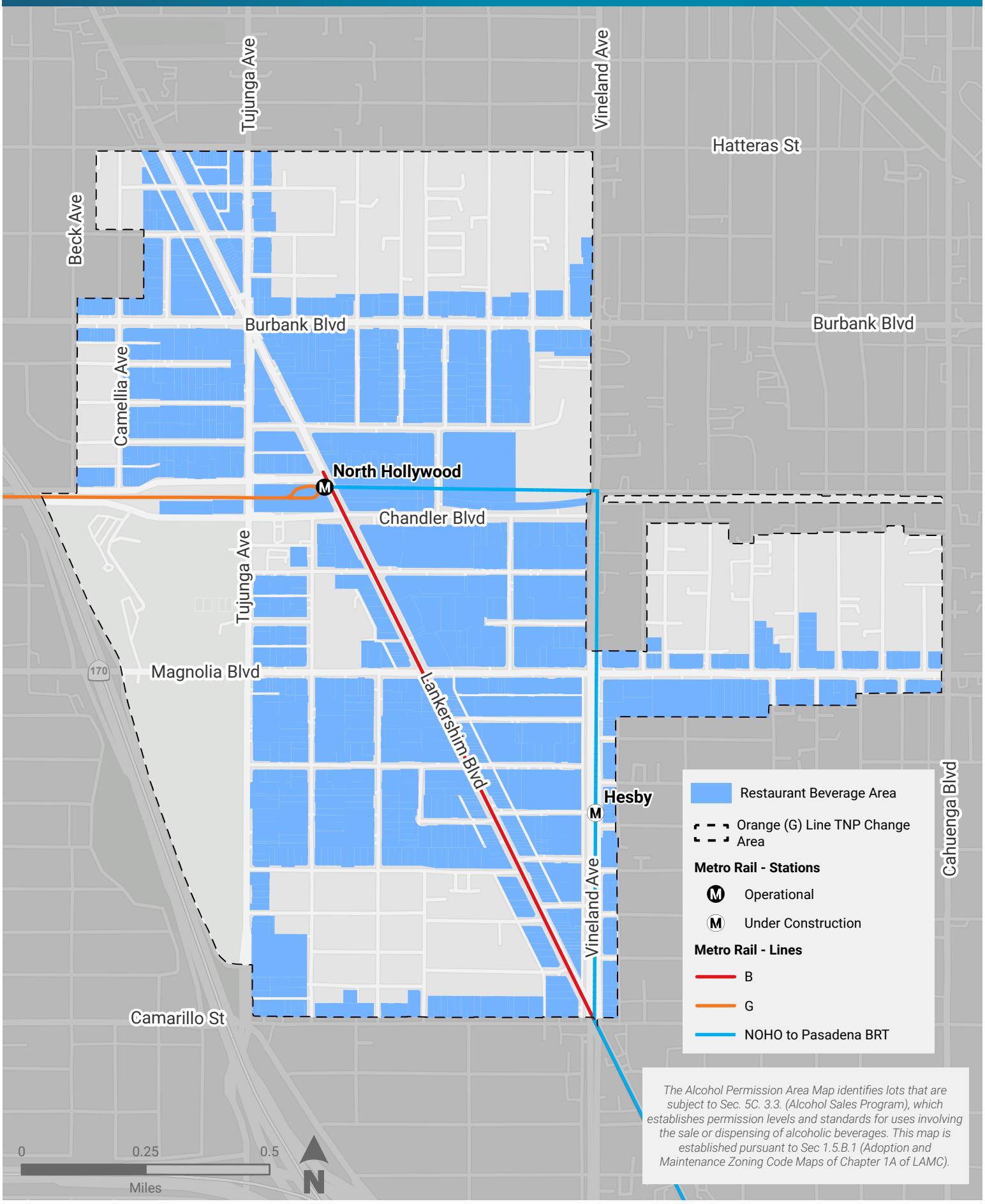
Alcohol Permission Area



The Alcohol Permission Area Map identifies lots that are subject to Sec. 5C. 3.3. (Alcohol Sales Program), which establishes permission levels and standards for uses involving the sale or dispensing of alcoholic beverages. This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps of Chapter 1A of LAMC).

Orange (G) Line Transit Neighborhood Plan - North Hollywood Station

Alcohol Permission Area



The Alcohol Permission Area Map identifies lots that are subject to Sec. 5C. 3.3. (Alcohol Sales Program), which establishes permission levels and standards for uses involving the sale or dispensing of alcoholic beverages. This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps of Chapter 1A of LAMC).

EXHIBIT F:

Addendum Housing Element EIR: ENV-2020-6762-EIR-ADD3, dated June 2026

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

ADDENDUM

ORANGE (G) LINE TRANSIT NEIGHBORHOOD PLAN
ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE CITYWIDE 2021-2029 HOUSING ELEMENT UPDATE AND SAFETY ELEMENT UPDATE AND STATUTORY EXEMPTION FROM CEQA PURSUANT TO PRC SECTION 21080.085.

Case Number: ENV-2020-6762-EIR-ADD3

State Clearinghouse Number: 2021010130

Project Location: The proposed Orange (G) Line Transit Neighborhood Plan ("OLTNP" also "Modified Project") would apply to non-contiguous portions of land surrounding the North Hollywood, Van Nuys, and Sepulveda Los Angeles County Metropolitan Transportation Authority (Metro) G Line stations. The North Hollywood Station is located at the eastern terminus of the Metro G (Orange) Line Bus Rapid Transit (BRT) Line. The Van Nuys Station is located south of the San Fernando Valley Civic Center, which includes Van Nuys City Hall, the Los Angeles Superior Court, Van Nuys Courthouse, and several other government buildings. The Sepulveda Station is located northwest of the intersection of Sepulveda Boulevard and Oxnard Street.

Community Plan Area: Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plan Areas

Council District: 2 – Adrin Nazarian, 4 - Nithya Raman, and 6 - Imelda Padilla

Project Description: The Modified Project reflects a long-term vision for the Metro G (Orange) Line corridor and provides zoned capacity consistent with the City's 2021-2029 Housing Element and Regional Housing Needs Assessment (RHNA) allocation. The Modified Project includes changes to the General Plan Land Use designations and updates to the General Plan, including the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans and the Citywide General Plan Framework Element, as well as the adoption of amendments to the New Zoning Code (Chapter 1A of the LAMC) and amendments to the City's Zoning Map to redesignate properties in the plan area with Chapter 1A zoning typologies. These amendments include the adoption of new a Public Benefit Incentive Set, new Local Affordable Housing Incentive Program (LAHIP) sets, new Special Lot Lines, the incorporation of the District NoHo Specific Plan regulations into the zoning regulations in Chapter 1A, adding TCN suffixes as appropriate, and replacing the Transit Oriented Incentive Program, and removing building line restrictions. Additionally, the OLTNP Project includes the repeal of a portion of the Van Nuys Central Business District Community Design Overlay and a repeal of the NoHo Commercial and Artcraft District Overlay, and the adoption of other revisions and amendments necessary to implement the above, including amendments to the LAMC, and other ordinances and regulations.

PREPARED FOR:
Department of City Planning
The City of Los Angeles

PREPARED BY:
Terry A. Hayes Associates Inc.

June 2026

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1 INTRODUCTION

1.1 BACKGROUND

The Housing Element is one of eight state-mandated elements of the General Plan. It identifies the City's housing conditions and needs; establishes goals, objectives, and policies that are the foundation of the City's housing strategy; and provides an array of programs to create sustainable, mixed-income neighborhoods across the City. The Housing Element Law, enacted in 1969, mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community through the preparation of a housing element. The law requires local governments to adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. Furthermore, the law mandates the update of a local jurisdiction's housing element every eight years to accommodate the jurisdiction's Regional Housing Needs Assessment (RHNA) based on the most recent trends in demographics and employment.

The RHNA allocation process begins with a regional determination issued by the California Department of Housing and Community Development (HCD). The regional determination is allocated to each region's Council of Governments (COG). Southern California Association of Governments (SCAG) is the COG for the counties of Los Angeles, Orange, Imperial, Riverside, San Bernardino, and Ventura. SCAG distributes the RHNA among the unincorporated areas and cities within the six-county region to meet the assessed housing need. Under its RHNA allocation, the City is required to provide the zoned capacity to accommodate the development of at least 456,643 residential units using various land use planning strategies. The City provides capacity for housing through local zoning regulations. The City, however, is not required to physically construct 456,643 units as a result of the RHNA allocation.

On November 24, 2021, the Los Angeles City Council certified the citywide 2021-2029 Housing Element (HE) Update and Safety Element Update Environmental Impact Report (EIR) (SCH No. 2021010130, EIR No. ENV-2020-6762-EIR) and adopted the citywide HE 2019-2029 Update and Safety Element Update. The EIR analyzed the environmental effects of these updates and the associated rezoning. Transit Neighborhood Plans (TNPs) are one tool anticipated by the HE to implement the goals and policies of the HE and to achieve the identified zoning capacity of the RHNA.

Subsequently, on June 14, 2022, the Los Angeles City Council adopted an Addendum to the HE EIR (ENV-2020-6762-EIR-ADD1) to address environmental effects associated with additional targeted amendments to the HE that were identified as needed to achieve substantial compliance with the state Housing Element Law.

On December 10, 2024, a second Addendum to the HE EIR (ENV-2020-6762-EIR-ADD2) was adopted by the City Council to address environmental effects associated with new land use incentives for affordable housing and updates to the City's existing incentive-based housing development programs. Targeted citywide code amendments to expand tenant protections and to align with state law streamlining and lower income site requirements (California Government Code Section 65583.2(h) and (i)) were also included as part of this project. The targeted citywide code amendments comprised of four ordinances that amended both Chapter 1 and Chapter 1A of the Los Angeles Municipal Code (LAMC): the Citywide Housing Incentive Program Ordinance,

an expansion to the City's existing Adaptive Reuse Ordinance, a Housing Element Sites and Minimum Density Ordinance, and a Resident Protections Ordinance.

For the purposes of this document, the November 2021 EIR, June 2022 Addendum, and December 2024 Addendum are collectively referred to as the HE Final EIR.

Following the adoption of a housing element, jurisdictions have three years to adopt the rezoning of sites with some ability for extensions based on specific criteria. Additionally, Program 121 (see below) in the City's HE identified additional programs to rezone beyond the three-year implementation required under State law. Consistent with Program 121 and other programs in the HE (see below), the City is undertaking a number of updates to land use designations and zoning through Community Plan updates and TNPs to implement the HE and, thus, facilitate the construction of housing consistent with state, regional, and City policies.

As indicated in Section 2, below, the Modified Project involves regulatory tools and strategies for the areas around the Metro G (Orange) Line North Hollywood, Van Nuys, and Sepulveda Stations. These tools and strategies aim to create more housing options and job opportunities in proximity to transit. Directing growth to these areas is an overarching principle of the City's General Plan, and aligns with broader efforts to reduce automobile dependency and greenhouse gas (GHG) emissions. Each station area is distinct and is planned with contextual intensities, land uses, design standards, and other strategies.

1.2 ORIGINAL PROJECT (2021-2029 HOUSING ELEMENT UPDATE)

The SCAG prepares a RHNA every eight years to identify housing needs (both latent needs for the existing population and housing to address forecast growth). The RHNA is coordinated with the SCAG Regional Transportation Plan (RTP), which is prepared every four years and includes a growth forecast. The 2021 to 2029 RHNA was based in part on the growth forecast included in the 2020 RTP and identified existing needs. The City's HE was prepared to address the current RHNA allocation to the City.

Description of Housing Element Rezoning Program Components

The HE evaluates sites with the potential to be developed with housing during the planning period and, as a result, identified a need for a Housing Element Rezoning Program to accommodate the development of at least 456,643 residential units to meet the City's RHNA allocation. The City's RHNA allocation as well as meeting other HE programs, policies and goals, including meeting the State's requirement to affirmatively further fair housing in all HE's, will be achieved through a comprehensive rezoning of the City through updates to the City's Community Plans, the preparation of new TNPs, updates to the City's affordable housing incentive programs, targeted zone changes, updates to specific plans and overlays, and other zoning ordinances or amendments. Together, these strategies represent the Housing Element Rezoning Program.

The City completed the necessary rezoning to meet the three-year RHNA targets. However, the HE anticipates (including Program 121, see **Table 1-1, Applicable Housing Element Programs**, below) rezoning throughout the 8-year cycle. The HE addresses not just housing production targets, but other goals designed to ensure a livable city (see **Table 1-1** below).

The Housing Element Rezoning Program prioritizes sites in Transit Priority Areas, near major job centers, and in higher resource areas for rezoning and additional development incentives in an effort to increase capacity in portions of the City best equipped to absorb growth. Below is a summary of some of the programs that make up the Housing Element Rezoning Program:

- *Community Plans, TNPs, Specific Plans, Community Plan Implementation Overlays*: The General Plan Land Use Element is comprised of 34 Community Plans, five TNPs, and various Specific Plans and Community Plan Implementation Overlays across the City. Land use and zoning designations are assigned, and the City's New Zoning Code (LAMC Chapter 1A) is being rolled out through the Community Plan Update process.
- *Density Bonus*: This program serves as the City's primary mechanism for implementing the state Density Bonus Law and encourages the production of affordable housing citywide.
- *Transit Oriented Incentive Areas*: This program incentivizes the development of mixed-income housing within a half mile of a Major Transit Stop, as well as codifies and refines the existing Transit Oriented Communities program.
- *Opportunity Corridors & Opportunity Corridor Transition Areas*: These programs aim to facilitate the creation of mixed-income housing in "Higher Opportunity" areas near transit. Higher-scale development is incentivized on major corridors (Opportunity Corridors), while lower-scale housing is incentivized in more interior portions of neighborhoods (Opportunity Corridor Transition Areas).
- *Affordable Housing Incentive Program*: This program provides tailored land use incentives for 100 percent affordable housing projects and affordable housing projects constructed by Faith Based Organizations or Community Land Trusts in Moderate to High Resource Areas. Additionally, the program allows these types of projects to be constructed in Parking ("P") zones and Public Facilities ("PF") zones.
- *Adaptive Reuse Ordinance*: This ordinance expands adaptive reuse incentives citywide and alleviates development obstacles to streamline the conversion of underutilized office and commercial properties, including hotels, to housing through a by-right conversion process. Eligibility applies to any building older than five years old, with ministerial review granted to buildings over 15 years old.

The HE includes a detailed description of the anticipated Housing Element Rezoning Program, including an identified implementation program (Program 121) and an Inventory of Candidate Sites for Rezoning. Appendix 4.7 of the HE represents a list of potential sites that will be considered through the Housing Element Rezoning Program; however, not all sites that will be rezoned are necessarily included on this list, and not all sites on the list will necessarily be rezoned as part of the Housing Element Rezoning Program.

The Project is a key implementation tool of the HE. In particular, the Project advances multiple programs that direct the City to increase zoning capacity, streamline development standards, and integrate new zoning tools to meet the City's RHNA allocation. **Table 1-1** summarizes the consistency between the Project and applicable Housing Element programs for advancing citywide housing policies and objectives.

TABLE 1-1: APPLICABLE HOUSING ELEMENT PROGRAMS		
HE Program	**HE Program Summary**	**Project Applicability**
21 – Innovative Parking/ Mobility Strategies In Housing	Incorporate updated parking recommendations and strategies into Community Plans, Specific Plans, the revised zoning code, and Transit Neighborhood Plans. Monitor the effects of reduced parking incentives in programs such as TOC, 100% Affordable Housing and micro-unit development projects. Adopt a revised Transportation Demand Management (TDM) Ordinance including new requirements or incentives by 2022.	The Project is a Transit Neighborhood Plan which aligns with California Assembly Bill 2097 requiring no parking minimums for housing projects within 0.5 miles of major transit stops.
48 – Updated Density Bonus and Other Affordable Housing Incentive Program	Update the Density Bonus Ordinance as part of the RHNA Rezoning Program to integrate other citywide incentive programs like TOC, Value Capture, CPIO, and Permanent Supportive Housing (PSH) ordinances. It aims to increase housing affordability and prevent displacement by strengthening tenant protections, extending affordability terms, promoting diverse housing types, clarifying incentive guidelines, and monitoring affordable unit production.	The Project proposes to work in conjunction with all applicable statewide and citywide incentive programs to ensure the availability of affordable housing. These programs include the State Density Bonus Program and the TOC program. The Project also clarifies incentives through clearer zoning requirements, elimination of Q conditions, and adoption of EPMs.
49 – Targeted Zoning Allocations by Community Plan Area	Develop a community housing needs assessment process to allocate the citywide RHNA across CPAs using a methodology that balances traditional growth factors, such as proximity to transit and jobs—with equity, anti-displacement, and fair housing considerations. It also calls for aligning regional and local housing planning, establishing equitable housing and zoning targets by income level, and using tools like the Affordable Housing Sites Analysis to guide funding and implementation.	The Project would implement a clear and predictable zoning framework that would meet the City's RHNA allocation requirements that allow for future development in close proximity to existing and planned transit routes.
55 – Implement CEQA Streamlining Measures	Promote the use of State CEQA streamlining tools (e.g., SB 375, SB 226) to support infill and transit-oriented projects by preparing program-level EIRs, adopting uniformly applicable development measures, and creating policies, procedures, and templates (e.g., SCEAs, SCPEs) to expand eligibility for streamlining and exemptions.	The Project incorporates program-level zoning standards and the EPM Handbook, providing uniformly applicable mitigation measures that enable CEQA streamlining for infill and transit-oriented development, consistent with State, regional, and City policy.
58 – Development and Design Standards	Adopt implementation tools, such as form and frontage regulations, Community Plan Implementation Overlay districts zones and design standards, to guide new development, create objective standards, promote pedestrian oriented design, and acknowledge existing architectural context. Utilize the new zoning code to explore mechanisms to address better transitions between single-family and multi-family	The Project includes frontage and form regulations, including providing additional shade for streets with high pedestrian volume near transit stations as well as better activated lot lines and building designs to provide pedestrian oriented amenities. The Project also utilizes zoning to transition development

TABLE 1-1: APPLICABLE HOUSING ELEMENT PROGRAMS		
HE Program	**HE Program Summary**	**Project Applicability**
	development, between commercial and residential development, and between industrial and residential development. Promote the use of the Citywide Design Guidelines and develop new design tools and overlays to better regulate the design of buildings at all scales. Introduce character frontages, in areas with unique character to better regulate the design of infill structures. Support the work of the Urban Design Studio (see Program 79).	intensity between single-family streets and multi-family and mixed-use housing on commercial corridors.
60 – Zoning Code Revision	Undertake a citywide overhaul of the Zoning Code to create a clear, predictable, and online accessible system that improves flexibility in zoning (density, form, frontage, design standards), facilitates mixed-use development through incentives and overlays, integrates community amenities, and results in transparent, accessible land use regulations understandable to all stakeholders.	The Project applies the New Zoning Code (Chapter 1A) to the OLTNP area, creating a clear and predictable zoning framework with modular standards for form, frontage, use, development standards, and density. It improves flexibility for mixed-use development and delivers transparent, accessible land use regulations tailored to community needs.
62 – Facilitate Housing Innovation	Identify modifications needed in the Zoning Code to incentivize and facilitate innovative housing types, such as shared housing (co-living), cooperative housing, modular and prefabricated housing, adaptive reuse, interim housing, tiny homes, micro units, Accessory Dwelling Units (ADUs), and group quarters.	The Project expands the variety of housing types within the City by expanding housing opportunities, allowing for and embedding modular zoning standards that allow for a variety of housing types.
65 – Plan for Housing Growth and Place-based Strategies in Community Plan Areas	Update Community Plans, Transit Neighborhood Plans, Specific Plans, and citywide ordinances to expand housing opportunities in targeted growth areas, especially near transit, job centers, and Higher Opportunity Areas while minimizing displacement. Actions include rezoning and land use changes, removing barriers such as “Q” and “D” limitations, adopting minimum density and reduced parking requirements, and attaching community benefits (e.g., affordable housing, parks, mobility improvements, workforce training, and local amenities) to significant development incentives. The program also calls for studies of housing potential around transit, revisions to restrictive overlays, and exploration of alternative tools (e.g., ADUs, clustering, planned unit development) to increase affordability and housing diversity.	The Project expands housing opportunities by rezoning restrictive sites, increasing multifamily and mixed-use capacity consistent with Housing Element objectives to minimize displacement and support equitable growth. The Project also incentivizes the production of affordable housing through an incentive system that permits additional development rights in the form of higher floor area ratio and building height in exchange for providing a mix of residential units at different levels of affordability. In the North Hollywood Regional Center area, bonuses are also available for providing childcare facilities and privately owned public space (POPS), which are a different form of benefits to the community..

TABLE 1-1: APPLICABLE HOUSING ELEMENT PROGRAMS		
HE Program	**HE Program Summary**	**Project Applicability**
81 – Community Level Affordable Housing Programs	Balance new residential development with the preservation of existing affordable housing and the inclusion of affordable units in future projects through community planning efforts such as Community Plans, CPIOs, and Specific Plans. It promotes data-driven strategies, tailored land use incentives, and potential inclusionary requirements (i.e., Warner Center Specific Plan, Downtown Community Plan) to expand affordable housing opportunities and meet diverse local housing needs.	The New Zoning Code would work in conjunction with existing state and city incentive programs that encourage the production of affordable housing units.
121 – RHNA Rezoning	Accommodate the City's remaining RHNA of 255,432 units by October 2024 through updates to Community Plans, Specific Plans, and citywide ordinances that expand affordable housing capacity and incentives, with by-right approval for qualifying lower-income projects.	The Project would expand housing opportunities by implementing new zoning tools that provide a clear framework for development. The Project would work in conjunction with existing state and city incentive programs that encourage the production of affordable housing units.
124 – Affirmatively Furthering Fair Housing (AFFH) Program	Promote and affirmatively further fair housing (AFFH) opportunities throughout the community in all housing, planning and community development activities. Take a variety of actions to overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity to promote diverse communities that grant all Angelenos access to housing. Increase place-based strategies to encourage community revitalization and protect existing residents from displacement through various policies, programs, and goal setting.	The Project advances AFFH goals by removing restrictive Q conditions, expanding multifamily and mixed-use capacity, and embedding modular zoning standards that improve housing access across diverse neighborhoods. By integrating zoning with fair housing objectives, the Project supports equitable distribution of housing, reduces barriers to opportunity, and provides a regulatory framework that complements the City's AFFH strategies.
131 – Livable Communities Initiative	Identify opportunities to advance a holistic vision for livable, healthy, and sustainable communities along the City's transit-rich corridors utilizing mixed-use, mixed-income housing combined with opportunities to transform the street and public realm. Pursue ways to better integrate rezoning and community planning efforts with the implementation of Mobility Plan 2035, by coordinating across agencies to identify mobility investment needs. Explore other opportunities to proportionately leverage investments through land use development by linking mobility investment fees.	The Project supports the Livable communities' objectives by applying the New Zoning Code to increase multifamily and mixed-use capacity along major transit corridors. The Project also applies a modular zoning system, including a frontage module, which governs the relationship between buildings and the public realm, including ground-floor height, transparency, pedestrian entries, and façade elements.
103 – Missing Middle	As identified in Chapter 1 and Chapter 2, Los Angeles produces very little Missing Middle housing stock due to the many barriers for its development. Missing Middle housing,	The Project promotes Missing Middle housing developments of between three to 20 units depending on lot size through the

TABLE 1-1: APPLICABLE HOUSING ELEMENT PROGRAMS		
HE Program	**HE Program Summary**	**Project Applicability**
	refers to a variety of low-scale multi-family housing typologies (typically from three to 20 units on a regular sized residential lot). Through a variety of implementation actions, City Planning will seek to introduce more flexible zoning standards and incentives to create opportunities for more low-scale multi-unit housing typologies, particularly in Higher Opportunity Areas.	use of "Medium Residential" and "Medium Neighborhood Residential" zoning.
125 – Transit Oriented Communities	Continue implementation of the Transit Oriented Communities (TOC) program to encourage transit-oriented mixed-income development. Report annually on the production of covenanted affordable units as described in program 45. Explore extension and expansion of the TOC program as described in programs 48, 81, and 121.	As a Transit Neighborhood Plan, the Project advances goals similar to the TOC program, as well as meeting or exceeding the requirements of the Transit-Oriented Incentive Areas program which will continue after the TOC program is discontinued.
135 – Place Based Community Revitalization Efforts	Increase investment in areas most in need to improve community assets that support residents including transportation, infrastructure, community facilities, employment and workforce development, parks, schools, etc. annually. Change the way local funding decisions are made in a way that prioritizes equity and disadvantaged communities in decisions about infrastructure improvements by 2029.	The program includes large areas identified as "Low Resource" according to the California Tax Credit Allocation Committee (2025) where new zoning and policies support increased affordable housing near public transit, increased shade and public amenities, and support for local arts spaces.
SOURCE: City of Los Angeles, *Housing Element Goals, Objectives, Policies, Programs*: (https://planning.lacity.gov/odocument/6fbfbbd0-a273-4bad-a3ad-9a75878c8ce3/Chapter_6_-_Housing_Goals,_Objectives,_Policies,_and_Programs_(Adopted).pdf ; TAHA 2026.		

1.3 HOUSING ELEMENT FINAL EIR

Consistent with state requirements, the HE Final EIR assumes that the identified housing need for the City will be completed within the 2021 to 2029 time period. The 2020 RTP growth forecast and 2020 RTP Final EIR assume the housing will be completed sometime within the planning horizon of the 2020 RTP which extends through 2045.[1,2]

The HE Final EIR is a program EIR, which is an EIR that analyzes the combined environmental effects of an entire program or project as a whole, rather than an individual project. The HE Final EIR provides a programmatic and project level environmental analysis for the HE and Safety Element Update, including programmatically evaluating individual strategies associated with implementing the City's HE and Safety Element Updates. The HE Final EIR focuses on potential environmental impacts from a citywide perspective. Although the HE is not a development project and does not authorize any construction, the HE Final EIR also analyzed potential environmental impacts at a project level from the associated with the anticipated development of all types of housing in all areas of the City. The HE Final EIR analyzes foreseeable impacts from build out of the RHNA allocation in consideration of where residential development is allowed and where it may be allowed through future rezoning programs, as well as foreseeable indirect impacts from amendments to the Safety Element. Furthermore, the HE Final EIR provides environmental analysis associated with the Housing Element Inventory of Sites (currently Appendix 4.1, 4.2, and 4.3 of the HE) and the Housing Element Rezoning Program, which is required to demonstrate zoned capacity needed to accommodate the development of 456,643 new housing units across the City (see Section 1.2).[3]

Mitigation Measures

The HE Final EIR includes mitigation measures to reduce environmental impacts associated with the implementation of the HE, or that is the build out of individual housing projects that may rely on the HE Final EIR. **Table 1-2,** sourced from the Mitigation Monitoring Program in Addendum No. 2[4] of the HE EIR, identifies these mitigation measures.

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1 The RHNA establishes "minimum housing development capacity that cities and counties are to make available via their land use powers to accommodate growth within a planning period." The Housing Element Program EIR evaluates impacts of all the City of Los Angeles RHNA allocation housing being competed over the RHNA planning period, which represents a conservative analysis for purposes of CEQA (for example, criteria pollutant and GHG emission rates are greater today compared to the future, energy efficiency is lower today, etc.).

2 SCAG, *Certified Final Program Environmental Impact Report*, SCH No. 20199011061, May 2020, available at https://scag.ca.gov/2020-peir.

3 As discussed in the HE Final EIR, to ensure that sufficient capacity exists in the HE to accommodate the RHNA throughout the planning period, HCD recommends that jurisdictions identify a buffer over the required allocation, particularly for the lower-income allocation, for the purposes of creating the Inventory of Sites. The City has set a target capacity that is 10 percent higher than the RHNA for lower income units, and 15 percent higher than the RHNA for moderate income units. As such, the City's Housing Element Inventory of Sites targets identifying a capacity of 486,379 units.

4 The second addendum to the HE Final EIR, ENV-2020-6762-EIR-ADD2, is available online at: https://cityclerk.lacity.org/onlinedocs/2021/21-1230-S6_misc_6_11-13-24.pdf

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
AIR QUALITY	
4.2-2(a)	***Construction Emissions Reduction*** For discretionary projects that meet the following criteria, prior to project approval , the Applicant shall be required to provide to the City an Air Quality Impact Analysis prepared by a qualified air quality analyst to analyze construction emissions and identify construction emissions and identify necessary mitigation: ● demolition of more than 13,500 square feet of building area; ● greater than 5,000 cubic yards of soil cut/fill; ● greater than 5-acres of graded area; or use of more than ten pieces of heavy-duty construction equipment and 150 truck trips (or a total of 6,000 vehicle miles traveled by truck) on any given day during demolition, site clearing, or grading. The Air Quality Impact Analysis shall demonstrate that project emissions are less than applicable SCAQMD regional and LST thresholds, or as applicable mitigation measures to reduce air impacts to the extent feasible have been imposed, which may include, but are not limited to, the following mitigation: ● Off-road diesel-powered construction equipment greater than 50 horsepower shall be certified for either the Tier 4 Final emission standards for CARB In-Use Off-Road Diesel-Fueled Fleets Regulations or the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine or an engine that is equipped with retrofit controls to reduce exhaust emissions of NOX and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the onsite air quality construction mitigation manager that the use of such devices is not practical for specific engine types. ● All construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's tier specification, BACT documentation, and ARB or SCAQMD operating permit shall be provided. ● Vehicle idling shall be limited to five minutes as set forth in the California Code of Regulations, Title 13. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits. ● Heavy duty diesel-fueled equipment shall use low NO_x diesel fuel to the extent that it is available and feasible to use. ● Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 grams per brake horsepower-hour of PM and 0.20 grams per brake horsepower-hour of NO_x emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and shall make these records available for inspection upon request by the City of Los Angeles or the South Coast Air Quality Management District (SCAQMD). ● Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use. ● Equipment such as tower cranes and signal boards shall be electric or alternative fueled (i.e., non-diesel). Pole power shall be made available for use for electric tools, equipment, lighting, etc. Construction equipment such as tower cranes and signal boards shall utilize electricity from power poles or alternative fuels (i.e., non-diesel), rather than diesel power generators and/or gasoline power generators. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. Alternative-fueled generators shall be used when commercial models that have the power supply requirements to meet the construction needs of the Project are commercially available from local suppliers/vendors. The determination of commercial availability

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
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	of such equipment will be made by the City prior to issuance of grading or building permits based on applicant provided evidence of the availability or unavailability of alternative-fueled generators and/or evidence obtained by the City from expert sources such as construction contractors in the region. ● Consistent with SCAQMD Rule 403, construction contractors shall identify and implement best available dust control measures during active construction operations capable of generating dust. ● Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be kept on-site and made available to LADBS inspectors during inspection. ● Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible. ● Construction activities shall be discontinued during second-stage smog alerts (when feasible). A record of any second-stage smog alerts and of discontinued construction activities as applicable shall be maintained by the Contractor on-site. If infeasible to stop work, i.e., in the instance of a continuous concrete pour, construction activities shall be limited to those activities necessary to complete the immediate job. ● For projects where continuous pour activities will extend past the typical construction day: ● Concrete trucks shall have an average capacity of 10 cubic yards to minimize the number of concrete truck trips. ● Contractor shall use local concrete suppliers with 90 percent or more of the concrete supplied by one or more facilities within a driving distance of less than 5 miles per one-way trip or 10 miles round trip where feasible. ● Contractor shall be required to use alternatively fueled concrete truck trips that achieve the same or lower NOx emissions as CNG-fueled concrete trucks to the extent feasible. The level of feasibility/infeasibility shall be approved by the City prior to the beginning of concrete pouring activities. ● During plan check, applicant shall make available to SCAQMD a comprehensive inventory of all of road trucks and concrete trucks to be used for the project, including horsepower rating, engine production year, and certification of the specified equipment. OR In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for air quality standards related to operation of construction equipment and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.

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4.2-2(b)	***Operations Emissions Reduction***
	For discretionary projects, prior to project approval, the Applicant shall be required to provide the City an Air Quality Impact Analysis prepared by a qualified air quality analyst to analyze operational emissions and identify necessary mitigation for any discretionary project that would include more than 462 single-family residential units, 612 multi-family residential units, or any equivalent combination thereof. The Air Quality Impact Analysis shall demonstrate that project emissions are less than applicable SCAQMD regional and LST thresholds, or as applicable mitigation measures to reduce air impacts to the extent feasible have been imposed, which may include, but are not limited to, the following mitigation:
	● Implementation of a Transportation Demand Management Plan.
	  ○ Installation of additional electric vehicle charging stations
	  ○ Public infrastructure improvements (e.g., bus stop shelter improvements)
	  ○ Carpool or ridesharing programs
	  ○ Subsidized transit costs
	  ○ Unbundled parking costs
	  ○ Bicycle amenities (storage, showers, lockers, etc.)
	● Use of all-electric appliances (i.e., elimination of natural gas service)
	● Use solar or low emission water heaters that exceed Title 24 requirements
	● Increased walls and attic insulation beyond Title 24 requirements
	● Property management plan that obligates property manager to use of low-VOC paints and coatings, meeting SCAQMD standards, for property management and required use of electric yard and landscaping equipment, including lawnmowers, leaf-blowers, and chainsaws

4.2-3	***Construction Toxic Air Contaminant (TAC) Reduction Measures*** For discretionary projects with an anticipated construction duration of greater than 18-months and located within 500 feet of a residence or other sensitive receptor, prior to issuance of a permit to construct, the applicant shall provide to the City an Air Quality Impact Analysis, prepared by a qualified air quality analyst, that includes a construction health risk assessment. If the analysis shows incremental cancer risk would exceed 10 persons in one million at a sensitive receptor or the calculated Hazard Index for chronic or acute risks would exceed a value of 1.0 at a sensitive receptor, the air quality analyst shall prepare a mitigation plan subject to City review and approval that reduce TACs to less than SCAQMD thresholds. The applicant shall comply with all mitigation measures in the mitigation plan. Alternatively, no Air Quality Impact Analysis, health risk assessment, and mitigation plan shall be required for discretionary projects conditioned to use construction equipment that meets the CARB Tier 4 Final or USEPA Tier 4 off-road emissions for all equipment rated 50 horsepower or greater. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.
BIOLOGICAL RESOURCES	
4.3-1(a)	***Biological Resources Reconnaissance Survey and Reporting*** For all discretionary projects that require vegetation removal, ground disturbance, staging of vehicles, equipment, or materials, and access routes of on natural (e.g., native, virgin) or disturbed but undeveloped (e.g., unpaved, areas barren, or ruderal), areas that contain or have the potential to support special-status species, sensitive habitat, or within 300 feet of suitable habitat to support special-status species (e.g., nesting passerines) as determined by the Department of City Planning, including through consultation with CDFW, the project applicant shall be required to conduct a biological resources assessment report to characterize the biological resources on-site and to determine the presence or absence of sensitive species. The report shall identify 1) approximate population size and distribution of any sensitive plant or animal species, 2)

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
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	any sensitive habitats (such as wetlands or riparian areas), and 3) any potential impacts of Proposed Project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate. If sensitive species and/or habitat are absent from the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to Department of City Planning (DCP) prior to project approval, and the project may proceed without any further biological investigation. If wildlife corridors are present, the report shall identify measures (such as providing native landscaping to provide cover on the wildlife corridor) that the individual project would be required to implement such that the existing wildlife corridor would remain. Wildlife corridors identified in the biological resources assessment report shall not be entirely closed by any development or improvements occurring within the project area.
4.3-1(b)	***Pre-Construction Bird Nest Surveys, Avoidance, and Notification*** For all discretionary projects where sensitive species and/or habitat are identified in the biological resources assessment prepared pursuant to MM 4.3-1(a), the biological resources assessment report shall require pre-construction surveys for sensitive species and/or construction monitoring to ensure avoidance, relocation, or safe escape of the sensitive species from the construction activities, as appropriate. If sensitive species are found to be nesting, brooding, denning, etc. on-site during the pre-construction survey or during construction monitoring, construction activities shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitat areas. A qualified biologist shall be on-site to conduct surveys, for construction monitoring, to perform or oversee implementation of protective measures, and to determine when construction activity may resume. Additionally, the biological resources assessment report shall be submitted to DCP and California Department of Fish and Wildlife (CDFW) prior to ground-disturbing activities. A follow-up report documenting construction monitoring, relocation methods, and the results of the monitoring and species relocation shall be prepared and submitted to DCP and CDFW following construction. Construction activities initiated during the bird nesting season (February 1 – August 31) involving removal of vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 100-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer shall be determined dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site, which shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the avian biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s), construction monitoring, and implementation of protective measures conducted shall be prepared by a qualified biologist. Proposed Project site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.

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No.	**Mitigation Measure**
4.3-1(c)	***Focused Surveys for Rare Plants*** If indicated as appropriate by the biological resources assessment report required in Mitigation Measure 4.3-1(a), focused surveys for special status plants shall be conducted. Prior to vegetation clearing for construction in open space areas, special status plants identified in the focused surveys shall be counted and mapped and a special-status plant relocation plan shall be developed and implemented to provide for translocation of the plants. The plan shall be prepared by a qualified biologist and shall include the following components: (1) identify an area of appropriate habitat, on-site preferred; (2) depending on the species detected, determine if translocation will take the form of seed collection and deposition, or transplanting the plants and surrounding soil as appropriate; (3) develop protocols for irrigation and maintenance of the translocated plants where appropriate; (4) set forth performance criteria (e.g., establishment of quantitative goals, expressed in percent cover or number of individuals, comparing the restored and impacted population) and remedial measures for the translocation effort; and (5) establish a five-year monitoring procedures/protocols for the more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction translocated plants. Five years after initiation of the restoration activities, a report shall be submitted to DCP and CDFW, which shall at a minimum discuss the implementation, monitoring, and management of the restoration activities over the five-year period and indicate whether the restoration activities have, in part or in whole, been successful based on the established performance criteria. The restoration activities shall be extended if the performance criteria have not been met at the end of the five-year period to the satisfaction of DCP and CDFW.
4.3-1(d)	***Adaptive Management Plan*** If indicated as appropriate in a reconnaissance, pre-construction or focused survey required in Mitigation Measure 4.3-1(a), (b), or (c) the biologist shall prepare an Adaptive Management Plan for future operations to ensure that operations will not result in impacts to special status species, such as lighting plans, fencing plans, revegetation plans, and/or necessary covenants to ensure property owners maintain their properties in a way to reduce impacts to native species, such as requirements for keeping domestic animals or use of non-native vegetation, and/or education campaigns. Applicants shall prepare necessary documentation and provide adequate assurances to ensure compliance with ongoing operational requirements, including such measures as, but not limited to, filing of covenants, creation of funding mechanism, or provision of bonds.
4.3-2(a)	***Habitat Mitigation and Monitoring Plan*** For discretionary projects that are in areas potentially containing sensitive natural communities or jurisdictional waters and riparian habitat, including streams, wetlands, riparian habitat, and other water bodies, affected sites as well as off-site areas that may be directly or indirectly affected by the individual development project, prior to the project approval, the applicant shall prepare and submit a Habitat Mitigation and Monitoring Program (HMMP), which shall mitigate for impacts to CDFW jurisdictional habitat at a 2:1 ratio for permanent impacts and a 1:1 ratio for temporary impacts, or as otherwise approved by CDFW and the City. The HMMP shall mitigate for impacts to jurisdictional areas via an acceptable mitigation approach that involves one or a combination of the on-site or off-site restoration or enhancement of degraded in-kind habitats, preservation of in-kind habitats, or by a contribution to an in-lieu fee program approved by the City, CDFW (and USACE, RWQCB, if applicable). The final HMMP shall be developed by a qualified biologist, restoration ecologist or resource specialist and submitted to and approved by the City and CDFW (USACE, RWQCB, if applicable), in compliance with Clean Water Act Sections 401 and 404 and California Fish and Game Code Section 1602 and supporting regulations, prior to issuance of a grading permit for the project. In broad terms, this Program shall at a minimum include:

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No.	**Mitigation Measure**
	● Description of the project/impact and mitigation sites; ● Specific objectives; ● Success criteria; ● Plant palette; ● Implementation plan; ● Maintenance activities; ● Monitoring plan; and ● Contingency measures. Success criteria shall at a minimum be evaluated based on appropriate survival rates and percent cover of planted native species, as well as eradication and control of invasive species within the restoration area. The target species and native plant palette, as well as the specific methods for evaluating whether the project has been successful at meeting the above-mentioned success criteria shall be determined by the qualified biologist, restoration ecologist, or resource specialist and included in the HMMP. The HMMP shall be implemented over a five-year period and shall incorporate an iterative process of annual monitoring and evaluation of progress and allow for adjustments to the program, as necessary, to achieve desired outcomes and meet success criteria. Annual reports discussing the implementation, monitoring, and management of the HMMP shall be submitted to City and the CDFW (USACE, RWQCB, if applicable). Five years after project start, a final report shall be submitted to the City and the CDFW (USACE, RWQCB, if applicable), which shall at a minimum discuss the implementation, monitoring and management of the mitigation project over the five-year period, and indicate whether the HMMP has met the established success criteria. The annual reports and the final report shall include as-built plans submitted as an appendix to the report. Restoration will be considered successful after the success criteria have been met for a period of at least two years without any maintenance or remediation activities other than invasive species control. The project shall be extended if the success criteria have not been met at the end of the five-year period to the satisfaction of the City and the CDFW (USACE, RWQCB, if applicable).
4.3-2(b)	***Protected Tree and Tree Canopy Survey*** For discretionary projects that include the removal of trees, prior to project approval, a tree report and tree replanting plan shall be conducted by a certified arborist to tag and assess all trees (defined as woody plant material that is five inches or greater in diameter at breast height [DBH – four and a half feet off grade]) subject to the City's Protected Tree Ordinance on the project site. Trees shall be tagged to correspond with a tree exhibit map. Also, the genus and species of the trees, size of the trees at DBH, and structure and vigor of the trees shall be determined, and an evaluation of the trees' resource value (i.e., the biological impacts of the tree removals, potential to be considered wildlife habitat, and locating trees deserving protection) shall be completed. All protected trees shall receive a visual tree assessment (VTA – meaning tree observations shall be from the ground and that no special devises [e.g., increment borers, drills] shall be used). Following the completion of the tree survey, the arborist shall prepare a report that shall at a minimum provide a description of the general character of the trees on the site and identify opportunities and constraints for preservation. The report and tree replanting plan shall be provided to the City for review. As part of the assessment, a plot plan shall also be prepared indicating the location, type, and canopy coverage of all existing trees on the site and within the adjacent public right(s)-of-way. Based on the results of the tree survey, development plans shall be clustered to maximum extent feasible in order to avoid impacts to sensitive natural communities (e.g., oak woodlands, riparian habitats, extensive tree canopy) and to maintain the largest and most contiguous area of sensitive communities on the site. Additionally, the development plans shall include a proposed minimum buffer to protect adjacent sensitive communities. Development plans that impact sensitive natural communities shall include a detailed feasibility analysis showing how the design

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
	has accomplished these avoidance strategies; the City shall not approve development plans until the site design has adequately demonstrated maximum avoidance of sensitive natural communities to the satisfaction of the City Planning. Further, removal or planting of any tree in the public right(s)-of-way requires approval of the Board of Public Works. All trees in the public right(s)-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services. The following measures shall be implemented in addition to those required under the City's Protected Tree Ordinance (Ordinance No. 177,404) to avoid and/or compensate for potential indirect impacts to preserved sensitive natural communities before, during, and following construction activities. **Pre-Construction** ● *Fencing*: Protective fencing at least three feet high with signs and flagging shall be erected around all preserved sensitive natural communities where adjacent to proposed vegetation clearing and grubbing, grading, or other construction activities. The protective fence shall be installed at a minimum of five feet beyond the tree canopy dripline. The intent of protection fencing is to prevent inadvertent limb/vegetation damage, root damage and/or compaction by construction equipment. The protective fencing shall be depicted on all construction plans and maps provided to contractors and labeled clearly to prohibit entry, and the placement of the fence in the field shall be approved by a qualified biologist prior to initiation of construction activities. The contractor shall maintain the fence to keep it upright, taut and aligned at all times. Fencing shall be removed only after all construction activities are completed. ● *Pre-Construction Meeting*: A pre-construction meeting shall be held between all site contractors and a registered consulting arborist and/or a qualified biologist. All site contractors and their employees shall provide written acknowledgement of their receiving sensitive natural community protection training. This training shall include, but shall not be limited to, the following information: (1) the location and marking of protected sensitive natural communities; (2) the necessity of preventing damage to these sensitive natural communities; and (3) a discussion of work practices that shall accomplish such. **During Construction** ● *Fence Monitoring*: The protective fence shall be monitored regularly (at least weekly) during construction activities to ensure that the fencing remains intact and functional, and that no encroachment has occurred into the protected natural community; any repairs to the fence or encroachment correction shall be conducted immediately. ● *Equipment Operation and Storage*: Contractors shall avoid using heavy equipment around the sensitive natural communities. Operating heavy machinery around the root zones of trees would increase soil compaction, which decreases soil aeration and, subsequently, reduces water penetration into the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced protected zones, unless where specifically approved in writing and under the supervision of a registered consulting arborist and/or a qualified biologist. ● *Materials Storage and Disposal*: Contractors shall not store or discard any construction materials within the fenced protected zones and shall remove all foreign debris within these areas. The contractors shall leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrient supply. Contractors shall avoid draining or leakage of equipment fluids near retained trees. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. The contractors shall ensure that equipment be parked at least 50 feet, and that equipment/vehicle refueling occur at least 100 feet, from fenced protected zones to avoid the possibility of leakage of equipment fluids into the soil. • Grade Changes: Contractors shall ensure that grade changes, including adding fill, shall not be permitted within the fenced protected zone without special written authorization and under supervision by a registered consulting arborist and/or a qualified biologist. Lowering the grade within the fenced protected zones could necessitate cutting main support and feeder roots, thus jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of the existing grade could compact the soil further, and decrease both water and air availability to the tree roots. Contractors shall ensure that grade changes made outside of the fenced protected zone shall not create conditions that allow water to pond.

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No.	**Mitigation Measure**
	● *Trenching*: Except where specifically approved in writing beforehand, all trenching shall be outside of the fenced protected zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain roots from retained trees, contractors shall use trenching techniques that include the use of either a root pruner (Dosko root pruner or equivalent) or an Air-Spade to limit root impacts. A registered consulting arborist shall ensure that all pruning cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. Root damage caused by backhoes, earthmovers, dozers, or graders is severe and may ultimately result in tree mortality. Use of both root pruning and Air-Spade equipment shall be accompanied only by hand tools to remove soil from trench locations. The trench shall be made no deeper than necessary. ● *Erosion Control*: Appropriate erosion control best management practices (BMPs) shall be implemented to protect preserved sensitive natural communities during and following project construction. Erosion control materials shall be certified as weed free. ● *Inspection*: A registered consulting arborist shall inspect the preserved trees adjacent to grading and construction activity on a monthly basis for the duration of the grading and construction activities. A report summarizing site conditions, observations, tree health, and recommendations for minimizing tree damage shall be submitted by the registered consulting arborist following each inspection. **Post-construction** ● *Mulch*: The contractors shall ensure that the natural duff layer under all trees adjacent to construction activities shall be maintained. This would stabilize soil temperatures in root zones, conserve soil moisture, and reduce erosion. The contractors shall ensure that the mulch be kept clear of the trunk base to avoid creating conditions favorable to the establishment and growth of decay causing fungal pathogens. Should it be necessary to add organic mulch beneath retained oak trees, packaged or commercial oak leaf mulch shall not be used as it may contain root fungus. Also, the use of redwood chips shall be avoided as certain inhibitive chemicals may be present in the wood. Other wood chips and crushed walnut shells can be used, but the best mulch that provides a source of nutrients for the tree is its own leaf litter. Any added organic mulch added by the contractors shall be applied to a maximum depth of 4 inches where possible. • Watering Adjacent Plant Material: All installed landscaping plants near the preserved sensitive natural communities shall require moderate to low levels of water. The surrounding plants shall be watered infrequently with deep soaks and allowed to dry out in-between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet, nor should drainage allow ponding of water. Irrigation spray shall not hit the trunk of any tree. The contractors shall maintain a 30-inch dry-zone around all tree trunks. An above ground micro-spray irrigation system shall be used in lieu of typical underground pop-up sprays. ● *Monitoring*: A certified arborist shall inspect the trees preserved on the site adjacent to construction activities for a period of two years following the completion of construction. Monitoring visits shall be completed quarterly, totaling eight visits. Following each monitoring visit, a report summarizing site conditions, observations, tree health, and recommendations for promoting tree health shall be prepared. Additionally, any tree mortality shall be noted and any tree dying during the two-year monitoring period shall be replaced at a minimum 3:1 ratio on-site in coordination with the City.
CULTURAL RESOURCES	
4.4-1(a)	***Identification of Built-Environment Historical Resources*** For discretionary projects, the following procedures shall be implemented to identify historical resources, as defined by Public Resources Code Section 21084.1, located on or near a development site and implement appropriate techniques to avoid or reduce significant impacts to historical resources. The City of Los Angeles Historic Resources Survey (SurveyLA) results shall be consulted to determine whether the project area, or adjacent areas, have been subject to previous cultural resources studies and whether historical resources were identified.

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	If a development involves the alteration or demolition of a property 45 years of age or older that was not evaluated in SurveyLA, including sites with a QQQ code, a historical resources evaluation shall be prepared for the development. The evaluation shall be prepared according to the following standards: ● The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history. ● The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the state Office of Historic Preservation (OHP) and the City of Los Angeles Office of Historic Resources (OHR) to identify any potential historical resources within the Area of Potential Effects. Those buildings and structures required to be assessed in a historical resource evaluation not located in an HPOZ shall be evaluated within their historic context and documented in a report meeting the OHP and OHR guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the OHR for review and concurrence. If, as a result of the cultural resources records search or the subsequent historical resources evaluation, it is determined that the proposed development would result in a significant adverse effect to one or more historical resources, appropriate techniques consistent with the Secretary of Interior Standards to avoid or reduce significant impacts to the degree feasible shall be implemented. Measures to reduce impacts shall generally be overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary under the circumstance (e.g., preservation in place). In conjunction with any development application that may affect the historical resource, a mitigation plan identifying measures for the treatment or protection of character-defining features shall be provided to the City for review. Measures may include but not be limited to mitigation measures 4.4-1(b) to 4.4-1(j) below.
4.4-1(b)	***Rehabilitation of Historical Resources*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure. If a development proposes alteration or addition to a historical resource to allow for its continued use, the integrity of the resource could be undermined such that it would no longer convey the historical associations that make it eligible for listing. To reduce such impacts, a resource may be rehabilitated in conformance with the Secretary's Standards to allow for continued or new uses while maintaining features that convey the resource's historical significance. Construction of a project as it relates to rehabilitation of a historical resource shall be monitored for compliance with the Secretary's Standards. The construction monitoring shall: ● Be performed by a professional meeting the Secretary of the Interior's Professional Qualifications Standards (PQS) for historic architecture with at least five years of demonstrated experience in rehabilitating historic buildings of similar size. ● Be performed by the professional at regular intervals during the rehabilitation of the historical resource. The intervals shall include, but not necessarily limited to 50 percent, 90 percent, and 100 percent construction. The monitor shall create a technical memorandum at each interval summarizing the findings, making recommendations as necessary to ensure compliance with the Secretary's Standards, and documenting construction with digital photographs. Compliance with the Secretary's Standards shall include the review specifications, tests, and mockups for the treatment of historic building materials. The monitor shall submit the memoranda to City of Los Angeles Office of Historic Resources (OHR) for concurrence. In the event OHR does not concur, all activities shall cease until compliance with the Secretary's Standards is resolved and concurrence is obtained.
4.4-1(c)	***Design Requirements for New Construction*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure.

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	If a development proposes new construction on a site containing a historical resource, the project design team shall consult with a preservation architect or other qualified professional to ensure that new construction is designed and constructed in accordance with the Secretary of Interior's Standards to ensure the proposed new construction would protect the historic integrity of the historical resource and any adjacent historical resources. The final design shall require the approval of OHR. In the event OHR does not concur, all activities shall cease until compliance with the Secretary's Standards is resolved and concurrence is obtained.
4.4-1(d)	***Relocation and Rehabilitation of Historical Resources*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure. For any project for which retention or rehabilitation of a historical resource is not feasible, a feasibility study, subject to City review and approval, shall be prepared weighing the costs, advantages, and disadvantages of relocation, which would preclude the demolition of a resource by removing it intact to another site. If the study concludes it is feasible to relocate the historical resource, the structure's availability shall be advertised in historic preservation websites such as HistoricForSale, Historic Properties, Old Houses, and Preservation Directory and a local newspaper such as the Los Angeles Times for a period of not less than 60 days by the project applicant. Any such relocation efforts shall be undertaken in accordance with a Relocation and Rehabilitation Plan prepared by the party taking possession of the structure to be moved. The Relocation and Rehabilitation Plan shall be developed in conjunction with a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards (PQS) for History, Architectural History, or Architecture, pursuant to 36 CFR 61. The Plan shall include relocation methodology recommended by the National Park Service, which are outlined in the booklet entitled "Moving Historic Buildings," by John Obed Curtis (1979). Upon relocation of the structure to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the building shall be undertaken in a manner consistent with the Secretary's Standards. The Relocation and Rehabilitation Plan shall be reviewed and approved by the City of Los Angeles Office of Historic Resources (OHR) prior to its implementation. In addition, a plaque describing the date of the move and the original location shall be placed in a visible location on the historical resource. If after three months it is evident that no party is interested in purchasing the historical resource per the mitigation measure stipulated above, then the Historic American Building Survey (HABS) Level II documentation, as described below in Mitigation Measure 4.4-1(d), would be required to document the important history and architecture of the historical resource. Relocation shall not take place until the historical resource is first recorded pursuant to the HABS Level II requirements. Any relocation activities undertaken by third parties shall be fully completed prior to the commencement of construction activities. The relocated historical resource shall be moved in accordance with all applicable regulatory requirements, including those applicable provisions of Chapter 83 of the Los Angeles Building Code, and shall be moved during off-peak hours so as to avoid potential traffic impacts.
4.4-1(e)	***Historic American Building Survey Documentation*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure. If significant historical resources are identified on a development site and avoidance or compliance with the Secretary's Standards is not possible, prior to development activities, the project applicant shall prepare a Historic American Buildings Survey (HABS) Level II documentation for the historical resource and remaining historic property setting. The HABS document shall be prepared by a qualified architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's PQS for History, Architectural History, or Architecture, pursuant to 36 CFR 61. This document shall record the history and architecture of the property, as well as important events or other significant contributions to the patterns and trends of history with which the property is associated, as appropriate. The property's physical condition, both historic and current, shall be documented through site plans; historic maps and photographs; original as-built drawings; large

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	format photographs; and written data. Building exteriors, representative interior spaces, character-defining features, as well as the property setting and contextual views shall be documented. Field photographs and notes shall also be included. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. The HABS documentation shall be submitted to the National Park Service for transmittal to the Library of Congress, and archival copies shall be sent to the City of Los Angeles Office of Historic Resources (OHR) and Los Angeles Public Library. Per the Secretary of the Interior's Standards for Architectural and Engineering Documentation, preparation of the HABS document serves to "[provide] important information on a property's significance for use by scholars, researchers, preservationists, architects, engineers and others interested in preserving and understanding historic properties."[5]
4.4-1(f)	***Interpretive Program*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure. If avoidance of the historical resource is not feasible, the project shall include an interpretive display located on the property which addresses the historical context and architectural or historical significance of the resource and informs the public about the history and original configuration of the property. The display shall be reviewed and approved by the City prior to installation at a site to be chosen by the City.
4.4-1(g)	***Construction Monitoring, Salvage, and Reuse*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure. If retention of a historical resource is not feasible, and the historical resource is significant for its architectural design or construction method, the project applicant shall retain a qualified architectural historian or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualifications Standards (PQS) for Architectural History to conduct construction monitoring and salvage during demolition. Any important historic fabric associated with the historical resource's period of significance shall be fully recorded in photographic images and written manuscript notes. Prior to the commencement of demolition, significant material shall be inventoried and evaluated for potential salvage, analysis, reuse, and interpretation. The qualified architectural historian or historic preservation professional shall prepare the necessary written and illustrated documentation in a construction monitoring and salvage report. This document shall record any historically significant construction methods completed during the period of significance as well as document the historical resource's present physical condition through site plans; historic maps and photographs; sketch maps; digital photography; and written data and text. A salvage and reuse plan shall be created, identifying elements and materials that can be saved prior to the issuance of a demolition permit. The plan shall be prepared by a qualified architectural historian or historic preservation professional with demonstrated experience in developing salvage and reuse plans. The plan shall be submitted to the City of Los Angeles Office of Historic Resources. Elements and materials that may be salvageable include: windows, doors, roof tiles, decorative elements, framing members, light fixtures, plumbing fixtures, and flooring materials such as tiles and hardwood. The salvageable items shall be removed in the gentlest, least destructive manner possible. The plan shall identify the recipient(s) for the items. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and for Archaeological Documentation for above ground structures. The completed documentation shall be placed on file at the South Central Coastal Information Center, California State University, Fullerton, California; and the City of Los Angeles Public Library. Findings shall be incorporated into the Historic American Buildings Survey (HABS) report.

[5] National Park Service. "Archaeology and Preservation: Secretary of the Interior's Standards and Guidelines [As Amended and Annotated], Secretary of the Interior's Standards for Architectural and Engineering Documentation," n.d. https://www.nps.gov/history/local-law/arch_stnds_6.htm. Accessed April 9, 2021

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4.4-1(h)	***Temporary Protective Relocation*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure. For projects for which development would have the potential to cause damage to a historical resource and the resource cannot be protected in place, if feasible, the resource may be temporarily relocated to prevent such damage. Prior to development, the applicant shall contact stakeholders directly via letter detailing the location of the project site, its potential impact on the resource, project timeframe, identification of the affected resource, proposed procedures for removal resource or parts of resource with affected, where and for how long the resource would be stored, how it would be secured, and other relevant details. Photographic and documentary recordation of the potentially impacted resource shall be completed by a qualified architectural historian meeting the PQS for Architectural History. Prior to any construction or demolition activities that have the potential to damage the resource, elements that cannot be reasonably protected in place shall be carefully removed by a qualified restoration contractor. Each removed element shall be promptly stored at a secured off-site location. Following completion of project construction, reinstallation of each affected element at its original documented location shall occur [by a qualified restoration contractor] with work completed to the satisfaction of the OHR, and the Department of Public Works Bureau of Engineering, and other interested parties. Excavation and construction activities in the vicinity of the resource and work conducted by the restoration contractor to remove, store, and replace affected elements, shall be monitored by a qualified historic preservation consultant meeting the PQS for Architectural History and documented in a monitoring report that shall be provided to OHR.
4.4-1(i)	***Excavation and Shoring Plan*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure. For projects in which excavation and shoring have the potential to damage a historical resource in close proximity to the project site, an excavation and shoring plan shall be implemented to reduce the likelihood that earth-moving activities will result in damage to the historical resource due to earth moving activities. Procedures shall be implemented for shoring system design and monitoring of pre-excavation, grading, and shoring activities: ● Excavation and shoring plans and calculations for temporary shoring walls shall be prepared by a California Registered Civil Engineer experienced in the design and construction of shoring systems and hired under the excavation subcontractor. The shoring systems shall be selected and designed in accordance with all current code requirements, industry best practices, and the recommendations of the Project Geotechnical Engineer. Maximum allowable lateral deflections for the project site are to be developed by the Geotechnical Engineer in consideration of adjacent structures, property, and public rights-of-way. These deflection limits shall be prepared in consideration of protecting adjacent historic resources. The shoring engineer shall produce a shoring design, incorporating tie-backs, soldier piles, walers, or other means of reinforcement, that is of sufficient capacity and stiffness to meet or exceed the strength and deflection requirements. Calculations shall be prepared by the shoring engineer showing the anticipated lateral deflection of the shoring system and its components and demonstrating that these deflections are within the allowable limits. Where tie-back anchors shall extend across property lines or encroach into the public rights-of-way, appropriate notification and approval procedures shall be followed. The final excavation and shoring plans shall include all appropriate details, material specifications, testing and special inspection requirements and shall be reviewed by the Geotechnical Engineer for conformance with the design intent and submitted to the Los Angeles Department of Building and Safety (LADBS) for review and approval during the grading permit application submission. The Geotechnical Engineer shall provide on-site observation during the excavation and shoring work. ● The general contractor shall hire a California Registered Professional Engineer or California Professional Land Surveyor to prepare an Adjacent Structures Construction Monitoring Plan, subject to review and approval by LADBS, prior to initiation of any excavation, grading, or shoring activities to ensure the protection of adjacent historic resources from damage due to settlement during construction and excavation. The Adjacent Structures Construction Monitoring Plan shall be carried out by a California Professional Land Surveyor and establish survey

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	monuments and document and record through any necessary means, including video, photography, survey, etc. the initial positions of adjacent structures, sidewalks, buildings, utilities, facades, cracks, etc. to form a baseline for determining settlement or deformation. Upon installation of soldier piles, survey monuments shall be affixed to the tops of representative piles so that deflection can be measured. The shored excavation and adjacent structures, sidewalks, buildings, utilities, facades, cracks, etc. shall be visually inspected each day. Survey monuments shall be measured at critical stages of dewatering, excavation, shoring, and construction but shall not occur less frequently than once every 30 days. Reports shall be prepared by the California Professional Land Surveyor documenting the movement monitoring results. ● Appropriate parties shall be notified immediately, and corrective steps shall be identified and implemented if movement exceeds predetermined thresholds, calculated amounts, or if new cracks or distress are observed in adjacent structures, sidewalks, buildings, utilities, façades, etc. In the event that settlement due to excavation or construction activity causes damage requiring touch-ups or repairs to the finishes of adjacent historic buildings, that work shall be performed in consultation with a qualified preservation consultant and in accordance with the California Historical Building Code and the Secretary's Standards, as appropriate. ● Foundation systems are to be designed in accordance with all applicable loading requirements, including seismic, wind, settlement, and hydrostatic loads, as determined by the California Building Code and in accordance with the recommendations provided by the Geotechnical Engineer.
4.4-1(j)	***Structural Construction Monitoring*** If required under the mitigation plan in the historical resources evaluation prepared under MM 4.4-1(a), comply with the following measure. For developments in which excavation and shoring have the potential to damage a historical resource in close proximity to the project site, construction monitoring shall be implemented to minimize damage to nearby historical resources. The construction monitoring shall be performed by a licensed structural engineer with at least five years of demonstrated experience in rehabilitating historic buildings of similar size. A survey the existing foundations and other structural aspects of historical resources in close proximity to the site shall be conducted to establish baseline conditions and provide a shoring design to protect the historical resources from potential damage. The survey shall take place prior to any construction activities. Pot holing or other destructive testing of the below grade conditions on the development site and immediately adjacent to the nearby historical resources may be necessary to establish baseline conditions and prepare the shoring design. A construction monitor shall submit to OHR a pre-construction survey that establishes baseline conditions to be monitored during construction, prior to issuance of any building permit for the development. The monitoring process shall include a meeting with the project contractor prior to the demolition and/or excavation activities to discuss minimizing damage to historical resources in close proximity.
4.4-2	***Archaeological Resources*** Discretionary projects that involve ground disturbance in native soils or soils of unknown origin, shall implement the following procedures to identify archaeological resources located in a development site and implement applicable impact reduction techniques to reduce substantial adverse effects associated with the inadvertent discovery of archaeological resources. A. The project applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards (PQS) in archaeology to complete a cultural resources assessment of the development site. A cultural resources assessment may include an archaeological pedestrian survey of the development site, if possible, and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. Archival research should include a records search conducted at the South Central Coastal Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC). B. If prehistoric or historic archaeological remains are identified as a result of the SCCIC or SLF searches, the remains shall be avoided and preserved in place where feasible.

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	C. Where preservation is not feasible, each resource shall be evaluated for significance and eligibility to the California Register. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains. D. Excavation at Native American sites shall be monitored by a geographically affiliated tribal representative, as agreed upon in any formal consultation proceedings with the geographically affiliated tribe or as indicated by the NAHC. If no tribal monitor is available, the monitoring shall be done by a qualified archaeologist. E. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of the remains shall be determined using radiocarbon dating and other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. F. Following laboratory analysis, the significance of the sites shall be evaluated according to the criteria of the California Register. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation (OHP) publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)" (http://ohp.parks.ca.gov/pages/1054/files/armr.pdf). G. Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated by an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant. H. If the resources meet California Register significance standards, the City shall ensure that all feasible recommendations for impact reduction of archaeological impacts are incorporated into the final design and permits issued for development. Necessary Phase 3 data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the Secretary of the Interior's PQS for archaeology according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the OHP Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. I. If recommended by a cultural resources assessment, prior to issuance of a grading permit and prior to the start of any ground-disturbing activity, the applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's PQS to oversee an archaeological monitor who shall be present during construction excavations, such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the project, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the project site. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and, if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist. Prior to commencement of excavation activities, Archaeological Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the qualified archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event. J. In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 50-foot buffer within which construction activities shall not be allowed to continue shall be established by the qualified archaeologist around the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project development activities shall be evaluated by the qualified archaeologist. If a resource is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code (PRC) Section 21083.2(g), the qualified archaeologist shall

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	coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If, in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes. K. As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, or Phase 3 Data Recovery reports shall be submitted to the City prior to issuance of construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities. OR: In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for archaeological resources and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
GEOLOGY AND SOILS	
4.5-1(a)	***Paleontological Procedures for Discretionary Projects*** For all discretionary projects that involve excavation or grading activities at depths greater than previous disturbance on the respective site(s), prior to the start of construction, the following shall be conducted as discussed in detail below: prepare a resource assessment and records search for the presence of paleontological resources to determine if the project site is underlain by paleontological resources; monitor all excavation and grading activities in areas underlain by soils or geologic units potentially containing paleontological resources; and identify, record, and evaluate all paleontological resources uncovered during project construction and submit a paleontological assessment report to the City for review and approval. In addition, during project construction, the following shall be conducted as discussed in detail below: cease all construction activities in the event of the discovery of paleontological resources; conduct fossil recovery as necessary by a qualified paleontologist; avoid handling of paleontological resources by parties other than the qualified paleontologist responsible for conducting fossil recovery; and resume construction activities only upon clearance by the qualified paleontologist. These procedures, as detailed below, shall be implemented to avoid impacts to paleontological resources or reduce potential impacts to a less-than-significant level: ● Prior to excavation and grading activities, a qualified paleontologist shall prepare a resource assessment and records search for the potential presence of paleontological resources. This assessment shall be informed by records from the Natural History Museum of Los Angeles County. ● If the assessment determines the project site is underlain by soils or geologic units with a medium to high potential for containing paleontological resources, a qualified paleontologist shall prepare a monitoring plan, and worker education plan. The paleontologist's assessment and any required monitoring or required worker education plan shall be submitted to the City for review and approval prior to the commencement of construction activities. Any monitoring plan shall include requiring compliance with Mitigation Measure 4.5-1(d) for discovery, salvage, and treatment.

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	OR In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for paleontological resources and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.5-1(b)	***Worker Environmental Awareness Program, Fossil Salvage, and Construction Monitoring*** If required by cultural resources assessment under MM 4.5-1(a), prior to the start of construction, a paleontological monitor shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff, and notice that the identified qualified paleontologist is the only one authorized to handle paleontological find(s), including but not limited to collection and removal. Approved plans shall include statement of WEAP requirement. OR In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for paleontological resources and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.5-1(d)	***Fossil Discovery, Salvage, and Treatment*** All discretionary projects shall be subject to the following mitigation measure: **Discovery**. If paleontological resources are uncovered during construction activities (in either a previously disturbed or undisturbed area), all ground-disturbing activities in the area of the find shall cease until a qualified paleontologist has evaluated the find, and identified and prepared an appropriate mitigation plan, in accordance with federal, state, and local guidelines, Construction activities in the area of the discovery shall commence again only after the identified resource(s) are properly processed by a qualified paleontologist, and if construction activities are cleared by the qualified paleontologist to continue. If cleared by the qualified paleontologist, construction activity may continue unimpeded on other portions of the project site that would not affect evaluation or recovery of the identified resource(s). **Fossil Salvage and Treatment**. The qualified paleontologist or designated paleontological monitor shall recover intact fossils consistent with the mitigation plan and notify the City of any fossil salvage and recovery efforts. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with a mitigation plan prepared by the paleontological monitor. The qualified paleontologist shall prepare a report according to current professional standards including those of the SVP that describes the resource, how it was assessed, and disposition. The report shall be submitted to the City. The requirements in this mitigation measure shall be shown on plans. OR

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	In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for paleontological resources and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
HAZARDS AND HAZARDOUS MATERIALS	
4.7-2(a)	***Environmental Site Assessment*** (1) Applicability Threshold. Discretionary projects that require grading, excavation, or building permits from LADBS and which meet the criteria below shall comply with the standard in (2): ● Located on or within 500 feet of a Hazardous Material site listed on the following databases: o SWRCB GeoTracker (refer to https://geotracker.waterboards.ca.gov); o DTSC EnviroStor (refer to https://www.envirostor.dtsc.ca.gov/public); o DTSC Hazardous Waste Tracking System (refer to https://hwts.dtsc.ca.gov); o LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at https://www.lafd.org/fire-prevention/cupa/public-records); o Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental Release Prevention inventory lists at https://fire.lacounty.gov/public-records-requests); o SCAQMD Facility Information Detail (refer to https://xappprod.aqmd.gov/find); or ● Located on or within 500 feet of a Hazardous Materials site designated as a RCRA Small Quantity Generator or Large Quantity Generator (refer to the USEPA Envirofacts database at https://enviro.epa.gov/index.html); or ● Located on an Oil Drilling District or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by CalGEM (refer to https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx); or ● Located on any land currently or previously designated with an industrial use class or industrial zoning; or ● Located on land currently or previously used for a gas station or dry-cleaning facility. OR: ● The Applicant or Owner are aware or have reason to be aware that the Project site was previously used for an industrial use, gas station, or dry-cleaner, or otherwise is contaminated with hazardous substances. And: ● The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or conditions. (2) A Phase I Environmental Site Assessment (ESA) shall be prepared by a Qualified Environmental Professional in accordance with state standards/guidelines and current professional standards, including the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments, to evaluate whether the site, or the surrounding area, is contaminated with hazardous substances from any past or current land uses, including contamination related to the storage, transport, generation, or disposal of toxic or Hazardous Waste or materials.

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	If the Phase I ESA identifies a Recognized Environmental Condition (REC) and/or if recommended in the Phase I ESA, a Phase II ESA shall also be prepared by a Qualified Environmental Professional. The Phase I and/or Phase II ESAs shall be maintained by the Applicant and Owner and made available for review and inclusion in the case file, as applicable, by the appropriate regulatory agency, such as the SWRCB, DTSC, or LAFD Hazard Mitigation Program. Any remediation plan recommended in the Phase II ESA or by the appropriate regulatory agency shall be implemented and, if required, a No Further Action letter shall be issued by the appropriate regulatory agency prior to issuance of any permit from LADBS, unless the regulating agency determines that remedial action can be implemented in conjunction with excavation and/or grading. If oversight or approval be a regulatory agency is not required, the Qualified Environmental Professional shall provide written verification of compliance with and completion of the remediation plan, such that the site meets the applicable standards for the proposed use, which shall be maintained by the Applicant and Owner.
4.7-2(b)	***Site Remediation and Health and Safety Plan*** For discretionary projects that require site remediation under MM-HAZ 4.7-2a, if contaminants of concern (COCs) are detected above regulatory action levels, the project applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP). If the project is under regulatory oversight, the SMP shall be submitted to appropriate agencies (such as SCAQMD, DTSC or others) for review and approval prior to the commencement of excavation and grading activities. The SMP shall be implemented during excavation and grading activities associated with the project to ensure that contaminated soils are properly identified, excavated, and disposed of off-site, as follows: ● The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the Project Site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment. ● During the project's excavation phase, the applicant shall remove and properly dispose of impacted materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan, prior to its transfer for treatment and/or disposal. All impacted soils would be properly treated and disposed of in accordance with SCAQMD Rule 1166. ● The project applicant shall commission a site-specific Health and Safety Plan (HASP) to be prepared in compliance with Occupational Safety and Health Administration (OSHA) Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal-OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the Department of Building and Safety. The HASP shall address, as appropriate, safety requirements that will serve to avoid significant impacts or risks to workers or the public. The HASP shall include emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The HASP shall be signed by all workers involved in the activities associated with the investigation to demonstrate their understanding of the risks of excavation. If remediation is determined to be necessary, the grading permit shall not be issued until the applicable regulatory agency has indicated that further remedial action is not required.
4.17-5	Mitigation Measure 4.17-5 are also applicable to Hazards and Hazardous Materials.

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HYDROLOGY AND WATER QUALITY	
4.8-1	***Drainage Pattern Alterations and Flood Control*** For any development project that the City has determined based on an expert study (that was required by DWP), will impede or redirect flood flows even with compliance with existing regulations and RCMS, the project shall develop and implement a project-specific Stormwater Pollution Prevention Plan (SWPPP) for compliance with the Clean Water Act's National Pollutant Discharge Elimination System (NPDES) program. The purpose of the SWMP, similar to the SWPPP, is to maintain during construction and operations the existing drainage patterns of the site and vicinity to the maximum extent feasible, to avoid downstream impacts associated with flooding or water quality degradation from ground disturbance during construction. To address the potential for long-term drainage pattern alterations associated with the placement of future development projects in areas where no development is currently present, the SWMP must also include operational and maintenance BMPs; such BMPs may include but would not be limited to the upkeep of landscaped/vegetated swales to dissipate stormwater runoff, or the maintenance (dredging and disposal of accumulated materials) of detention basins placed to capture stormwater runoff resulting from the project. If DWP does not require a study, this mitigation does not apply.
NOISE	
4.10-1(a)	***Noise Shielding and Silencing*** For all discretionary projects, power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the Project Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications. Measure shall be shown on plans. OR In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for construction noise or vibration and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.10-1(b)	***Use of Driven Pile Systems*** For all discretionary projects, driven (impact), sonic, or vibratory pile drivers shall not be used, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report. Requirement shall show on plans. OR In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for construction noise or vibration and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
4.10-1(c)	***Enclosures and Screening*** For all discretionary projects, all outdoor mechanical equipment shall be enclosed or screened from off-site noise-sensitive uses. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line-of-sight from the equipment and off-site noise-sensitive uses. OR: In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for construction noise or vibration and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.10-1(d)	***Construction Staging Areas*** Construction staging areas shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. Requirement shall show on plans. OR: In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for construction noise or vibration and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.10-1(e)	***Temporary Sound Barriers*** Sound barriers, such as temporary walls or sound blankets, shall be erected between construction activities and noise-sensitive uses when construction activities are located within a line-of-sight to and within 500 feet of noise-sensitive uses. Requirement shall show on plans. OR: In lieu of the above measure, comply with all Environmental Protection Measures (EPMs) for construction noise or vibration and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.10-1(f)	***Project-Specific Construction Noise Study*** A Construction Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for discretionary projects in the City located within 500 feet of noise-sensitive land uses and that have one or more of the following characteristics: ● Two or more subterranean levels or 20,000 cubic yards or more of excavated material; ● Construction duration (excluding architectural coatings) of 18 months or more; ● Use of large, heavy-duty equipment rated 300 horsepower or greater; or ● The potential for impact pile driving.

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
	The Construction Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses (e.g., residences, transient lodgings, schools, libraries, churches [or other places of assembly], hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks), and identify measures to reduce noise exposure. The Construction Noise Study shall identify reasonably available noise reduction devices or techniques to reduce noise levels to acceptable levels and/or durations including through reliance on any relevant federal, state or local standards or guidelines or accepted industry practices, and in compliance with LAMC standards. Noise reduction devices or techniques may include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. Each measure in the Construction Noise Study shall identify anticipated noise reductions at noise-sensitive land uses. Project Applicants shall be required to comply with all requirements of Mitigation Measures 4.10-1(a) through 4.10-5(e) in addition to any additional requirements identified and recommended by the Construction Noise Study and shall maintain proof that notice of, as well as compliance with, the identified measures have been included in contractor agreements. OR: In lieu of the above measure, comply with all Environmental Protection Measures (EPMs) for construction noise or vibration and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.10-2	***Project-Specific Operational Noise Study*** A Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for all discretionary housing developments with roof decks and/or pool decks in the City of Los Angeles concurrent with Design Review and prior to the approval of building permits. The Noise Study shall include: ● Description of pertinent noise regulations. ● Analysis of operational noise generated by the project's roof decks and/or pool decks to noise-sensitive land uses. ● Comparison of noise levels to applicable City thresholds, such as if the project's operational noise would exceed 3 dBA in an unacceptable land use category or 5 dBA in an acceptable land use category per the City's land use compatibility guidelines included in the City of Los Angeles General Plan Noise Element. ● If project noise would exceed City thresholds, identification of mitigation measures to reduce noise to below 3dBA in an unacceptable land use category or 5 dBA in an acceptable land use category to the extent feasible. Mitigation measures may include, but would not be limited to, operational restrictions, sound dampening equipment, or sound walls. ● Each mitigation measure in the Noise Study shall identify anticipated noise reductions at noise-sensitive land uses. ● Applicant/owners shall comply with the mitigation plan and include the measures in construction contracts. ● Mitigation plan shall be included on plans. Any study to identify impacts shall comply with Public Resources Code Section 21085.

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
4.10-3(a)	***Vibration Control Plan*** For construction activity for discretionary projects involving vibratory rollers or sonic pile drivers within 50 feet of an extremely fragile building (non-engineered masonry) or historical resource (designated or in SurveyLA or other City recognized survey), the Applicant shall prepare a Vibration Control Plan. The Vibration Control Plan requirement shall also apply to use of impact pile drivers within 140 feet of extremely fragile buildings or historical resources or residential structures. The Vibration Control Plan shall be prepared by a licensed structural engineer and shall include methods to minimize vibration, including, but not limited to: ● Use of drilled piles or similar method rather than impact pile driving ● Use of rubber-tired equipment rather than metal-tracked equipment ● Avoiding the use of vibrating equipment when allowed by best engineering practices The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected extremely fragile buildings/historical resources. The survey letter shall provide a shoring design to protect the extremely fragile buildings/historical resources from potential damage. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed by the Contractor and monitored by a qualified structural engineer in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24). A Statement of Compliance, in a form approved by the City, committing the Applicant and Owner to complying with the measure shall be signed by the Applicant and Owner is required to be submitted to the Los Angeles Department of Building and Safety (LADBS) at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above shall be documented by a qualified structural engineer, and shall be provided to the City upon request. Vibration Control Plan shall show on the plans. OR: In lieu of compliance with the above measure, comply with all Environmental Protection Measures (EPMs) for air quality standards related to operation of construction equipment and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.10-3(b)	***Vibration Mitigation*** For all discretionary projects: ● Impact pile drivers shall be avoided to eliminate excessive vibration levels. Drilled piles or similar methods are alternatives that shall be utilized where geological conditions permit their use. ● Construction activities shall involve rubber-tired equipment rather than metal-tracked equipment. The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment when allowed by best engineering practices. Requirement to be on plans. OR:

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
	In lieu of the above measure, comply with all Environmental Protection Measures (EPMs) for construction noise or vibration and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
PUBLIC SERVICES	
4.12-1(a)	***Design Plans Review*** For discretionary projects with more than 300 units or located in VHFHSZ or SRA areas and where LAFD finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics, prior to the start of construction, design plans shall be submitted to the LAFD that demonstrate the use of construction and design features that reduce fire potential and/or promote containment, including increased spacing between buildings, noncombustible roofs, fire-resistant landscaping, and special irrigation facilities. Design features shall be reviewed and approved by the LAFD prior to project approval. Upon completion of project construction, a diagram of each portion of the property, including access routes and any additional information that might facilitate fire and emergency medical response, shall be submitted to the LAFD.
4.12-1(b)	***Emergency Access*** For discretionary projects with more than 300 housing units or located in VHFHSZ or SRA areas and where LAFD finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics, during demolition and construction of discretionary projects, access roads and alleyways shall remain clear and unobstructed in order to ensure access for emergency vehicles. If road closures during construction are necessary, prior to the issuance of a building permit for the discretionary project, a detailed Construction Management Plan including street closure information, a detour plan, haul routes, and a staging plan, shall be prepared and submitted to the Los Angeles Fire Department and the Los Angeles Department of Transportation for review and approval. Furthermore, if emergency access gates are provided on a project access road, the gates shall be equipped with approved locking devices for both Los Angeles City and County Fire Departments on both sides of the gate. Signs shall be provided on the project access road.
4.12-1(c)	***Hillside Fire/Vegetation Management Plan*** For discretionary projects with more than 300 units or located in VHFHSZ or SRA areas and where LAFD finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics, projects shall have a 200-foot minimum Fuel Management Zone in place, and it shall be cleared annually, around each structure on the project site. A Fire/Vegetation Management Plan for the Fuel Management Zone shall be prepared that requires the following: all-natural vegetation will be thinned out by 70 percent and all dead vegetation, including grass will be maintained at less than four inches in height; if the zone is not irrigated, the area may be covered with chipped biomass four inches deep; no tree limb shall be within 10 feet of a chimney, including outdoor barbeques; trees must be maintained free of dead branches; trees must be limbed up four feet or ⅓ the height of the tree; trees over driveways or roads must be limbed up to 15 feet; the shrub height limit is two feet. Furthermore, the following requirements shall be included in the Fire/Vegetation Management Plan. The following shrubs and trees are highly flammable and shall not be planted on or around the project site: ● Sage species (*Salvia spp.*) ● Pampas grass (*Cortaderia spp.*) ● Cypress (*Cupressus spp.*) ● Eucalyptus (*Eucalyptus spp.*) ● Juniper (*Juniperus spp.*)

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
	● Pine (*Pinus spp.*) ● Cedar (*Cedrus spp.*) The following shrubs and trees shall be used for general landscaping to reduce fire hazard associated with flammable vegetation: ● Coastal live oak (*Quercus spp*.) ● California sycamore (*Platanus racemosa*) ● Cottonwood *(Populus fremontii*) ● Willow (*Salix spp.*) ● Mulefat (*Baccharis salicifolia*) ● California bay (*Umbellularia californica*) ● California black walnut (*Juglans californica*) ● Liquidambar (*Liquidambar styraciflua*) ● California lilac (*Ceanothus spp.*) ● Toyon (*Heteromeles arbutifolia*) ● Mountain mahogany (*Cercocarpus betuloides*) ● Holly leaf cherry (*Prunus ilicifolia*) ● Dwarf periwinkle (*Vinca minor*) ● Grass (*Stipa spp.*) The Fire/Vegetation Management Plan shall be reviewed and approved by the City of Los Angeles Fire Department prior to project approval.
4.12-1(d)	***Submittal of Plot Plan*** For discretionary projects with more than 300 units or located in VHFHSZ or SRA areas and where LAFD finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics, submittal of a plot plan for approval by the LAFD shall be required. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane. In addition, the following recommendations by the LAFD relative to fire safety may be incorporated into the building plans: ● Access for Fire Department apparatus and personnel to and into all structures shall be required. ● The entrance to a residence lobby must be within 50 feet of the desired street address curb face. ● Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units. ● The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. ● The Fire Department may require additional vehicular access where buildings exceed 28 feet in height. ● Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; but, in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof. ● Entrance to the main lobby shall be located off the address side of the building.

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
	● Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet of the visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department. ● Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department. ● Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. ● The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky. ● Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required. ● Submit plot plans indicating access road and turning area for Fire Department approval. ● Adequate public and private fire hydrants shall be required. ● Standard cut-corners will be used on all turns. ● Any roof elevation changes in excess of three feet may require the installation of ships ladders. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access. ● All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued. ● Plans showing areas to be posted and/or painted “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off. ● Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy. ● All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. ● Helicopter landing facilities are required on all high-rise buildings in the City in accordance with the recently revised Fire Protection Bureau Requirement 10. ● Each standpipe in a new high-rise building shall be provided with two remotely located fire department connections (FDCs) for each zone in compliance with NFPA 14-2013, Section 7.12.2.
4.12-2(a)	***Crime Prevention Unit Consultation*** For a discretionary project with more than 300 units or on a project site of more than 10 acres, the project applicant shall consult with the Los Angeles Police Department’s Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department’s Design Out Crime Guidelines. The crime prevention features recommended by the Los Angeles Police Department’s Crime Prevention Unit and agreed to by the project applicant during consultation shall be made part of the project. The plans shall incorporate the design guidelines relative to security, semipublic and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. These measures shall be approved by the Police Department prior to the issuance of building permits.

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
4.12-2(b)	***Security During Construction*** During construction of discretionary projects with more than 300 units or with more than 10 acres, private security personnel shall monitor vehicle and pedestrian access to the construction areas and patrol the project site, construction fencing with gated and locked entry shall be installed around the perimeter of the construction site, and security lighting shall be provided in and around the construction site. Furthermore, temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. Low-level security lighting, and locked entry (e.g., padlock gates or guard-restricted access) shall be provided to limit access by the general public. Regular security patrols during non-construction hours shall also be provided. During construction activities, the contractor shall document the security measures; and the documentation shall be made available to the construction monitor.
TRANSPORTATION	
4.14-1	***Construction Management Plan*** Any discretionary project that LADOT determines will have potential impacts to the circulation system even with application of existing regulatory compliance measures, shall prepare a detailed Construction Management Plan (CMP), including street closure information, detour plans, haul routes, and staging plans shall be prepared and submitted to LADOT for review and approval. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include those elements required by LADOT for the project, which may include but are not limited to the following: ● Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men) ● Prohibition of construction worker parking on any adjacent residential streets ● Encouragement of carpool/vanpool of workers ● Prohibitions on construction-related vehicles parking on surrounding public streets ● Prohibitions on construction equipment or material deliveries within the public right-of-way ● Accommodation of all equipment on site as feasible ● Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men) ● Scheduling of construction activities, including deliveries, to reduce the effect on peak hour traffic flow on surrounding arterial streets ● Rerouting of construction trucks to reduce travel on congested streets to the extent feasible ● Provisions of safety precautions for pedestrians and bicyclists through alternate routing and protection barriers and signage ● Provisions to accommodate the staging and storage of equipment ● Scheduling of construction-related deliveries to reduce travel during commuter peak hours ● Obtain necessary permits for any truck hauling from the City prior to issuance of any permit for the project. ● Noticing and coordination with any nearby schools that may be affected by construction activities, including deliveries, hauling and other construction transportation, to ensure safety of school children. ● Ensuring all feasible safety measures are taken to accommodate safe travel of pedestrian, bicyclists, and other users of the sidewalks around the construction site, including but not limited through the following measures:

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
	○ Construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. ○ Maintaining adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. ○ Providing temporary pedestrian facilities adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. ○ Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. ○ Keeping sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. ○ Reopening the sidewalk as soon as reasonably feasible taking construction and construction staging into account.
4.14-2	***Transportation Demand Management Program*** If a discretionary project will have significant impacts to VMT under LADOT Transportation Assessment Guidelines, the Applicant shall prepare a TDM program to reduce vehicle miles traveled (VMT) impacts below the City's project threshold to the extent feasible. TDM program elements could include measures such as unbundled parking although the exact measures will be determined when the plan is prepared. The City of Los Angeles requires that the TDM plan be prepared during construction, with the final TDM plan approved by LADOT prior to the City's issuance of the certificate of occupancy for the Project. Implementation of the TDM plan occurs after building occupancy. TDM measures shall include but not be limited to the following examples: TDM strategies applicable for the residential component: Unbundled Parking—Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making. TDM strategies applicable if the project includes an office component: Required Commute Trip Reduction Program—This strategy involves the development of an employee focused travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. The program typically includes elements such as a coordinated ride-sharing or carpooling program, vanpool program, alternative work schedule program, preferential carpool parking, guaranteed ride home service, and a program coordinator. The program requires the development of metrics to evaluate success, program monitoring, and regular reporting. TDM strategies applicable for both the office and residential components: Promotions and Marketing—This strategy involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive educational and promotional materials, such as posters, info boards, or a website with information that a traveler could choose to read at their own leisure. It can also include more active promotional strategies such as gamification.
TRIBAL AND CULTURAL RESOURCES	
4.15-1(a)	***Native American Consultation and Monitoring for Discretionary Projects*** All discretionary projects that involve ground disturbing activities in previously undisturbed soils, shall prepare a cultural resources assessment and do a record search with a study area of no less than 0.5 mile around the project area. Projects conducted in culturally and historically sensitive

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
	areas, as determined by a Qualified Archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeologist, should include a record search with a study area of no less than 1 mile around the project area. Notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. Should projects have potential to impact cultural resources, as determined during the environmental assessment or Tribal consultation, a Cultural Resources Monitoring Program (CRMP) shall be prepared by Qualified Archaeologist, in consultation with all interested Tribes, prior to the commencement of any and all ground-disturbing activities for the Project, including any archaeological testing. The CRMP shall include compliance with MM 4.15-1(b) and will provide details regarding the process for in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources and shall be consistent with the treatment of unique archaeological resources in PRC 21083.2. ***OR*** In lieu of the above measure, comply with all Environmental Protection Measures (EPMs) for tribal cultural resources and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
4.15-1(b)	***Discovery of Potential Tribal Cultural Resources*** In the event that Tribal Cultural Resources are discovered during Project activities, whether or not a tribal monitor is present, and there is no CRMP or the CRMP does not cover treatment of inadvertent discovery, all work within a 50-foot buffer of the find shall cease and a Qualified Archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall assess the find. Tribes that are culturally and historically affiliated with the project area and have requested consultation shall be notified, should any potential tribal cultural resource be discovered during project implementation. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Unless agreed otherwise during the tribal consultation process or in a CRMP, if tribal cultural resources are discovered during construction, the applicant and/or owner shall retain a Qualified Tribal Monitor (as approved by the Tribe) if requested by the Tribe. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, and monitoring reports) should be provided to consulting Tribes. Any tribal cultural resources discovered shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Tribal Representative and in accordance with federal, state, and local guidelines. If not otherwise provided in the CRMP, the Lead Agency and/or applicant shall, in good faith, provide all consulting Tribes the opportunity to consult on the disposition and treatment of resources. The location of the find of tribal cultural resources and the type and nature of the find will not be published, except to provide information to the Qualified Archaeologist, tribal representatives, and public agencies with jurisdiction or responsibilities related to the resources. An agreement will be reached with the Tribal Representative to mitigate or avoid any significant impacts to identified tribal cultural resources. Absent an agreement with the Tribal Representative, as provided in PRC Section 21083.2, the find should be preserved in place or left in an undisturbed state unless the Project would damage the resource. When preserving in place or leaving in an undisturbed state is not possible, excavation should not occur until testing or studies prepared by a Qualified Archaeologist have adequately documented the recovery of scientifically consequential information from and about the resource. Construction activity may continue unimpeded on other portions of the project site if cleared by the Qualified Tribal Monitor or Qualified Archaeologist. Ground Disturbance Activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a Tribal Representative or, if no Tribal Representative is identified, a Qualified Archaeologist.

TABLE 1-2: HOUSING ELEMENT FINAL EIR MITIGATION MEASURES	
No.	**Mitigation Measure**
	The measure shall be shown on plans. OR: In lieu of the above measure, comply with all Environmental Protection Measures (EPMs) for tribal cultural resources and implementing regulations, including any noticing requirements, adopted by the Director of City Planning, if the Director has made the EPMs applicable to the project.
WILDFIRE	
4.12-1(a) through 4.12-1(d)	Mitigation Measures 4.12-1(a) through 4.12(d) are also applicable to Wildfire.
4.17-1	***Hillside Construction Staging and Parking Plan*** For discretionary projects for development located in or adjacent to an SRA or VHFHSZ, where LAFD finds it necessary to add additional conditions above existing regulations to reduce the risk of construction-related activities impairing an emergency response plan or emergency evacuation plan, prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following: ● No construction equipment or material shall be permitted to be stored within the public right-of-way. ● If the property fronts on a designated Red Flag Street, on noticed “Red Flag” days, all workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days. • During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route. ● Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays. ● All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time. ● A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors. ● During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.
4.17-3	***Undergrounding of Power Lines in and Near an SRA and VHFHSZs*** For all discretionary applications for development located in or within one mile of an SRA or VHFHSZs, that involve or require the installation of new power lines shall be required to install the new power line underground. Prior to the issuance of a grading or building permit, the applicant shall submit plans for undergrounding of power lines.

CEQA Findings of Fact

In certifying the HE Final EIR and approving the HE, the City Council adopted the following findings related to the scope of the project analyzed and the types of impacts analyzed:

The EIR analyzed the build out of the Regional Housing Needs Assessment (RHNA) allocation to the City of Los Angeles, that is the build out of 420,327 housing units in eight years (456,643 RHNA minus 36,316 housing units that have received approvals but have not yet been built and/or received the certificate of occupancy [pipeline projects]). The EIR analyzed the program-level impacts from the full build out of the RHNA, as well as the project-level impacts that occur from the development of the types of housing projects that will be developed from build out of the RHNA. The following types of housing projects were analyzed and within the scope of this EIR:

- *Multi-family residential, ranging from small apartment buildings with two to 10 units, medium apartment buildings with between 11-49 units, large apartment buildings with between 50-200 units, or larger apartment buildings and high-rise structures with more than 200 units.*
- *Single-family residential, ranging in size and scale from smaller single-family homes to larger single-family homes, small-lot subdivisions and new single subdivisions.*
- *Accessory dwelling units (ADUs), including attached ADUs, detached ADUs, Junior ADUs, ADUs converted from existing floor area, multiple ADUs on lots with existing multi-family dwellings, and Movable Tiny Homes.*
- *The mixed-use development ranges in size and scale from neighborhood commercial mixed-use with smaller nonresidential uses, to high-rise mixed-use with larger nonresidential uses.*
- *Conversion and/or rehabilitation of existing nonresidential, residential, or mixed-use structures to be used for housing.*

Housing types for different income levels were analyzed, including single-resident occupancy and affordable housing that may be for families, seniors, residents with special needs or permanent supportive housing. The EIR also analyzed the impacts from various locations, geographies, and environments where build out of the RHNA could occur, including the following:

- *Sites currently zoned for residential uses, including multi-family and single-family uses;*
- *Sites currently zoned for commercial uses, which permit residential uses;*
- *Sites currently zoned for hybrid industrial uses, which permit joint live-work residential uses;*
- *Non-vacant sites, and sites with existing housing;*
- *Sites located near public transit;*
- *Sites located in a Historic Preservation Overlay Zone (HPOZ)*
  Sites located in areas with special environmental considerations, such as areas located by Open Space, Hillside Areas, Very High Fire Hazard Severity Zones (VHFHSZ) or Coastal Zones.

To analyze project-level impacts on the environment from the variety of housing types and locations that could potentially be built to accommodate the RHNA citywide, the City established a team of experienced project planners who have experience in reviewing environmental documents and analyzing or consulting on environmental impacts for housing projects, as well as other development types, across the entire City geography, including

project planners who work in the Major Projects Section, who are responsible for reviewing and preparing all EIRs citywide for the Planning Department; planners who work in the Citywide Environmental Policy Unit who are responsible for advising on all CEQA impact issues, training and advising planners on preparing CEQA clearances; as well as project planners who review and prepare exemptions, negative declarations, mitigated negative declarations, and sustainable communities environmental assessments (SCEAs) within specific geographies in the City. After assembling this consulting team, the City surveyed the thousands of environmental assessments that have been prepared in the last five years for housing development of the type that will build out the RHNA and selected 54 case studies to discuss in the EIR which identify both the typical- and worst-case environmental impacts from housing development. In the survey of environmental assessments, it was determined that the City reviews hundreds of discretionary housing projects every year for CEQA compliance, that the largest majority of housing projects do not require mitigation, as many housing development projects are found to be exempt from CEQA (specifically, hundreds of categorical exemptions are used for small to medium scale housing projects, including Class 32 for infill projects up to 75 units or less); and less than 10 percent of discretionary housing projects require an EIR due to significant and unavoidable impacts. Based on this, the case studies are more heavily weighted toward larger-scale projects or those in sensitive environments that are more likely to have significant impacts. Smaller projects in more urban infill areas typically do not require an EIR, a mitigated negative declaration, or SCEA, unless there are specific site conditions, such as historical resources, site contamination, or archaeological resources, that raise potential environmental impact concerns. The case studies, which include EIRs, mitigated negative declarations, and SCEAs, were selected based on the type of project (e.g., multi-family residential, single-family residential, ADUs, mixed-use development, and conversion and/or rehabilitation), scale of project (single-family to large tower/mixed use), locations with the broadest range of geographies and environmental conditions, and levels of development and density (hillsides, urban, regional centers, coastal, and suburban areas), as well as projects that include income-restricted projects. The intent was to be conservative and identify all of the reasonably foreseeable ways housing can result in environmental impacts in the City, as well as identify the best mitigation measures developed to address those impacts.

The City finds the case studies reviewed in the EIR and their identified level of impacts (i.e., no impacts, less than significant impacts, less than significant impacts with mitigation, and significant and unavoidable impacts) are representative of the typical- and worst-case environmental impacts of housing development to be built to accommodate the RHNA. Also, the City finds that it is not reasonably foreseeable that housing development that will build out the RHNA will have significant impacts in those impact categories that were scoped out in the Initial Study (Appendix A to the FEIR). Additionally, the City finds the mitigation measures, developed in the EIR and included in the Mitigation and Monitoring Program(MMP), to be used by projects within the scope of the EIR, are comprehensive and based on the screening criteria included in those mitigation measures, further studies, and performance standards will, in a majority of circumstances, reduce environmental impacts from housing development to less than significant. However, based on the findings below and the EIR analysis, even with the application of the mitigation measures in the MMP, significant impacts identified in the Program EIR Findings can still occur from housing development of all types throughout the City. The City Council finds the EIR has analyzed and identified the significant impacts that are reasonably foreseeable from housing development in the City for the types of housing projects (described above) that will accommodate the RHNA. (Appendix A: Citywide Housing

Element 2021-2029 and Safety Element Updates Final EIR, CEQA Findings of Facts and Statement of Overriding Considerations.)

Statement of Overriding Considerations

The HE Final EIR found that the environmental impacts of several environmental topic areas were significant and unavoidable even with imposition of mitigation measures (**Table 1-2**). Based on the analysis in the HE Final EIR, the HE Final EIR concluded that implementation of the HE would result in significant and unavoidable environmental impacts with regard to the following environmental topic areas:

- Air Quality (Exceedance of Criteria Pollutants—Construction and Operations)
- Biological Resources (Special Status Species, Sensitive Habitats, Wildlife Corridors)
- Cultural Resources (Historical Resources and Archaeological Resources)
- Geology and Soils (Paleontological Resources)
- Hazards and Hazardous Materials (Hazardous Materials Near Schools and Hazardous Materials Sites)
- Noise (Construction Noise, Operation Noise, and Construction Vibration)
- Public Services (Fire Protection, Police Protection, and School Facilities)
- Recreation (Deterioration of Recreational Facilities and Construction of Recreational Facilities)
- Transportation (Freeway Queuing)
- Tribal Cultural Resources (Ground Disturbance during Construction)
- Wildfire (Impair Emergency Response Plan, Exacerbate Wildfire Risks in State Responsibility Area [SRA] or Very High Fire Hazard Severity Zone [VHFHSZ], Require Infrastructure that may Exacerbate Fire Risk, Expose People or Structures to Significant Risks in SRA or VHFHSZ, and Expose People or Structures to Significant Risks Involving Wildland Fires)

1.4 CEQA REQUIREMENTS

The California Environmental Quality Act (CEQA) provides for limited environmental review of subsequent projects under a program EIR (*CEQA Guidelines* Section 15168). Later activities under a continuing program analyzed in a program EIR must be examined to determine whether any additional environmental analysis must be conducted (*CEQA Guidelines* Section 15168(c)(1)). If a lead agency finds that, pursuant to CEQA Guidelines Section 15162, no subsequent EIR would be required, the lead agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required (*CEQA Guidelines* Section 15168(c)(2)). Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based upon substantial evidence in the record (*CEQA Guidelines* Section 15168(c)(2)). The lead agency shall incorporate feasible mitigation measures from the program EIR into later activities in the program (*CEQA Guidelines* Section 15168(c)(3)). Where the later activities involve site specific operations, the lead agency should use a written checklist to determine whether the environmental effects of the site-specific operations are within the scope of the program EIR (*CEQA Guidelines* Section 15168(c)(4)).

According to Section 15164(a) of the *CEQA Guidelines*, "the lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Section 15164(c) states that an addendum does not need to be

circulated for public review. Section 15164(d) provides that the decision-making body shall consider the addendum in conjunction with the certified EIR prior to making a decision on the project. Section 15164(e) requires documentation of the decision not to prepare a subsequent or supplemental EIR pursuant to Section 15162.

Section 15162 of the *CEQA Guidelines* lists the conditions that would require the preparation of a subsequent EIR or negative declaration rather than an addendum. These include the following:

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

The Modified Project has been reviewed by the City of Los Angeles in light of *CEQA Guidelines* Sections 15162 and 15164. As the CEQA Lead Agency, the City of Los Angeles has determined, based on the analysis presented herein, that none of the conditions in *CEQA Guidelines* Section 15162 apply which would require preparation of a subsequent or supplemental EIR and that an Addendum to the certified HE Final EIR is the appropriate environmental documentation under CEQA for the Modified Project.

1.5 PURPOSE OF THIS ADDENDUM

The purpose of this Addendum to the HE Final EIR is to evaluate the environmental effects of the proposed Orange (G) Line Transit Neighborhood Plan (OLTNP or Modified Project) and to document that the Modified Project (the OLTNP) would not result in substantial changes to the Original Project (the HE) or to the circumstances under which the HE is being implemented due to any significant environmental impacts that were not identified in the HE Final EIR, or result in substantially more severe environmental effects. This document has been prepared in accordance with CEQA, specifically the *CEQA Guidelines* (Title 14, Cal. Code Regs., 15000 et seq.) Sections 15162 and 15164.

1.6 CHANGES TO CIRCUMSTANCES

As noted above in Section 1.4, CEQA Requirements, *CEQA Guidelines* Section 15162 indicates that a change in circumstances would necessitate the preparation of a subsequent EIR or negative declaration should the change in circumstances contribute to a new significant environmental impact or an increase in the severity of a previously identified significant impact. This section provides additional information on state legislation adopted after the certification of the HE that could influence housing production in Los Angeles.

In 2021, 2022, 2023, and 2025, the California State Legislature adopted numerous housing production focused bills that have and will continue to impact housing development in Los Angeles. The City's review of the new legislation concludes that these statutes primarily alter entitlement processes, eligibility for incentives, or administrative standards for housing production, which are tools the HE EIR anticipated as part of its programmatic analysis. Where eligibility or procedural changes could affect narrowly targeted parcels (for example, provisions exempting certain transit proximate parcels, adaptive reuse opportunities, or newly enacted 2025 CEQA/housing reforms), this Addendum analyzes the specific effects in Section 3; the analysis of which show no new significant environmental effects beyond those in the HE Final EIR. Based on the record reviewed through January 2026, the new statutes do not present new information of substantial importance or a change in circumstances that would necessitate a subsequent or supplemental EIR pursuant to Public Resources Code (PRC) Section 21166 and *CEQA Guidelines* Section 15162.

2021- Senate Bills 9 and 10

Senate Bill 9. Senate Bill (SB) 9, approved by the Governor on September 16, 2021, is intended to expand the supply of smaller-scaled (or missing-middle) housing in neighborhoods zoned for single-family residential, by allowing for up to four units to be constructed on a single-family zoned lot if split into two lots. A central provision of the bill is that it would require ministerial approval of a lot split, as well as ministerial approval of a housing development containing two units in a single-family residential zone, if the proposed development meets certain requirements. Projects are ineligible for the provisions of SB 9 if they require demolition or alteration of existing affordable or rent stabilized housing, or if they are located within certain sensitive areas such as wetlands, fire hazard zones (unless mitigation measures are in place), hazardous waste sites, earthquake fault zones, floodplains, floodways, conservation areas, habitat areas for certain species, or sites with certain historic designations. As the housing developments are required to be approved ministerially, and jurisdictions may only apply objective standards in reviewing the project, the approval of the individual lot splits and development projects would not be subject to CEQA.

Senate Bill 10. Senate Bill (SB) 10, approved by the Governor on September 16, 2021, creates an optional process that jurisdictions may follow to streamline approval of certain rezonings that would allow up to 10 units on a parcel. SB 10 authorizes, until January 1, 2029, a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, if the parcel is located in a transit-rich area or an urban infill site. Any adoption of such an ordinance under these provisions, as well as any accompanying resolution, ordinance, or local regulation consistent with that ordinance, is not a project for the purposes of CEQA. Certain requirements apply to the adoption of the rezoning ordinance, including the requirement to find that the ordinance is consistent with the jurisdiction's obligation to affirmatively further fair housing. To take effect, SB 10 requires separate legislative action by the City Council to adopt the individual

rezoning. The adoption of SB 10 does not constitute substantial new information or a change in circumstance that would result in substantial new environmental impacts.

2022 – Assembly Bills 682, 1551, 2011, 2097, and 2334

Assembly Bill 682. Assembly Bill (AB) 682 establishes "shared housing" as a new eligible category in state Density Bonus Law (California Government Code Sections 65915-65918) for projects providing the designated set aside of affordable units. A "shared housing unit" means one or more habitable rooms not contained within another dwelling unit, which includes a bathroom, sink, refrigerator, and microwave within the unit, and complies with the definition of "guestroom" per the California Building Code. The law allows shared housing buildings, with five or more shared housing units, to be built in areas where density bonus projects are permitted and to receive incentives and density bonuses under the state Density Bonus Law. Implementation of AB 682 is not expected to result in substantial new environmental impacts beyond those analyzed in the HE Final EIR by expanding the types of housing projects deemed eligible under state Density Bonus Law to include "shared housing buildings." The HE contemplated providing affordable housing incentives to alternative building typologies, including shared housing (see Program 62), and the introduction of a new eligible housing category will facilitate the build out of the City's RHNA allocation in areas that already permit residential uses.

Assembly Bill 1551. AB 1551 refreshes a 2016 law (AB 1943) to extend state Density Bonus Law benefits to commercial projects that provide affordable housing, either onsite or within a local jurisdiction on a site that is located within a half mile of a Major Transit Stop and in close proximity to public amenities. A commercial developer may receive a development bonus that could include, but is not limited to, up to a 20 percent increase in maximum allowable intensity in the General Plan, up to a 20 percent increase in maximum allowable floor area ratio (FAR), or up to a 20 percent increase in maximum height requirements, in exchange for setting aside at least 30 percent of units for Low Income households or 15 percent of units for Very Low Income households. The provisions of AB 1551 are aligned with the goals, policies, and objectives of the HE that called for the expansion of the types of projects that are eligible for affordable housing incentives. Commercial projects providing affordable housing units either on-site or locally off-site would support the City's build out of its RHNA allocation. The bill does not permit housing in areas of the City not already considered and analyzed by the HE Final EIR and, therefore, AB 1551 is not anticipated to result in new environmental impacts.

Assembly Bill 2011. AB 2011 creates a streamlined approval process for mixed income and 100 percent affordable housing projects that are in eligible areas zoned for retail, office, and parking uses. Sites that are located on or adjacent to an industrial use or land use designation, on an environmentally sensitive site, in a mobile home park, within a Specific Plan that prohibits housing, within 500 feet of a freeway, or within 3,200 feet of an oil refinery are not eligible. Vacant sites that contain tribal cultural resources or are in a Very High Fire Hazard Severity Zone (VHFHSZ) are also not eligible. Projects with less than 50 units must follow the prevailing wage requirements of California Government Code Section 65912.130, and projects with 50 units or more must also follow the apprenticeship and healthcare provisions of California Government Code Section 65912.131. The streamlining provisions for mixed income and 100 percent affordable housing projects enabled by AB 2011 are not expected to result in substantial new environmental impacts that exceed what was analyzed in the HE Final EIR. The types of sites eligible for streamlining are mostly within areas of the City that already allow residential uses (commercial zones), avoid environmentally sensitive areas, and would not result in unanticipated growth or a change in development patterns. Based on previous utilization of local programs, the labor requirements are

anticipated to limit use of the bill largely to 100 percent affordable housing projects which already are subject to labor requirements. The streamlined approval process for eligible projects will further facilitate housing development that helps the City meet its RHNA allocation along corridors and not in areas that weren't considered in the HE Final EIR.

Assembly Bill 2097. AB 2097 prohibits cities from imposing minimum vehicle parking requirements for residential, commercial, or other development projects located within a half mile of a Major Transit Stop. To deny parking reductions, findings with a preponderance of evidence in the record must be made to demonstrate a substantially negative impact to meet the RHNA needs for Low or Very Low Income households, meet special needs housing, or existing residential or commercial parking facilities located within a half mile of the project. By reducing the amount of parking required for projects in close proximity to transit, AB 2097 potentially supports the production of affordable housing at a lower cost. The provisions of AB 2097 serve as a housing production mechanism that will aid the City in meeting its RHNA allocation. Furthermore, the provisions of the bill are consistent with the policies of the HE, which call for transit-oriented incentives along transit-served corridors, reduced parking requirements, and innovative parking strategies (see Program 21). Since AB 2097 became effective, it has been observed that housing developers tend to utilize the bill to "right- size" their parking, not eliminate it, as parking remains an amenity for prospective residents in new construction. Thus, the implementation of reduced parking near transit does not constitute a change in circumstance and is not anticipated to have substantial new environmental impacts.

Assembly Bill 2334. AB 2334 expands the definition of "maximum allowable residential density" to identify a project's base density as the greatest number of units found in a project site's applicable zoning ordinance, specific plan, or general plan, if a range is permitted or if inconsistent. The bill also broadened locations of where significant concessions are provided for 100 percent affordable housing developments to include very low vehicle travel areas. Implementation of the revised "maximum allowable residential density" definition and the expansion of geographic eligibility 100 percent affordable housing projects per AB 2334 will increase development capacity in areas of the City that already allow or are planned for multi-family residential uses in the General Plan. The analysis associated with the HE identified the need to increase the City's zoning capacity to meet RHNA allocation requirements. By enabling additional capacity and expanding areas where affordable housing incentives apply, AB 2334 contributes to the overall production of affordable housing needed to meet the City's RHNA allocation and is in alignment with many of the central priorities and strategies contemplated in the HE. As such, AB 2334 is not anticipated to have significant impacts beyond those identified in the HE Final EIR.

2023 – Senate Bills 4, 423 and 684, and Assembly Bills 1218, 1287, 1449, and 1490

Senate Bill 4. Senate Bill (SB) 4 enables a streamlined approval process for eligible housing developments proposed by faith-based organizations or nonprofit colleges. Under SB 4, housing developments proposed by faith-based organizations or nonprofit colleges may receive additional density or height allowances so long as projects are 100 percent affordable. For the purposes of SB 4, 100 percent affordable means all units should be affordable to Low Income households except that 20 percent may be affordable to Moderate Income households. Additionally, five percent of units may be reserved for staff. Elements of SB 4 are embedded into the LAMC through the Citywide Housing Incentive Program (CHIP) Ordinance addressed in the 2024 Addendum to the HE Final EIR. The HE Final EIR analyzed the potential environmental impacts that could result from build out of the City's RHNA on lots zoned single-family and multi-family. Furthermore, the

provisions of SB 4 are consistent with the policy objectives and programs included in the adopted HE, which called for expanded incentives for sites owned by religious organizations as part of the RHNA Re-zoning Program (see Program 121). For this reason, implementation of SB 4 is not anticipated to result in any substantial new environmental impacts beyond those analyzed and discussed in the HE Final EIR.

Senate Bill 423. SB 423 makes the streamlining provisions of SB 35 (2017) permanent by removing the previously codified sunset date. Furthermore, SB 423 removes the prohibition on the usage of SB 35 streamlining in the Coastal Zone starting in 2025 but adds certain limitations on sensitive coastal sites. Additionally, the bill amends SB 35's labor provisions by requiring prevailing wages for projects greater than 10 units and mandating paid healthcare and apprenticeship opportunities on projects greater than 50 units. The passage and implementation of SB 423 is not expected to result in any substantial new environmental impacts beyond those analyzed in the HE Final EIR because the provisions contained in SB 423 serve more as a procedural tool to facilitate the build out of the RHNA in areas of Los Angeles where multi-family residential uses are already allowed. Changes brought forth by SB 423 do expand streamlining to the Coastal Zone, but the Coastal Zone was taken into consideration by the HE Final EIR as an area where the development of units that count toward the City's RHNA target could reasonably occur. Only areas that already permit multi-family use in the Coastal Zone are permitted to use the new allowance. Therefore, implementation of SB 423 does not constitute a change in circumstance that would result in new environmental impacts.

Senate Bill 684. SB 684 streamlines the review of subdivisions by requiring a ministerial approval process for a parcel map or a tentative and final map for a subdivision of 10 or fewer parcels and its corresponding housing development project, excluding Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs). The bill allows eligible projects meeting specified requirements to not be subject to discretionary review or a public hearing and must be approved or denied within 60 days from the date an application is deemed complete. The implementation of SB 684 is not expected to result in new environmental impacts not already contemplated by the HE Final EIR. The procedural, streamlining provisions of this bill will facilitate the build out of the RHNA in areas of the City that already permit residential uses. Additionally, SB 684 is consistent with the programs and policies analyzed in the HE calling for new, innovative procedures for subdivisions (see Program 3). As such, SB 684 is not anticipated to have substantial impacts beyond those analyzed in the HE Final EIR.

Assembly Bill 1218. AB 1218 expands requirements for replacement units and other tenant protections to nonresidential projects thereby mandating that nonresidential developments replace any protected units demolished in the last five years from the date a project is proposed. In essence, AB 1218 makes replacement requirements applicable to proposed nonresidential developments that were previously only applicable to housing developments under the Housing Crisis Act of 2019. Industrial projects in zones that prohibit residential uses are exempt from this expanded replacement unit requirement. The provisions of AB 1218 are not expected to result in new environmental impacts and the expanded replacement requirements align with what was contemplated in the HE Final EIR. In particular, the HE goals, policies, and objectives placed a strong emphasis on replacement requirements as a key tool for displacement prevention and preservation of affordable housing. The most likely impact of the new requirements on the physical environment may be to slow or prevent some types of nonresidential development. Though the scope of AB 1218 goes beyond what was contemplated in the HE since it applies

replacement requirements to nonresidential projects, it still is consistent with the priorities disclosed in the HE and analysis conducted as part of the HE Final EIR.

Assembly Bill 1287. AB 1287 amends the state Density Bonus Law to require a city or county to grant a housing development an additional density bonus when a project provides additional affordable units (for-lease or for-sale) restricted to households with Very Low or Moderate Incomes on top of the commensurate number of restricted affordable units required to utilize a 50 percent density bonus. Additionally, AB 1287 allows housing development projects to access a fourth incentive or concession if a project restricts at least 16 percent of units to Very Low Income households (for-lease) or 45 percent to Moderate Income households (for-sale). One hundred percent affordable housing developments may also take advantage of a fifth incentive under AB 1287. The City facilitates the implementation of AB 1287 through administrative memorandums as well as provisions in the LAMC as part of the CHIP Ordinance addressed in the September 2024 Addendum. As AB 1287 expands incentives for mixed income and 100 percent affordable housing development under state Density Bonus Law, it facilitates the build out of the RHNA in areas of the City that allow multi-family residential uses as contemplated by the HE Final EIR. For this reason, it is not anticipated that its implementation would result in any new environmental impacts beyond what has already been analyzed in the HE Final EIR.

Assembly Bill 1449. AB 1449 broadens exemptions under CEQA for projects that meet the definition of a 100 percent affordable housing development. Projects are also only eligible for these expanded exemptions if labor standards contained in California Government Code Sections 65912.130 and 65912.131 are met and projects are located in Low Vehicle Miles Traveled (VMT) Areas or within a half mile of a Major Transit Stop or High Quality Transit Corridor. Implementation of AB 1449 is not expected to result in substantial new environmental impacts since its provisions enable new CEQA streamlining tools that will help facilitate housing units that could already be constructed in areas that allow residential uses and CEQA streamlining was envisioned as a strategy in the HE. AB 1449 will support the build out of the City's RHNA in areas where development is anticipated as discussed and analyzed in the HE Final EIR and will not generate development not already contemplated in the HE Final EIR.

Assembly Bill 1490. AB 1490 requires local jurisdictions to classify 100 percent affordable housing developments (including at least 50 percent for Very Low-Income households) adaptively reusing an existing building to be considered a by-right use regardless of underlying zoning so long as specific conditions are met. To qualify for the provisions of this bill, a proposed housing development must be located within the envelope of an existing residential or commercial building. Furthermore, it must be located on an infill parcel as defined in California Government Code Section 65913.12(a)(6) and may not be located on or adjoining a site where more than one-third of site's square footage is dedicated to industrial use. The provisions of AB 1490 are embedded in the LAMC through the Citywide Adaptive Reuse Ordinance addressed in the 2024 Addendum. Implementation of the AB 1490 provisions would not result in substantial new environmental impacts not already contemplated by the HE Final EIR. In particular, the HE Final EIR took into consideration a variety of rezoning strategies as part of the City's Housing Element Rezoning Program, including amendments to the City's Zoning Code needed to better support adaptive reuse of existing structures (see Program 13).

2025 – Senate Bill 79, Assembly Bill 130, and Senate Bill 131

Senate Bill 79. SB 79 establishes new development standards within specified distances of "transit-oriented development (TOD) stops" (as defined by SB 79) on land zoned for residential,

mixed, or commercial uses. Specifically, the bill provides guaranteed height, FAR, and density standards for multi-family housing to encourage five to nine-story developments near transit, with development standards scaled based on a project site's proximity within a half mile (1/2 mile) of an eligible TOD stop. SB 79, in addition to offering additional development standards, imposes affordability requirements for projects with more than 10 units; labor requirements for buildings over 85 feet; and restricts eligibility on industrial land, projects with hotels, and lots with more than two rent-controlled units that have been occupied in the last seven years.

Assembly Bill 130. On June 30, 2025, as part of the State of California's budget adoption, AB 130 was signed by the Governor and took effect immediately. AB 130 and SB 131 were adopted together, and implemented several substantive and procedural changes to CEQA, intended to reduce the unnecessary delay of housing and other critical projects in California. AB130 was an omnibus bill, making many significant changes to the California Environmental Quality Act (CEQA). Section 59 of AB 130, which added PRC Section 21080.66, providing a statutory exemption from CEQA for qualifying infill housing development projects, including associated permits, approvals, and public improvements. The significant components of this new law includes eligibility criteria, tribal consultation, and other requirements. If the project meets the detailed eligibility criteria, the exemption can be used. To use the exemption, the City needs to comply with the tribal consultation processes and add the required tribal, hazardous contamination, and freeway adjacency conditions of approval as applicable.

Senate Bill 131. On June 30, 2025, as part of the State of California's budget adoption, SB 131 was signed by the Governor and took effect immediately. AB 130 and SB 131 were adopted together, and implemented several substantive and procedural changes to CEQA, intended to reduce the unnecessary delay of housing and other critical projects in California. SB131 was an omnibus bill, making many significant changes to the California Environmental Quality Act (CEQA). In enacting SB 131, the State amended CEQA to streamline project reviews, exempt specific facilities, and remove barriers to sustainable development. SB 131 has several statutory exemptions from CEQA that will facilitate the development of a variety of socially and environmentally beneficial projects that have often been hindered in the past by CEQA lawsuits. Many of the CEQA exemptions established by SB 131 do not apply to projects that would be located on "natural and protected lands", which in the urbanized landscape of Los Angeles means it applies broadly across the City.

1.7 INCORPORATION BY REFERENCE

The following documents are referenced in the preparation of this Addendum, and are incorporated herein by reference, consistent with Section 15150 of the *CEQA Guidelines*:

- The adopted HE may be accessed online at: https://planning.lacity.gov/plans-policies/housing-element-update#adopted-plan
- The HE Final EIR is available for review at the City of Los Angeles, Department of City Planning Records Management, 221 North Figueroa Street, Room 1450, Los Angeles, and online at the following weblinks:
    - Draft EIR: https://files.ceqanet.lci.ca.gov/267064-3/attachment/TtLItN60YJ39KI4tMTjG4gfEJulLBEfrtnjuZ0HnCYXtfrcvEp6fBbEBaNmvtUaDk0WqoestgkmK3f5l0

- Final EIR: https://planning.lacity.gov/development-services/eir/housing-element-2021-2029-update-safety-element-update-0
- 2022 Addendum to the EIR: https://planning.lacity.gov/odocument/23bb4628-cd19-4859-9484-48284bbdcd96/Exhibit_C_-_Addendum_to_Environmental_Impact_Report_(ENV-2020-6762-EIR,_SCH_No._2021010130).pdf
- 2024 Addendum to the EIR: https://cityclerk.lacity.org/onlinedocs/2021/21-1230-S6_misc_6_11-13-24.pdf

1.8 SUMMARY OF EFFECTS

Chapter 3 of this Addendum includes a detailed evaluation of potential changes in environmental effects associated with the Modified Project. Impacts would either be comparable or reduced as compared to those identified in the Final EIR. Therefore, as discussed in this Addendum, the Modified Project would not trigger any of the conditions that require the preparation of a Subsequent or Supplemental EIR in Sections 15162 and 15163 of the State CEQA Guidelines and, therefore, an Addendum to the Final EIR is the appropriate CEQA document to address these changes.

2 MODIFIED PROJECT (ORANGE (G) LINE TRANSIT NEIGHBORHOOD PLAN)

2.1 PROJECT LOCATION

The Modified Project is located entirely within the incorporated City of Los Angeles within City Council Districts 2, 4, and 6, and includes portions of the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plan Areas. The OLTNP Area comprises Transportation Analysis Zones surrounding the North Hollywood, Van Nuys, and Sepulveda Metro G (Orange) Line Stations. The majority of the proposed changes are expected to occur within an approximately half-mile radius of each station. The North Hollywood Station is approximately 11 miles northwest of Downtown Los Angeles, and the Van Nuys and Sepulveda Stations are approximately 4 and 5 miles west of the North Hollywood Station, respectively. **Figures 2-1 and 2-2** identify the location of the OLTNP Area in the region.

The OLTNP Area, which is outlined in **Figures 2-1 and 2-2**, consists of non-contiguous portions of land. The Van Nuys - Sepulveda Station area (Western OLTNP) is generally bounded by the Interstate 405 Freeway, Haynes Street, Hamlin Street, Murrieta Avenue, and Killion Street. The Van Nuys Station is located south of the San Fernando Valley Civic Center, which includes Van Nuys City Hall, the Los Angeles Superior Court, Van Nuys Courthouse, police station, library, and several other government buildings. The Sepulveda Station is located northwest of the intersection of Sepulveda Boulevard and Oxnard Street. The North Hollywood Station area (Eastern OLTNP) is generally bounded by the State Route 170 Freeway, Hatteras Street, Cahuenga Boulevard, and Camarillo Street.

The OLTNP Area primarily consists of parcels that are currently zoned to allow for multi-unit residential and commercial development. Single-family residential parcels were excluded from the OLTNP Area. While the Modified Project largely would not be applying new land uses or zoning to industrially zoned parcels, a total of 166 parcels equaling approximately 76 acres that are zoned industrial but have been developed with commercial uses are proposed to be rezoned. Open space and public facilities account for the remainder of the parcels in the OLTNP Area, though these land uses are being retained through the Modified Project. The OLTNP Area is surrounded by the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans, which are also in the process of being updated. These Community Plan Areas contain single-family residential neighborhoods and industrial properties in addition to the multi-family residential, commercial, public facilities, and open space zoned properties that the OLTNP Area also contains. Through a separate work program, the City of Los Angeles is currently updating the Community Plans for the three Community Plan Areas of the Southeast Valley (i.e., North Hollywood-Valley Village, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, and Van Nuys-North Sherman Oaks) and will be preparing a new EIR for the updates.

2.2 SURROUNDING USES

The North Hollywood Station is located at the eastern terminus of the Metro G (Orange) Line BRT. Land uses in the vicinity of this station along the main arterial (Lankershim Boulevard) and cross-streets (Burbank Avenue, Tujunga Avenue, and Magnolia Avenue) are designated for commercial uses. The surrounding area is generally designated for medium- and high-density multi-family

residential, with a cluster of commercial manufacturing east of Vineland Avenue between Burbank Boulevard and Magnolia Avenue.

Figure 2-1 Western OLTNP Area with Regional Context, Sepulveda and Van Nuys Station Areas

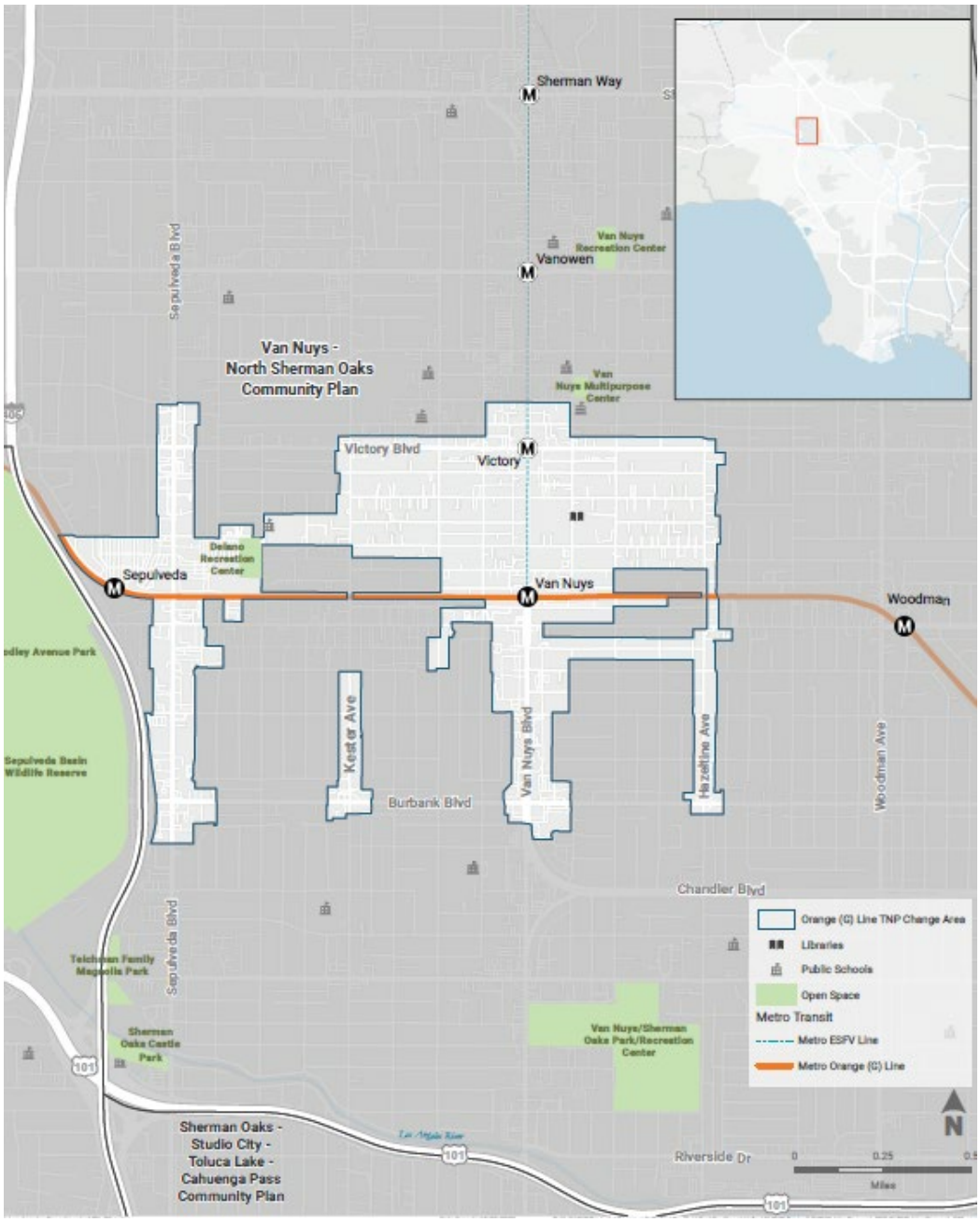
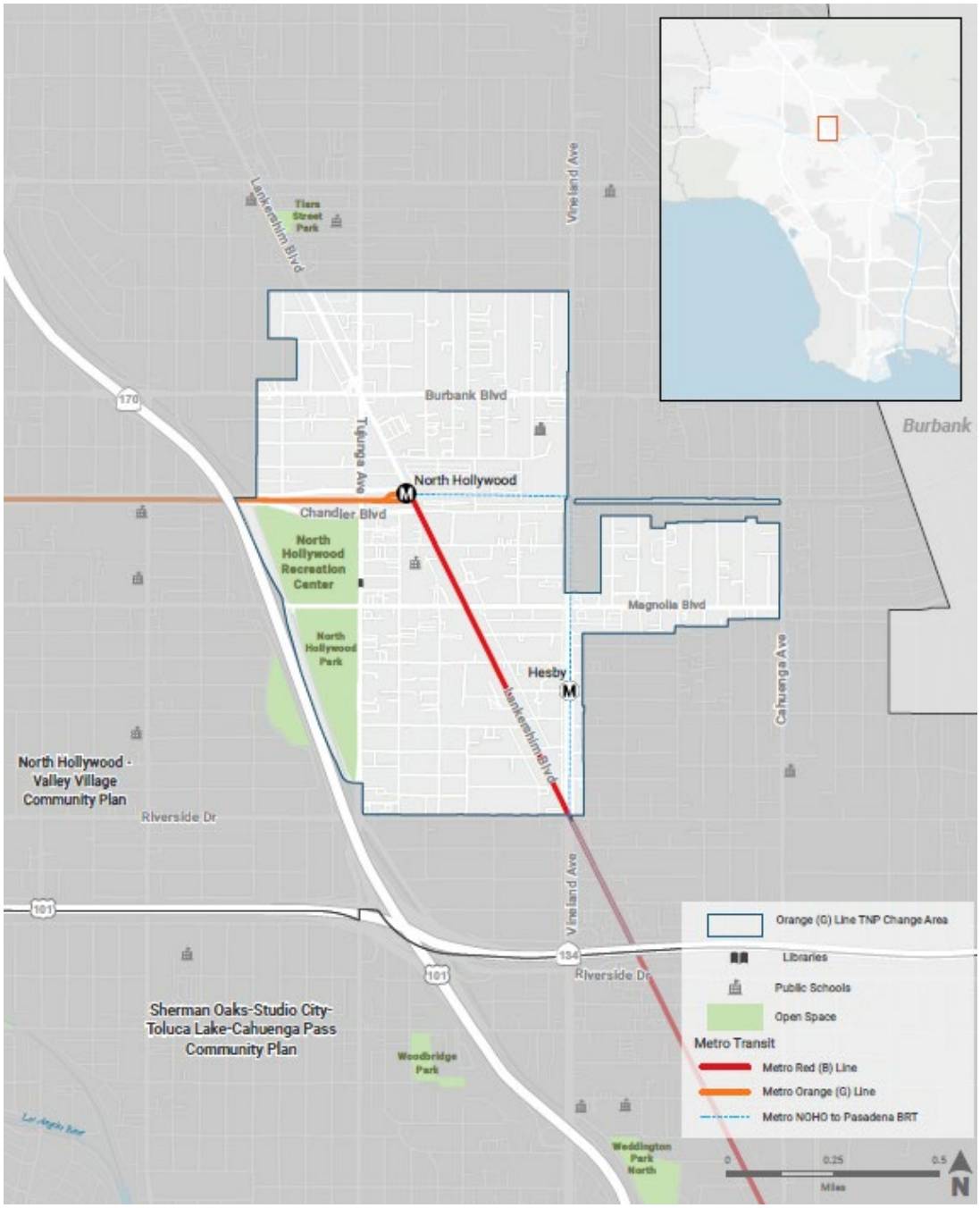


Figure 2-2 Eastern OLTNP Area with Regional Context, North Hollywood Station Area



The Van Nuys Station is located south of the San Fernando Valley Civic Center, which includes Van Nuys City Hall, the Los Angeles Superior Court, Van Nuys Courthouse, and several other government buildings. The surrounding area also contains several restaurants and retail uses along the Van Nuys Boulevard commercial strip towards Victory Avenue, and multi-family residential buildings to the northeast and northwest. Most of the lower-density residences are found south of the station along with major automobile dealerships that line Van Nuys Boulevard from the Orange Line station south to Burbank Boulevard. There is also a swath of industrial land along Aetna and Oxnard Streets between the Metro G (Orange) Line Van Nuys and Sepulveda Stations.

The Sepulveda Station is located northwest of the intersection of Sepulveda Boulevard and Oxnard Street. Woodley Park and the Sepulveda Basin are within a half-mile of the Sepulveda Station; however, these open space areas are inaccessible from the station, which are separated by the barrier of the I-405 freeway. This station is at the western end of an industrially-zoned belt of land along Oxnard Street that continues east to the Van Nuys Station. The station area also includes a commercial corridor along Sepulveda Boulevard, surrounded to the east by single-family residential and some multi-family residential fronting Victory and Burbank Boulevards.

2.3 DESCRIPTION OF THE MODIFIED PROJECT

The proposed OLTNP is a long-range planning effort in the eastern San Fernando Valley. The proposed OLTNP implements the HE and, as such, does not modify the HE. However, the proposed OLTNP provides further clarification and additional detail to the project description presented in the HE Final EIR. As such, for the purposes of this Addendum and to analyze and demonstrate the scope of the impacts of the proposed OLTNP were analyzed in the HE Final EIR, the proposed OLTNP is referred to as the Modified Project.

The Modified Project updates General Plan land use designations and zoning for select areas surrounding three Metro G (Orange) Line stations in the Southeast Valley: North Hollywood, Van Nuys, and Sepulveda stations. The Modified Project aims to encourage transit ridership, enhance the urban built environment, and focus new growth and housing production in areas surrounding these three transit stations.

The Modified Project reflects a long-term vision for the Metro G (Orange) Line corridor and adjacent areas. The Modified Project would provide zoned capacity consistent with the HE and RHNA allocation and would guide development in the OLTNP Area through the year 2045. The Modified Project amends the following:

- The existing Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans,
- Other General Plan elements (including Mobility and Framework),
- The Zoning Map (using the New Zoning Code),
- The Los Angeles Municipal Code (LAMC),
- The Van Nuys Community Design Overlay (CDO),
- The NoHo Commercial & Artcraft District, and
- The District NoHo Specific Plan
- Transportation Communication Network properties,
- Transit Oriented Incentive Areas (TOIA),
- Other City ordinances and regulations.

The Modified Project includes changes to land use regulations in order to provide for a range of land uses that take advantage of the OLTNP Area's proximity to transit and complements other land uses in the area. Zoning implemented by the Modified Project would accommodate housing growth in a sensitive and logical manner in a variety of commercial and residential, transit-rich neighborhoods in the Southeast Valley. In particular, the Modified Project provides for housing developments consistent with the HE and improves the link between land use and transportation in a manner consistent with state and regional goals and regulations (including the most recent RTP/SCS) and the General Plan Framework Element.

To facilitate achieving the HE and RHNA allocation goals for the development of housing by 2029, the Modified Project includes incentives for the creation of affordable housing and other community benefits, such as publicly accessible open space. Zoning implemented by the Modified Project would serve to take advantage of proximity to transit and to complement adjacent land uses.

The Modified Project is the first planning project to implement the City's New Zoning Code (LAMC Chapter 1A) in the San Fernando Valley and, as such, would be applying the General Plan land use designations and zoning introduced by the New Zoning Code. The Modified Project generally applies land use and zone changes to select parcels within a half mile of the Metro G (Orange) Line Stations, representing approximately a 15-minute walk. Each station area is distinct and is planned contextually, with different land uses, zoning requirements, and densities. The areas around all three stations currently contain a mix of commercial, public facility, single-family residential, multi-family residential, and industrial zoned land, often in close proximity to each other. Changes are considered to all land use types excluding single-family residential in an attempt to encourage transit ridership, enhance the urban built environment, maximize accessibility to high-quality transit infrastructure, and ensure a balance of housing, jobs, commercial, and open space. Following City policy regarding the preservation of industrial uses for the purposes of retaining jobs in the City, the Modified Project does not propose to apply new zoning to industrially zoned parcels where operational industrial uses are present. However, the Modified Project does propose to rezone 166 industrial zoned properties that have been developed with commercial uses. These parcels represent approximately 76 acres, or about 9 percent of the total OLTNP area. **Figures 2-3** and **2-4** present the existing zoning for the Western and Eastern OLTNP Areas, respectively. **Figures 2-5** and **2-6** present the proposed zoning use districts for the Western and Eastern OLTNP Areas, respectively. **Figures 2-5** and **2-6** only show zoning districts for areas where zone changes are proposed. Zoning for all other areas outside of the OLTNP Area would remain unchanged.

The Modified Project is part of the TNP initiative, which encourages livable communities and mixed-use commercial centers around the region's expanding transit network. The Los Angeles City Planning Department is focusing land use planning around transit stations to create complete neighborhoods consistent with the goals and policies of the HE, including the need to affirmatively further fair housing, as well as policies of other General Plan elements, including the Framework Element and the Mobility Plan. The Modified Project would address key HE goals and policies including: (1) addressing the City's housing shortage by accelerating production with a major focus on lower-income housing through rezoning; (2) implementing programs to prevent displacement, such as enforcing tenant rights, replacing affordable units, and ensuring a right to return; (3) advancing racial equity by dismantling barriers to housing, ensuring fair access, and fostering diverse, inclusive communities; (4) promoting sustainable, energy-efficient, and safe,

walkable neighborhoods; and (5) integrating solutions that prevent homelessness and provide housing for special needs populations. See also **Table 1-1** in Section 1 of this document.

Figure 2-3 Existing Zoning – Western OLTNP Area

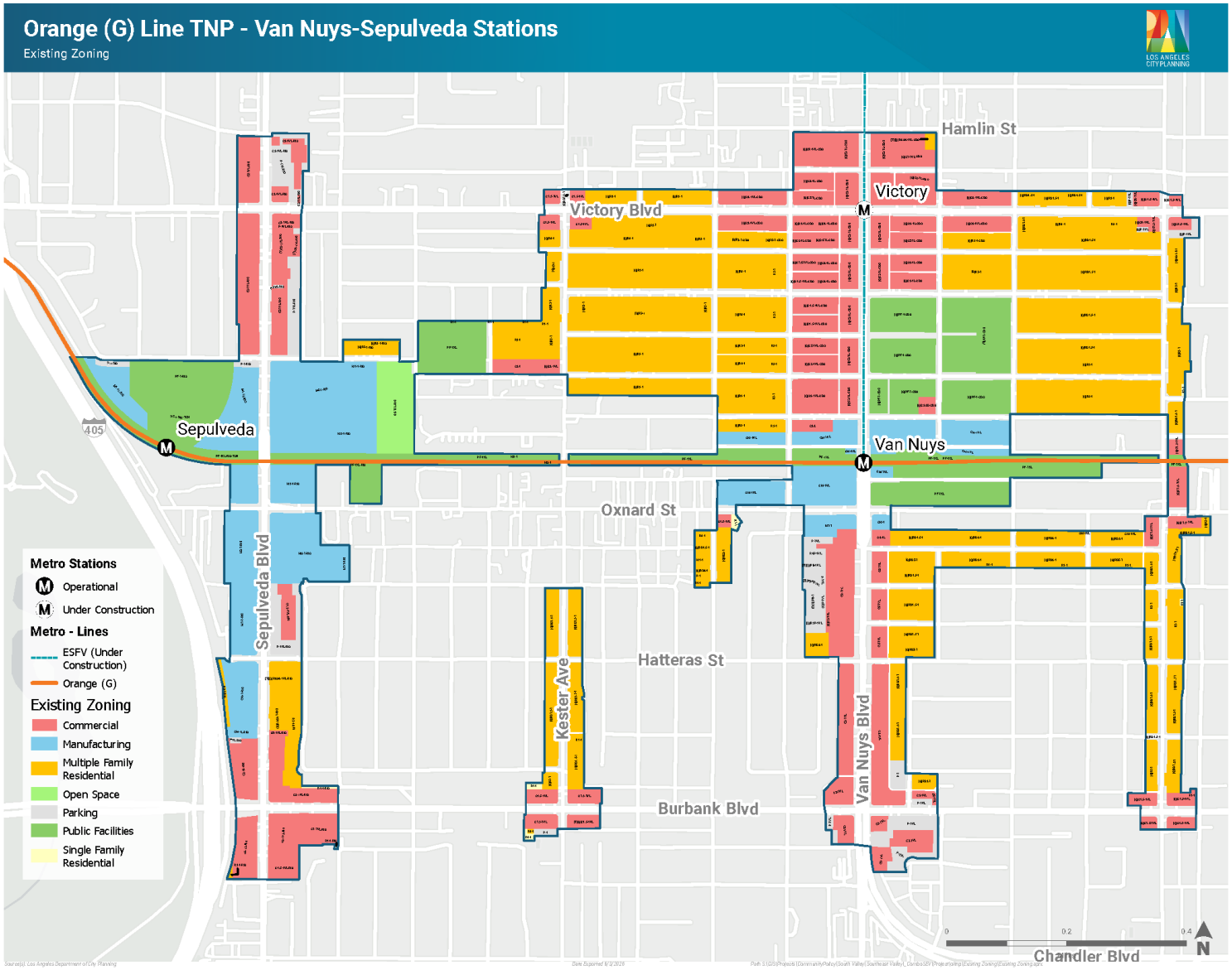


Figure 2-4 Existing Zoning – Eastern OLTNP Area

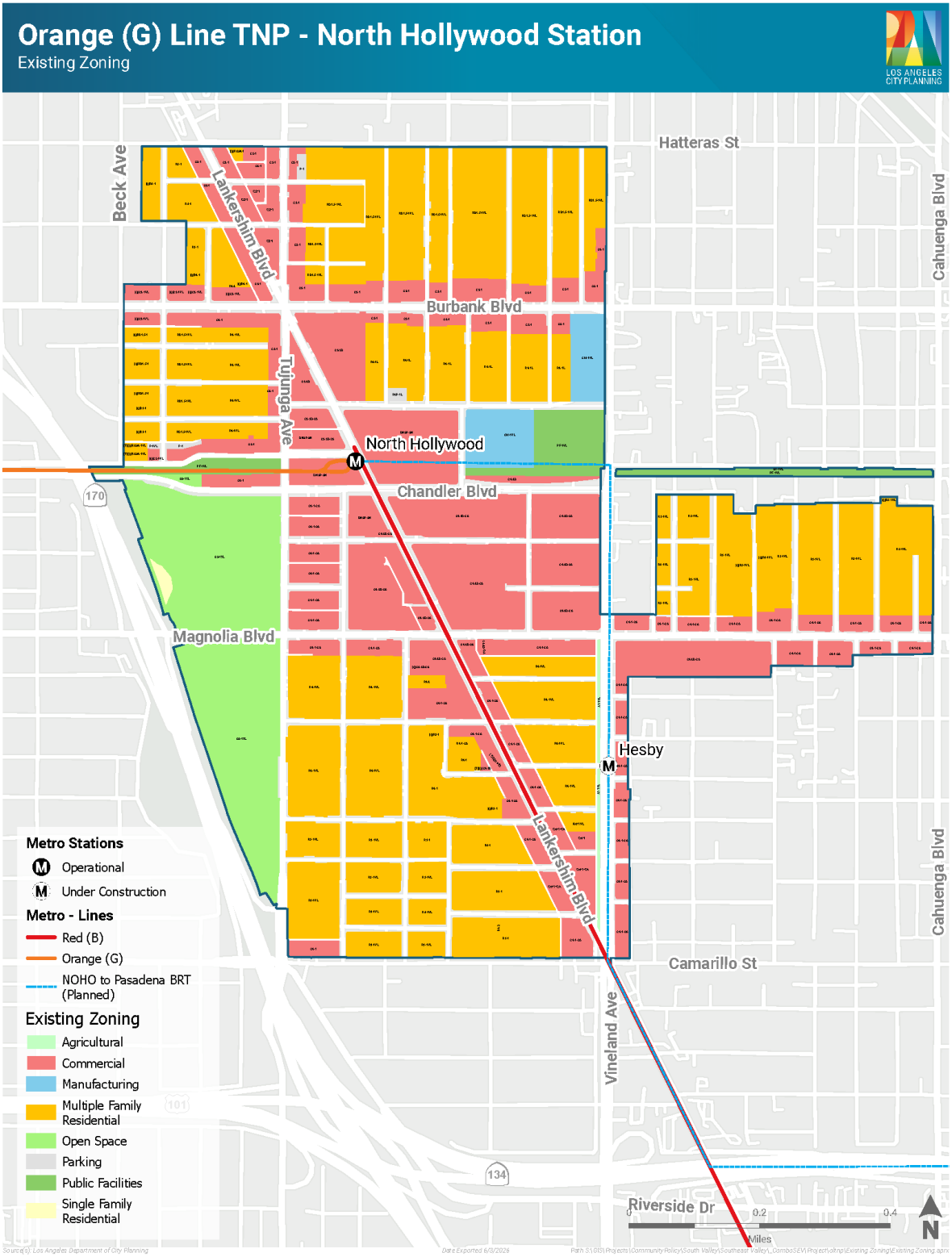
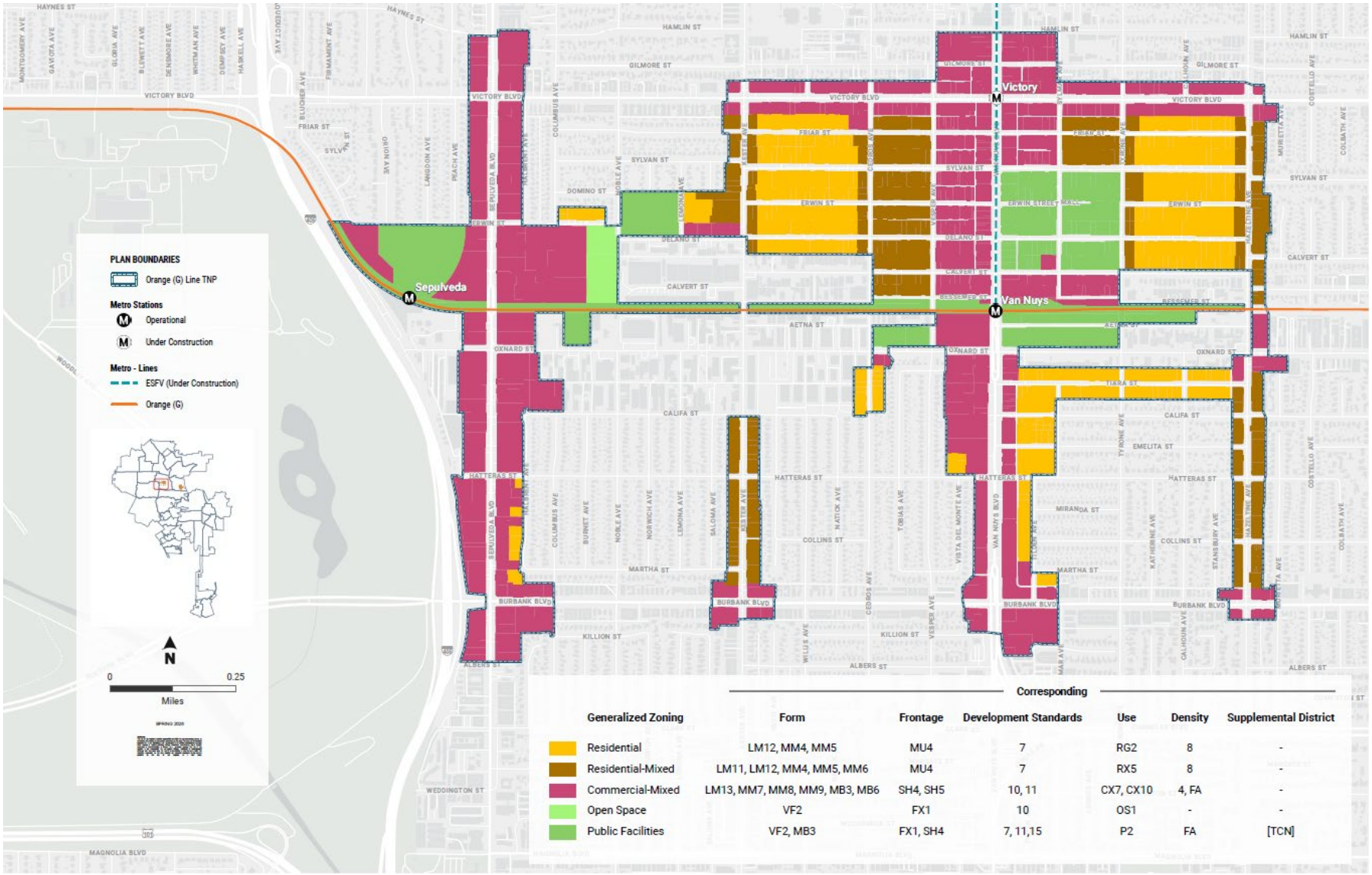
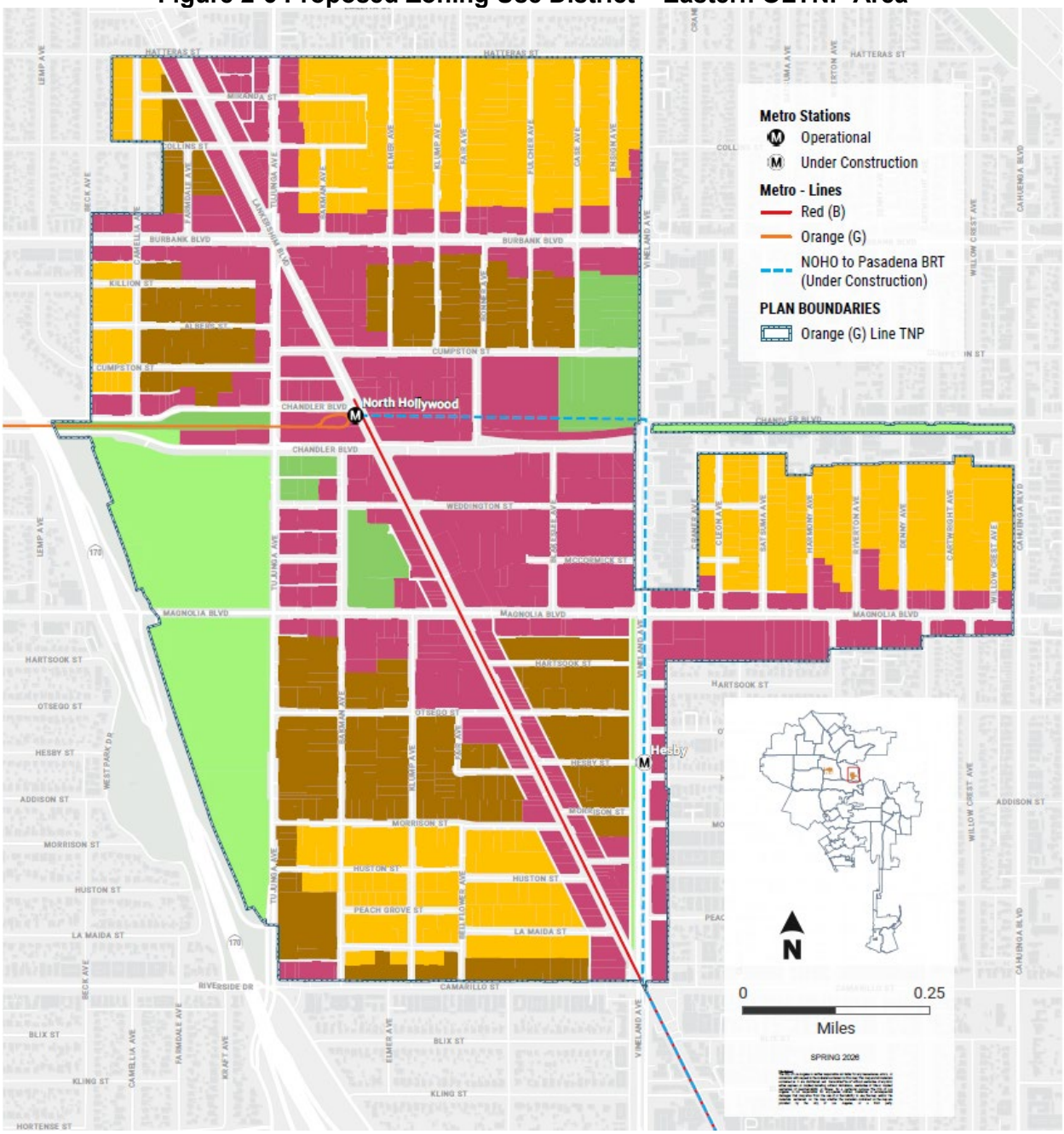


Figure 2-5 Proposed Zoning Use District – Western OLTNP Area



Generalized Zoning	Corresponding Form	Frontage	Development Standards	Use	Density	Supplemental District
Residential	LM12, MM4, MM5	MU4	7	RG2	8	-
Residential-Mixed	LM11, LM12, MM4, MM5, MM6	MU4	7	RX5	8	-
Commercial-Mixed	LM13, MM7, MM8, MM9, MB3, MB6	SH4, SH5	10, 11	CX7, CX10	4, FA	-
Open Space	VF2	FX1	10	OS1	-	-
Public Facilities	VF2, MB3	FX1, SH4	7, 11,15	P2	FA	[TCN]

Figure 2-6 Proposed Zoning Use District – Eastern OLTNP Area



Corresponding

Generalized Zoning	Form	Frontage	Development Standards	Use	Density	Special Zone
Residential	MM4	MU4	7	RG2	8	-
Residential-Mixed	MM4, MM5, MM6	MU4	7	RX5	8	-
Commercial-Mixed	MM9, DM7	SH4, SH5	10, 11	CX7, CX10	4	[DNH][SN]
Open Space	VF2	FX1	10	OS1	-	-
Public Facilities	VF2, MB3, MM9	FX1, SH4	7, 10, 11,15	P2	FA	-

Planning regulations adjacent to transit neighborhoods typically encourage building design and a mix of uses that foster transit use. This pattern of development is intended to expand mobility options for greater numbers of people, improve the livability of the City, reduce VMT and related GHG emissions consistent with regional and state policies, reinforce neighborhood character and identity, and generate greater economic activity.

2.4 NEW ZONING CODE MODULES AND DISTRICTS

The Modified Project would apply the new zoning system in the City's New Zoning Code (LAMC Chapter 1A) to the OLTNP Area. The new zoning system is composed of a combination of zoning districts or modules that are applied to each lot to create a complete zone string. The zoning structure regulates the physical design of buildings as well as permitted uses and development standards required for different types of development. The zone string consists of five modules or "districts": Form, Frontage, Development Standards, Use, and Density. The Form, Frontage, and Development Standards regulate building and site design, while Use and Density regulate how spaces may be used. The following provides more detail on each of the five modules contained in the new zoning system:

- *Form*: This module controls for the shape and size of buildings by regulating lot size and lot coverage, building placement, bulk, and mass;
- *Frontage*: This module controls how a site or building interacts with and relates to the street and public realm by regulating ground floor story height, the amount of transparency required, pedestrian entry requirements and spacing, allowable building features and facade elements, and more;
- *Development Standards*: This module regulates requirements for new buildings and additions, such as grading, landscaping, parking requirements, and lighting standards;
- *Use*: This module establishes which uses and activities are allowed on each lot. Each use has been defined, and any relevant standards or approval procedures for a proposed use are contained in this module; and
- *Density*: The density module specifies the maximum allowable number of residential units, based on the square footage of lot area required for each individual unit. If this module is not included within the site's zone, the maximum number of units is not limited by the size of the lot.

To implement the Modified Project, New Zoning Code module types for Form, Frontage, Development Standards, Use, and Density are proposed to be added to the LAMC. New zones, using a combination of these modules, are identified for the purpose of rezoning properties in the OLTNP Area. It is anticipated that module types developed for the OLTNP Area would be used in other parts of the City as Community Plans are updated and properties are rezoned.

2.5 OVERLAYS AND SPECIFIC PLANS

The Modified Project incorporates relevant policies and regulations contained in Community Design Overlays (CDOs), Specific Plans, and overlays that exist in the OLTNP Area. The Van Nuys Central Business District (CBD) CDO District, the NoHo (North Hollywood) Commercial and Artcraft Overlay District, the District NoHo Specific Plan, sites within the Transportation Communication Network, lots with Building Lines and the Restaurant Beverage Program (RBP), as well as Transit Oriented Incentive Areas (TOIA) are within the OLTNP Area.

Bounded by Vanowen Street to the north, Sylmar and Tyrone Avenues to the east, Calvert Street to the south, and Cedros and Vesper Avenues to the west, the Van Nuys CBD CDO District establishes design guidelines and standards for commercial projects in the commercial center of Van Nuys. It aims to guide development within a framework sensitive to the history of the Van Nuys Central Business District, encourage design creativity, and provide guidance and direction to enhance the districts' appearance. The Modified Project, through its use of the modular zoning system, embeds design standards and site planning strategies contained in the CDO within the zoning for each parcel where the CDO is applied. As a result, upon adoption of the Modified Project, the CDO would become obsolete where the Modified Project is proposing new zoning as these standards would be codified in the base zoning for these affected parcels and, thus, would no longer need to live in an overlay.

The NoHo Commercial and Artcraft District exists to promote the arts by permitting an expansive list of art making activities that are permitted within the boundaries of the NoHo Commercial and Artcraft District. This district occupies what is widely known as the NoHo Arts District, in the commercial core of North Hollywood. The Modified Project expands the uses that are permitted in this core area of North Hollywood so that all of the proposed art uses allowed by the NoHo Commercial and Artcraft District except for taxidermy, which is not permitted in Regional Centers, are allowed as by-right uses and through a bonus incentive systemin the new zoning.

District NoHo Specific Plan (DNSP) is an adopted, project-specific Specific Plan that comprises approximately 16 acres of land in North Hollywood. The Plan area is located within eight different and noncontiguous subareas which are generally within the bounds of Cumpston Street to the north, Fair Avenue to the east, Weddington Street to the south, and Tujunga Avenue to the west. Lankershim Boulevard runs through the center of the Specific Plan boundary. There is a concurrent Supplemental Signage Use District (SN) which governs signs located within those portions of the Specific Plan area. The Modified Project will be maintaining the underlying Regional Center General Plan Land Use and current "DNSP-SN" Zone. The proposal is to add District NoHo by name to the Chapter 1A Code as a Special Zoning District. This will bring the Specific Plan into the new zoning code and will retain all the regulations and standards of the Specific Plan intact under the present zoning.

Ordinances (Nos. 188,080, 188,081, 188,082, and 188,096) amended the LAMC to create and regulate the Metro Transportation Communication Network (TCN) Supplemental Use District (SUD) which applied the SUD to 41 Metro-owned properties. The ordinances permit Metro to construct 71 digital display signs near specific freeways and major streets. Only parcels owned by LACMTA at the time of adoption of the Ordinance are included in the TCN District. Three parcels are within the boundaries of the OLTNP area. On these three parcels, there are two sign locations. In conformance with the TCN, the "TCN" suffix will be added to these three parcels.

To incentivize development, and as present circulation plan maps which contain street standards, the OLTNP Project proposes to remove all building lines within the OLTNP boundaries.

As an implementation of the 2021-2029 Citywide Housing Element, the City adopted the Citywide Housing Incentive Program, or CHIP. The CHIP ordinance consists of three larger programs, each aimed at creating more housing - these are State Density Bonus, the Affordable Housing Incentive Program (AHIP), and the Mixed Income Incentive Program, or MIIP. Collectively, these CHIP programs provide development bonuses for projects that provide affordable housing. These programs also offer additional development bonuses for projects that provide other public

benefits. Of these programs, MIIP has had the largest impact on the OLTNP zoning strategy. MIIP comprises three individual programs, and these are: Opportunity Corridor Incentive Areas (OCs), Opportunity Corridor Transition Areas (CTs), and Transit Oriented Incentive Areas (TOIA). These programs apply as overlays that supplement existing zoning regulations. Much of the OLTNP plan area is covered by TOIA incentives. The OLTNP Project proposes to remove the OLTNP plan area from the TOIA program, as the incentives provided exceed those detailed in the TOIA program. It is important to note that if a community plan or TNP can exceed the development bonuses offered by TOIA, as the OLTNP is proposing, that geography will become unmapped from TOIA, and will not be subject to future map updates.

The OLTNP Project proposes to maintain the existing area where restaurants may take advantage of the Restaurant Beverage Program (RBP). The entire OLTNP geography is currently eligible for the RBP and the project does not propose changes or the removal of the RBP.

2.6 ENVIRONMENTAL PROTECTION MEASURES

The New Zoning Code includes an Environmental Protection Measures (EPMs) Handbook that consists of the following:

1) Administrative Provisions – identifies the authority, applicability, required compliance, acronyms and definitions.

2) Required Notices – indicates that Applicants and Owners are responsible for reading and making themselves familiar with laws and regulations that address i) archaeological, paleontological and tribal cultural resources; ii) hazardous waste, materials and contamination, iii) nesting birds, iv) noise and vibration.

3) Environmental Protection Measures – identifies applicability thresholds and standards/specific requirements with respect to:

    i. Air Quality – Operation of Construction Equipment (AQ1-1 – Dust Control Compliance with SCAQMD Rule 403, AQ1-2 – Equipment Maintenance; AQ1-3 – Vehicle Idling Limit and Notification Signs; AQ1-4 – Non Diesel Fueled Electric Power; AQ1-5 Emissions Standards for Off-Road Construction Equipment Greater than 50 Horsepower; AQ1-6 – Use of Low Polluting Fuels; AQ1-7 – Emission Standards for On-Road Haul Trucks, AQ1-8 – Routes for On-Road Haul Trucks)
    ii. Biological Resources Nesting Native and Migratory Birds (BR3-1 – Restriction of Ground Disturbance Activity)
    iii. Cultural Resources – Archeological Resources (CR1-1 – Inadvertent Discovery)
    iv. Cultural Resources – Zanja Madre and Zanja System (CR2-1 Zanja Madre HAER Documentation)
    v. Cultural Resources – Paleontological Resources (CR3-1 – Inadvertent Discovery)
    vi. Cultural Resources Standards – Tribal Cultural Resources (CR4-1 Inadvertent Discovery)
    vii. Hazardous Materials – Hazardous Materials Sites (HM1-1 -- Unanticipated Hazards and HM1-2 – Environmental Site Assessments, HM1-3 Environmental Site Assessments for Residential Projects, HM1-4 – County Fire Department Oversight).
    viii. Noise and Vibration – Construction Noise (NV1-1 – Noise Shielding and Muffling, NV1-2 – Use of Driven Pile Systems, NV1-3 – Enclosure or Screening of Outdoor Mechanical Equipment, NV1-4 – Location of Construction Staging Areas, NV1-5 – Temporary walls, NV1-6 – Noise Study, NV1-7 – LAUSD Notification)

ix. Noise and Vibration – Construction Vibration (NV2-1 – Baseline Survey and Vibration Control Plan, NV2-2 – Repair of Damage, NV 2-3 – Vibration Sensitive Uses)

4) Environmental Protection Measures for Executive Order No. 8 Projects in the Palisades Burn Area -- Biological Resources Assessment.

5) Appendices: 1) Best Practices to protect resources: Archaeological Resources, Biological Resources, Paleontological Resources, Tribal Cultural Resources, Vibration, Hazardous Materials and Contamination; 2) Statement of Compliance (owner/applicant affidavit), 3) Contractor Acknowledgement (contractor affidavit); 3) SCAQMD Rule 403 Best Available Control Measures; 5) Zanja Madre Map; 6) Vibration Source Levels for Construction Equipment.

EPMs and Best Practices apply to new construction, major remodeling, site modification, and demolition activities. The EPMs and best practices aim to avoid or reduce adverse effects associated with construction activities. The EPMs would apply to the OLTNP Area with the adoption of the New Zoning Code for the Modified Project. The EPMs apply to all projects pulling building permits for new construction, major remodels, site modification, or demolitions. All applicants are required to include a plan sheet that lists the EPMs and to sign that they have read the EPMs and notices. The notices identify existing laws that regulate environmental impacts, such as those prohibiting destruction of historical artifacts, federal and state migratory bird laws, and hazardous waste regulations, and provides best practices to comply with these laws. Violation of EPMs is a violation of the City Code subject to criminal enforcement.

2.7 HOUSING ELEMENT AND MODIFIED PROJECT OBJECTIVES

The purpose of the HE, including the Modified Project, is to accommodate foreseeable growth in the City, including the OLTNP Area, consistent with the growth strategies of the City as provided in the Framework Element, as well as SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to direct the highest levels of intensity and development near transit corridors and stations, job centers, neighborhood services and amenities, and particularly in Higher Opportunity Areas to provide a more equitable distribution of housing opportunities.

The HE presents goals, objectives, policies and programs centered in racial equity, environmental justice, and resilience pertaining to housing access, preservation, stability, and production. Together, these goals, objectives, policies and programs comprise the City's housing action plan for the 2021-2029 planning period. The five goals and objectives that guide the HE are as follows:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

> Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.
>
> Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.
>
> Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

> Objective 2.1: Strengthen renter protections, prevent displacement and increase the stock of affordable housing.
>
> Objective 2.3: Preserve, conserve, and improve the quality of housing.

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

> Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.
>
> Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.

> Objective 4.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.
>
> Objective 4.2: Promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.
>
> Objective 4.3: Affirmatively further fair housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement.

Goal 5: A City that is committed to preventing and ending homelessness.

> Objective 5.1: Provide an adequate supply of short-term and permanent housing in addition to supportive services throughout the City that are appropriate for and meet the specific needs of all persons who are homeless or at-risk of homelessness.
>
> Objective 5.2: Promote outreach and education to: homeless populations; community stakeholders; health, social service and housing providers and funders; criminal justice system agencies; and communities in which facilities and services for unhoused populations will be located.

The Modified Project is one component of implementing the HE to meet the City's zoned capacity requirements of adding 456,643 units in order to meet the RHNA allocation. See **Table 1-1** in Section 1, *Introduction*, of this document for a summary of how the Modified Project addresses programs included in the HE. The Modified Project allocates land and zones for the range of uses that would be needed in the OLTNP Area to accommodate foreseeable growth. The Modified

Project also designates land for housing while strengthening connections between land use and transportation in a manner that is consistent with the City's General Plan, including the Framework Element, Mobility Plan 2035, HE, and Plan for a Healthy Los Angeles, and various sustainability policies.

Chapter 1A of the LAMC serves as the New Zoning Code, a comprehensive update of the City's zoning system. The New Zoning Code is being applied incrementally on a geographic basis through updates of the City's Community Plans, as well as updates of overlays including new TNPs and Specific Plans. Chapter 1A centralizes housing incentive programs (like the Density Bonus) into Article 9 (Public Benefit Systems) making it easier for developers to see exactly what "bonuses" (extra height or density) they get in exchange for affordable housing. The Citywide Housing Incentive Program (CHIP) Ordinance in particular links Chapter 1A and the HE. It amends Chapter 1A to create three major pathways for new housing: 1) State Density Bonus; (2) Affordable Housing Incentive (AHIP); and 3) Mixed Income Incentive (MIIP). Alongside the CHIP, two other ordinances were adopted in early 2025 to solidify the HE's legal requirements. The Housing Element Sites and Minimum Density Ordinance identifies specific "Candidate Sites" that the state requires Los Angeles to rezone and introduces a minimum density requirement on certain sites designated for high-density housing; this prevents "under-building". The Resident Protections Ordinance strengthens tenant rights and mandates a "Right to Return" for tenants displaced by new construction and extends affordability covenants to 99 years for many new projects.

The new Zoning Code allows for new zoning tools and EPMs to be applied to properties within each Community Plan Area. Properties in Community Plan Areas awaiting updates continue to be regulated by the provisions of the existing Zoning Code found in existing LAMC Chapter 1 (General Provisions and Zoning). Once each Community Plan has been updated, LAMC Chapter 1A will serve as the only Zoning Code for Los Angeles, and LAMC Chapter 1 (General Provisions and Zoning) will be removed from the LAMC.

The complete New Zoning Code (LAMC Chapter 1A) will not be adopted as a whole with the Modified Project. Only the new regulations specifically applicable to the OLTNP Area and any citywide regulations necessary to implement the OLTNP are proposed to be adopted at this time. This includes updates to the General Plan Framework, Land Use Element, and Mobility Elements to incorporate new General Plan land use designations.

3 ENVIRONMENTAL IMPACT ANALYSIS

This section of the Addendum provides an impact analysis under *CEQA Guidelines* Section 15162(a)(1) to assess whether the Modified Project would result in new or more severe significant impacts when compared to those resulting from the HE, as analyzed in the HE Final EIR (i.e., November 2021 Program EIR, June 2022 Addendum, and December 2024 Addendum).

Later in this section, this section also provides an analysis of a statutory exemption from CEQA pursuant to PRC Section 21080.085 in response to Senate Bill 131 (SB 131).

3.1 ANALYSIS OF THE HE FINAL EIR

As summarized in Section 1.6, Changes to Circumstances, new state housing legislations are not anticipated to change the impacts caused by the HE analyzed in the HE Final EIR pursuant to PRC Section 21166 and *CEQA Guidelines* Section 15162. The only change or modification to the HE is the Modified Project, which is not a change to the HE but an implementation of the HE, but for purposes of analyzing the project is being analyzed as a “change to the project” and the focus of the environmental analysis in this chapter. As discussed in Chapter 2, Modified Project (Orange (G) Line Transit Neighborhood Plan), the Modified Project would implement regulatory tools and strategies for the areas around the Metro G (Orange) Line North Hollywood, Van Nuys, and Sepulveda Stations to create more housing options and job opportunities in proximity to transit.

Table 3-1 provides a summary of impacts as identified in the HE Final EIR and analyzed in this Addendum. The conclusions of the adopted HE Final EIR are provided as a reference for each environmental issue area for the purpose of describing how the proposed changes would not result in any new significant impacts or would not increase the severity of the significant impacts identified in the HE Final EIR.

The Modified Project implements the HE in the OLTNP Area and does not involve changes that would modify potential development in other areas outside of the OLNTP Area but still within the City boundary that were analyzed in the HE Final EIR. For development occurring outside of the OLTNP Area, impacts would remain the same as those analyzed in the HE Final EIR. The Modified Project includes EPMs that in many cases are similar to mitigation measures included in the HE Final EIR and provide similar or greater mitigation.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
3.1 AIR QUALITY		
Adverse effect on a scenic vista	**Less Than Significant**. The HE would allow for greater development height and intensity; however, changes to existing views would be incremental due to the built-out nature of the City and would not result in the loss or obstruction of scenic vistas available from public vista points. In addition, housing development projects would be required to be consistent with all applicable regulatory compliance measures, plans, and policies that protect scenic vistas.	**Less Than Significant**. Within the OLTNP Area, it is generally difficult to see panoramic views due to the existing street grid pattern, built environment, and its location in a valley. Outside of the OLTNP Area, the flat land and low elevation make any development visible from the surrounding mountains (e.g., Santa Monica Mountains and Verdugo Mountains). Views of the OLTNP Area from public vantage points in the surrounding mountains are generally associated with panoramic views of the larger San Fernando Valley area. The proposed changes to land use designation and zoning associated with the Modified Project would allow for greater development height and intensity in the area surrounding the North Hollywood, Van Nuys, and Sepulveda Metro G (Orange) Line Stations. More mid-rise buildings could be built along major commercial corridors and some multi-family residential neighborhoods. Similar to impacts described in the HE Final EIR, these changes would not substantially alter views from public vantage points and are not expected to obstruct scenic vistas. Development projects would be required to be consistent with all applicable regulatory compliance measures, plans, and policies that protect scenic vistas.
Damage scenic resources within a state scenic highway	**Less Than Significant**. Housing development would largely occur in areas of the City that are currently zoned for multi-family and commercial development in proximity to transit. However, it is possible that individual project development sites exist in the vicinity of a designated state scenic highway or roadways eligible for listing as state scenic highways. If development occurs in the vicinity of an eligible state scenic highway, individual projects would be required to comply with City regulations that would protect scenic resources, such as protected trees and historic buildings.	**No Impact**. No state-designated scenic highways are within the OLTNP Area, and no views of the OLTNP Area are available from state-designated scenic highways. Thus, the Modified Project is not expected to damage scenic resources within a scenic highway.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Degrade visual character or quality/conflict with zoning and other regulations governing scenic quality	**Less Than Significant**. Housing development would alter the visual character of portions of the City, including changes in land uses, building height, and massing. Housing development would be congruent with existing development patterns, and higher density residential and mixed-use development would be visually consistent with adjacent existing uses in urbanized areas. Additionally, future development would comply with applicable zoning regulations and would be consistent with the goals, policies, and standards of the City's General Plan (including community plans), specific plans, and special districts.	**Less Than Significant**. The Modified Project would alter the visual character of the OLTNP Area, including changes in building height and massing. The height of new buildings could be similar to existing buildings, as well as those anticipated in the HE Final EIR. The newer taller buildings could be prominent against existing low-rise buildings; however, taller buildings in urban environments that are in areas served by transit are considered appropriate as it is supported by the City's General Plan (including Mobility Plan 2035) and would not represent a substantial degradation of visual character. As evaluated in the HE Final EIR, development associated with the Modified Project would comply with applicable zoning regulations, and would be consistent with the goals, policies, and standards of the City's General Plan, specific plans, and special districts.
New source of substantial light or glare	**Less Than Significant**. Illumination from new development would increase overall lighting levels in areas where increased development is expected to occur and where current lighting levels are low. However, housing development would primarily occur in urbanized areas with existing sources of light and glare. Additional lighting and glare from new development would be incremental. Additionally, housing development projects would be required to comply with the lighting and glare provisions of the Los Angeles Municipal Code (LAMC) to limit the adverse effects associated with light and glare.	**Less Than Significant**. A high level of ambient nighttime light exists in the OLTNP Area due to its urban setting. The Modified Project would allow for increased development density, intensity, and building heights within the OLTNP Area. With these increases, it could be reasonably anticipated that illumination from new development (e.g., security lighting, parking lot lighting, ornamental lighting, pedestrian scale lights, lighting from ground floor storefronts and signs) could incrementally increase, as indicated in the HE Final EIR. Development would continue to be required to comply with the lighting and glare provisions of the LAMC to limit the adverse effects associated with light and glare.
3.2 AGRICULTURE AND FORESTRY RESOURCES		
Conversion of, loss of, or conflict with agricultural or forest uses/zones	**Less Than Significant**. The City contains land designated as Prime Farmland and Unique Farmland, and land zoned for agricultural use (i.e., A1 and A2 zones). However, the geographic distribution of project development would largely occur in areas of the City that are currently zoned for multi-family and commercial development in proximity to transit. New residential development in A1 and A2 zones would be limited to single-family residences or accessory dwelling units, both of which are permitted in these zones. These types of uses are not likely to conflict with the use of agricultural land. Additionally, existing standards for A1 and A2 zones limit the intensity of development in these zones. No Williamson Act contracts are in the City, and the City does not have areas that are zoned for forest land or timberland. While the HE could	**No Impact**. The OLTNP Area is located in a densely developed portion of the City of Los Angeles; contains no agricultural land; and is not located on land designated as Prime Farmland and Unique Farmland, or on Williamson Act contract land. The southwestern corner of the OLTNP Area (north side of Magnolia Boulevard and east of Interstate 405) is zoned for agricultural use (A2). However, this agricultural zoned area is used as a park and not for agricultural purposes. No portion of the OLTNP Area is zoned for forestland or timberland. Additionally, no forests are located in or adjacent to the OLTNP Area. The Modified Project would not result in the conversion of farmland to non-agricultural uses; the conversion of forestland to non-forest use; or the loss of farmland, timberland, or forest land.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	result in development on hillside areas that could be considered "forest land" under PRC Section 12220(g), the City has limited forest land, and open space areas that support native trees. LAMC Section 12.04 does not allow for residential development in areas zoned for Open Space.	
3.3 AIR QUALITY		
Conflict with or obstruct implementation of Air Quality Plan	**Less Than Significant**. The HE does not encourage or promote growth beyond the SCAG growth forecasts, which was used in the development of the Air Quality Management Plan (AQMP). Additionally, the HE would not conflict with implementation of transportation control measures from the AQMP and would include policies to further reduce air pollutant emissions through promoting transportation and land use design factors.	**Less Than Significant**. The Modified Project focuses growth and housing production in areas surrounding the Metro G (Orange) Line, North Hollywood, Van Nuys, and Sepulveda Stations. It implements the HE and, thus, growth associated with the Modified Project has been accounted for in the HE Final EIR, which would not conflict with the growth projections used in the development of the AQMP. The objectives of the Modified Project, such as providing development opportunities around transit, are consistent with the objectives and policies for the HE and, as explained in the HE Final EIR, would not conflict with the AQMP.
Cumulatively considerable net increase of criteria pollutants for which the region is non-attainment	**Significant and Unavoidable**. Housing development would result in construction and operational emissions that exceed South Coast Air Quality Management District (SCAQMD) regional and local significance thresholds during construction and regional significance thresholds during operations. These exceedances would constitute a considerable net increase of pollutant emissions for construction and operational emissions in the South Coast Air Basin. **Mitigation Measures AQ-4.2-2(a)** and **AQ-4.2-2(b)** could reduce construction and operational emissions for most housing development projects to a less than significant level. However, it is possible that very large projects or projects with unusual circumstances would result in emissions that exceed SCAQMD significance thresholds despite implementation of mitigation measures.	**Significant and Unavoidable**. The development intensities and construction activity intensities for development projects associated with the Modified Project would be similar to those analyzed in the HE Final EIR. **Mitigation Measures AQ-4.2-2(a)** and **AQ-4.2-2(b)** would remain applicable to the Modified Project. As indicated in the HE Final EIR, these mitigation measures would generally reduce pollutant emissions during construction and operational activities to less-than-significant levels. Even with the application of EPMs and mitigation measures, very large projects or projects that have unusual circumstances could continue to exceed SCAQMD significance thresholds. Impacts would continue to be significant and unavoidable. As the Modified Project would involve developments that are at similar intensities as those analyzed in the HE Final EIR, impacts associated with the Modified Project would not be substantially more severe than the impacts previously identified in the adopted HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Sensitive receptors exposure to substantial pollutant concentrations	**Less Than Significant with Mitigation (construction); Less Than Significant (operation)**. Construction of large development projects with substantial heavy equipment use for a period of several years and occurring in close proximity to sensitive receptors could potentially expose sensitive receptors to a substantial amount of toxic air contaminant (TAC) emissions that could result in significant health risks. **Mitigation Measure 4.2-3**, which requires construction health risk assessments be performed for discretionary projects with sufficient duration and proximity to nearby sensitive receptors and requires implementation of a plan to reduce sensitive receptor's exposure to TACs, would reduce construction-related impacts to less than significant levels. Operation of residential development and mixed-use development projects would not emit large quantities of TACs, and existing regulations would prevent exposure of sensitive receptors to substantial pollutant concentrations. Additionally, the HE would not contribute to congested intersection conditions that would result in the creation or worsening of a CO hotspot. Less-than-significant impacts would occur during operational activities.	**Less Than Significant with Mitigation (construction); Less Than Significant (operation)**. Health risks associated with the Modified Project are similar to those identified in the HE Final EIR. The Modified Project includes an EPM that would reduce TAC emissions. In addition to the EPM for the Modified Project, **Mitigation Measure 4.2-3** would remain applicable and would continue to reduce construction-related impacts to less than significant levels. As indicated in the HE Final EIR, operational activities for development projects are not expected to generate substantial amounts of TAC emissions. SCAQMD Rule 1401 would continue to address TAC emissions. The Modified Project would not cause vehicles at congested intersections to generate localized CO concentrations that exceed state CO standards. Existing Los Angeles Department of Transportation policies continue to require appropriate traffic calming or physical improvements to be implemented for individual projects to prevent congested intersection conditions. Therefore, less-than-significant impacts would continue to occur during operational activities.
Odors	**Less Than Significant**. Construction activities for residential development may produce temporary odors. Such odors would disperse rapidly, generally occur at magnitudes that would not affect substantial numbers of people and would be limited to the construction period. Construction activities would be required to comply with SCAQMD Rule 402, which regulates nuisance odors. Residential uses are not a major source of odors and, thus, residential development would not create objectionable odors that affect a substantial number of people.	**Less Than Significant**. Construction activities for development projects associated with the Modified Project would emit similar types of odors as the development projects anticipated in the HE Final EIR. The Modified Project does not propose any industrial zoning which is often associated with odorous uses. Consistent with the Mayor's Clean Streets LA Program, trash receptacles would continue to be located and maintained in a manner that promotes odor control and would not result in substantially adverse odor impacts. Restaurant uses that may generate odors would be similar to existing uses within the OLTNP Area and those anticipated in the HE Final EIR and would continue to be subject to the provisions of SCAQMD Rule 402 related to the prevention of public nuisance odors affecting a substantial number of people.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
3.4 BIOLOGICAL REOURCES		
Adverse effect on candidate, sensitive, or special status species	**Significant and Unavoidable**. Housing development could potentially adversely affect special-status species or their habitat depending on the location (e.g., whether it would occur near habitats that could support or is used by special status species). Compliance with existing regulations and implementation of **Mitigation Measures 4.3-1(a)** through **4.3-1(d)** would reduce potential impacts on most development sites. However, the mitigation measures do not apply to ministerial projects and, thus, would not eliminate all potential impacts on special-status species.	**Significant and Unavoidable**. As described in the HE Final EIR development associated with the Modified Project could potentially adversely affect special-status species or their habitat if they are located near habitats that could support candidate, sensitive, or special status species. **Mitigation Measures 4.3-1(a)** through **4.3-1(d)** would continue to be applicable to the Modified Project. As explained in the HE Final EIR, these mitigation measures do not apply to ministerial projects, and without knowing all site-specific conditions and depending on circumstances, significant impacts may continue to occur even with implementation of mitigation measures and the EPMs. Impacts would remain similar to the HE Final EIR for the HE area as a whole, but within the OLTNP area there are no hillside areas or large parks that could serve as habitat and impacts are anticipated to be less than significant within this area.
Adverse effect on riparian habitat or other sensitive natural communities	**Significant and Unavoidable**. Housing development could potentially adversely affect areas that support sensitive natural communities and riparian habitats. **Mitigation Measures 4.3-2(a)** and **4.3-2(b)** would reduce potential impacts on most development sites. However, the mitigation measures do not apply to ministerial projects and, thus, would not eliminate all potential impacts on riparian habitat and other sensitive natural communities.	**Significant and Unavoidable**. The Tujunga Wash is located along the western boundaries of the North Hollywood Station Area. New developments occurring near the Tujunga Wash could potentially affect riparian habitat. The types of development associated with the Modified Project, including commercial development associated with housing development projects, would be consistent with that analyzed in the HE Final EIR. However, the area of the North Hollywood Station immediately adjacent to the Tujunga Wash is North Hollywood Park, which is designated as Open Space, and it is not reasonably foreseeable that it will be redeveloped. Thus, Impacts associated with the Modified Project would be similar to or less than those discussed in the HE Final EIR. **Mitigation Measures 4.3-2(a)** and **4.3-2(b)** would remain applicable to the Modified Project. As explained in the HE Final EIR, these mitigation measures do not apply to ministerial projects. Without knowing all site-specific conditions and depending on circumstances, significant impacts may still occur even with implementation of mitigation measures and EPMs. Impacts on riparian habitat and other sensitive natural communities remain similar to the HE Final EIR, and the Modified Project would not result in impacts that are more severe than those identified in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Adverse effect on state or federally protected wetlands	**Less Than Significant**. The HE prioritizes development along commercial corridors and existing residential neighborhoods located in proximity to existing public infrastructure and would not directly or indirectly result in the direct modification of wetlands or jurisdictional waters. Furthermore, the City's Stormwater and Urban Runoff Pollution Control Ordinance would require future development to comply with the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, including the inclusion of best management practices (BMPs) in a development project's design to prevent, control, and reduce stormwater pollutants. Compliance with these requirements would ensure that construction does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality of wetlands or other jurisdictional waters.	**Less Than Significant**. The Modified Project would continue to comply with the applicable water quality standards and discharge requirements that are discussed in the HE Final EIR, including the City's Stormwater and Urban Runoff Pollution Control Ordinance, which includes the City's SUSMP requirements and BMPs to prevent, control and reduce stormwater pollutants. Similar to impacts described in the HE Final EIR, the Modified Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality of wetlands or other jurisdictional waters.
Interfere with movement of migratory species or wildlife corridors	**Significant and Unavoidable**. Housing development would be primarily concentrated on sites in urban areas of the City that have been previously developed and disturbed. However, development adjacent to or within native habitats and wildlife corridors is possible and could interfere with the movement of native resident or migratory fish or wildlife species. Additionally, the HE could result in the development of parcels that may contain suitable nesting habitat for birds. **Mitigation Measures 4.3-1(a)** through **4.3-1(d)** would help to reduce potential impacts to wildlife movement and nursery sites. These mitigation measures do not apply to ministerial projects and, thus, would not eliminate all potential impacts.	**Significant and Unavoidable**. The OLTNP Area is heavily urbanized and, similar to the analysis in the HE Final EIR, development associated with the Modified Project would occur on sites that have been previously developed and disturbed. Wildlife species could use the Tujunga Wash for movement. Direct and indirect disturbances to the Tujunga Wash could potentially interfere with wildlife movement. Additionally, the Modified Project could result in the development of parcels that may contain suitable nesting habitat for birds. However, the area of the North Hollywood Station immediately adjacent to the Tujunga Wash is North Hollywood Park, which is designated as Open Space, and it is not reasonably foreseeable that it will be redeveloped. **Mitigation Measures 4.3-1(a)** through **4.3-1(d)** from the HE Final EIR would remain applicable to the Modified Project. The EPM Handbook identifies requirements with respect to bird nests (Measure BR3-1) and Best Management Practices to ensure that active nests are not disturbed. As explained in the HE Final EIR, these mitigation measures do not apply to ministerial projects. Without knowing all site-specific conditions and depending on circumstances, significant impacts may still occur even with implementation of mitigation measures and the EPM. Impacts would remain similar to those identified in the HE Final EIR, and the Modified Project would not result in impacts that are more severe than those identified in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Conflict with local policies or ordinances protecting biological resources	**Less Than Significant**. The HE would not conflict with applicable goals or policies of the City's General Plan Framework or Conservation Element, the City's Tree Preservation Ordinance, or the Los Angeles River Revitalization Master Plan.	**Less Than Significant**. The Los Angeles River Revitalization Master Plan is not applicable to the Modified Project since the Los Angeles River is not located in the OLTNP Area. The Modified Project is one component of implementing the HE, and developments associated with the Modified Project would continue to comply with all other applicable City policies and regulations related to the protection of biological resources, including those contained within the City's General Plan and Tree Preservation Ordinance. Impacts would remain similar to those discussed in the HE Final EIR.
3.5 CULTURAL RESOURCES		
Substantial adverse change in the significance of a historical resources (built environment)	**Significant and Unavoidable**. Although existing regulations provide certain protections for significant historical resources, these regulations would not prohibit the demolition of historical resources and do not apply to properties listed in or determined to be eligible for the California Register or local register, or those found eligible in a historical resources survey. **Mitigation Measures 4.4-1(a)** through **4.4-1(j)** would reduce potentially significant impacts to historical resources to the maximum extent feasible. However, compliance with the Secretary of the Interior's Standards in these mitigation measures cannot be assured in all cases and demolition or removal of a historically significant resource typically cannot be mitigated to below a level of significance. Additionally, the mitigation measures do not apply to ministerial projects.	**Significant and Unavoidable**. The Modified Project is one component of implementing the HE, and development associated with the Modified Project would comply with all applicable regulations pertaining to historical resources. **Mitigation Measures 4.4-1(a)** through **4.4-1(j)** would also remain applicable to the Modified Project. As discussed in the HE Final EIR, impacts would not be reduced to less than significant levels since compliance with the Secretary of the Interior's Standards in these mitigation measures cannot be assured in all cases, demolition or removal of historically significant resources remains a possibility, and these mitigation measures do not apply to ministerial projects. Impacts would remain similar to the HE Final EIR, and the Modified Project would not result in impacts that are more severe than those identified in the HE Final EIR.
Substantial adverse change in the significance of an archaeological resource	**Significant and Unavoidable**. Most housing development would be located in infill areas where previous disturbance has occurred and, thus, would be unlikely to involve impacts on archaeological resources. Nonetheless, given the City's history, ground-disturbing activities have the potential to damage or destroy previously unknown historic or prehistoric archaeological resources that may be present on or below the ground surface, particularly in areas that have not been studied through a cultural resources investigation, where excavation depths would exceed those previously attained, where water sources are present, and in areas around mountains where resources would have been abundant.. **Mitigation Measures 4.4-2**, **4.15-1(a)** and **4.15-1(b)** could avoid significant direct impacts to archaeological resources to the maximum extent feasible. However, these mitigation	**Significant and Unavoidable**. The OLTNP Area is an urbanized area and, similar to the analysis in the HE Final EIR, development associated with the Modified Project would be located on infill sites that have been previously disturbed. As discussed in the HE Final EIR, any surficial archaeological resources that may have existed on these sites are likely to have been previously disturbed or removed. As explained in the HE Final EIR, encountering unanticipated archaeological resources during ground disturbance remains a possibility. **Mitigation Measures 4.4-2**, **4.15-1(a)** and **4.15-1(b)** would remain applicable to the Modified Project. As indicated in the HE Final EIR, these mitigation measures would not apply to ministerial projects and may not be feasible for some discretionary projects due to unique circumstances unknown at this time. The EPM Handbook 1) provides notice to all applicants that it is a crime to destroy artifacts, 2) requires specific actions with respect to

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	measures would not apply to ministerial projects and may not be feasible for some discretionary housing projects due to unique circumstances unknown at this time.	inadvertent discoveries and 3) identifies Best Management Practices to ensure resources are not damaged during grading, excavation and other ground disturbing activities; the EPM requirements would apply to the Modified Project, including ministerial projects not addressed in the HE EIR. Impacts would remain similar to the HE Final EIR, and the Modified Project would not result in impacts that are more severe than those identified in the HE Final EIR.
Disturb Human Remains	**Less Than Significan**t. California Health and Safety Code, Section 7050.5 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Any soil disturbing activities from project development would be required to adhere to existing laws regarding the discovery of humans.	**Less Than Significant**. The Modified Project is one component of implementing the HE, and development associated with the Modified Project would continue to comply with all regulatory requirements associated with the accidental discovery of human remains, as indicated in the HE Final EIR. Impacts would be similar to those discussed in the HE Final EIR.
3.6 ENERGY		
Wasteful, inefficient or unnecessary energy consumption	**Less Than Significant**. Construction contractors would be required to comply with applicable state and federal regulations pertaining to the use of fuel efficient equipment and to reducing the inefficient, wasteful, or unnecessary consumption of energy. In addition, development projects would be required to comply with construction waste management practices to divert construction and demolition debris, pursuant to the Citywide Construction and Demolition Waste Recycling Ordinance. During operational activities, housing development would comply with applicable local and state energy conservation and energy efficiency requirements. In addition, the HE would prioritize developing new housing units in close proximity to high quality transit areas and existing commercial/retail, recreational, and institutional land use, which would minimize the potential for development to result in the wasteful or unnecessary consumption of vehicle fuels.	**Less Than Significant**. The Modified Project is one component of implementing the HE, and construction and operations of development associated with the Modified Project would continue to comply with all applicable local, state, and federal regulations pertaining to energy efficiency, energy conservation, and the diversion of construction and demolition waste. Similar to the HE, the Modified Project would concentrate development near transit corridors and stations, job centers, and neighborhood services and amenities. As explained in the HE Final EIR, focusing development in these areas would minimize the potential for development to result in wasteful or unnecessary consumption of vehicle fuels by reducing trip distances and encouraging the use of alternative modes of transportation. Similar to the impacts discussed in the HE Final EIR, the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.
Conflict with or obstruct a plan for renewable energy or energy efficiency	**Less Than Significant**. The HE emphasis on infill development in areas with access to jobs and high-quality public transit is consistent with applicable strategies for reducing vehicle miles traveled (VMT) and vehicle fuel consumption from the SCAG 2024 RTP/SCS. Facilitating housing development in proximity to transit and job centers along with regulatory compliance, would ensure that the HE would not conflict with renewable energy and energy efficiency plans adopted by the City.	**Less Than Significant**. The Modified Project would concentrate development near transit corridors and stations, job centers, and neighborhood services and amenities. As indicated in the HE Final EIR, focusing development in these areas are consistent with the SCAG 2024 RTP/SCS and adopted City plans pertaining to renewable energy and energy efficiency. Impacts would be similar to those discussed in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
3.7 GEOLOGY AND SOILS		
Risks associated with earthquake faults, seismic ground shaking, liquefaction, and landslides	**Less Than Significant**. Development could occur in areas with potential fault rupture and seismic ground shaking. Applicants of individual development projects must prepare geotechnical reports that identify geologic design parameters and geotechnical recommendations to be incorporated into individual development projects to limit risks associated with earthquake faults, seismic ground shaking, liquefaction, and landslides. All new development would comply with applicable regulations and policies associated with reducing risks associated with seismic hazards.	**Less Than Significant**. As with the entire Southern California region, the OLTNP Area is susceptible to seismic ground shaking. No Alquist-Priolo Earthquake Fault Zones are within the OLTNP Area. Most of the OLTNP Area, with the exception of the northwesterly corner of the Western OLTNP Area, are in a liquefaction zone, and the OLTNP Area is not within a landslide zone. As with the HE, applicants of development projects would continue to be required to prepare geotechnical reports and would continue to comply with all applicable regulations and policies associated with reducing risks associated with earthquake faults, seismic ground shaking, and liquefaction. Impacts would be similar to those discussed in the HE Final EIR.
Soil erosion or loss of topsoil	**Less Than Significant**. Because the HE would prioritize new housing in areas that are already built out, the potential for erosion would primarily be limited to temporary effects of possible topsoil loss at future project construction sites. Erosion from demolition and construction activities would be controlled through compliance with applicable regulations associated with water quality and soil erosion, including LAMC requirements for stormwater and urban runoff pollution control, California Building Code Chapter 70 standards, and the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, as well as best management practices (BMPs) required by these existing regulations. BMPs for post-construction erosion and sediment control would also be implemented. Compliance with regulations would reduce the risk of soil erosion such that there would be minimal change in risk compared to current conditions.	**Less Than Significant**. The Modified Project is one component of implementing the HE and, similar to the discussion in the HE Final EIR, development would occur in areas that are already built out and have been previously disturbed. Development would continue to comply with applicable regulations associated with water quality and soil erosion, as well as BMPs. Impacts would be similar to those discussed in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Unstable geologic unit or soils that could result in landslide, lateral spreading, subsidence, liquefaction, or collapse	**Less Than Significant**. Applicants of individual development projects must prepare geotechnical reports that identify geologic design parameters and geotechnical recommendations to be incorporated into individual development projects to limit risks associated with liquefaction, landslides, soil expansion, and soil strength loss. Development would not affect existing conditions related to unstable soils, unless improperly constructed. All project development would be required to comply with the California Building Codes's (CBC's) minimum standards for structural design and site development and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for each individual development project. Adherence to these requirements would achieve accepted safety standards relative to unstable geologic units or soils.	**Less Than Significant**. The Modified Project would implement the HE and, as indicated in the HE Final EIR, development would be required to prepare a geotechnical report that identify geologic design parameters and geotechnical recommendations for the individual projects and would comply with all applicable regulations, policies, and requirements associated with reducing risks associated with unstable geological units or soils. Impacts would be similar to those discussed in the HE Final EIR.
Expansive soils that would create substantial risks to life or property	**Less Than Significant**. Because development would primarily occur on infill sites in urban areas that may contain underlying expansive soils, development would not substantially increase the potential exposure to or extent of expansive soils. Individual development projects would be subject to LAMC the Los Angeles Building Code regulations pertaining to expansive soils and would be required by the CBC to prepare a soil investigation that includes appropriate corrective actions to prevent structural damage. Applicants of individual development projects must also prepare geotechnical reports that identify geologic design parameters and geotechnical recommendations to be incorporated into individual development projects to limit risks associated with soil expansion and soil strength loss.	**Less Than Significant**. The Modified Project is one component of implementing the HE and, as described in the HE Final EIR, development would primarily occur on infill sites and would continue to comply with LAMC, Los Angeles Building Code, and CBC regulations pertaining to expansive soils. Individual development projects would be required to conduct soil and geotechnical investigation and incorporate recommendations contained within these studies to prevent structural damage associated with expansive soil and to limit other risks associated with soil expansion and soil strength loss. Impacts would be similar to those discussed in the HE Final EIR.
Septic tanks or alternative wastewater disposal systems	**No Impact**. The HE would emphasize the development of additional housing units in urban infill sites, which would be served by existing Los Angeles Bureau of Sanitation (LASAN) infrastructure. Project development would not use septic systems.	**No Impact**. The Modified Project is one component of implementing the HE and, as described in the HE Final EIR, development would primarily occur on urban infill sites that are served by existing LASAN infrastructure. Septic tanks or alternative wastewater disposal systems would not be used. Impacts would be similar to those discussed in the HE Final EIR.
Destroy unique paleontological resource or geologic feature	**Less Than Significant**. The HE would prioritize development on infill sites that have been previously developed and/or disturbed and would be unlikely to affect paleontological resources. **Mitigation Measures 4.5-1(a)** through **4.5-1(d)** would minimize potential impacts during excavation and	**Less Than Significant**. The OLTNP Area is heavily developed. Development associated with the Modified Project would be located in infill areas that have been previously disturbed. As described in the HE Final EIR, any surficial paleontological resources that may have existed on these sites are likely to have been previously

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	construction activities. However, these mitigation measures would not apply to ministerial projects and may not be feasible for some discretionary housing projects.	disturbed or removed. However, similar to the impacts discussed in the HE Final EIR, encountering unanticipated paleontological resources during ground disturbance remains a possibility. **Mitigation Measures 4.5-1(a)** through **4.5-1(d)** would remain applicable to the Modified Project. As discussed in the HE Final EIR, these mitigation measures would not apply to ministerial projects and may not be feasible for some discretionary projects due to unique circumstances unknown at this time. With respect to paleontological resources the EPM Handbook provides notice to all applicants that it is a crime to destroy artifacts and identifies best practices and mandates actions with inadvertent discovery; the EPM requirements would apply to the Modified Project, including ministerial projects not addressed in the HE EIR. Impacts would remain similar to the HE Final EIR, and the Modified Project would not involve new significant impacts or more severe impacts beyond what was identified in the HE Final EIR.
3.8 GREENHOUSE GAS EMISSIONS		
GHG emissions; consistency with applicable GHG reduction plans, policies, or regulations	**Less Than Significant**. Although housing development would increase GHG emissions, the emission per service population would be below the state's per capita goal for 2030 and would be consistent with the state's Climate Change Scoping Plan's objective of reducing 2030 GHG emissions in accordance with SB 32. The HE would be consistent with applicable plans, policies, or regulations aimed at reducing GHG emissions.	**Less Than Significant**. The Modified Project is one component of implementing the HE. Development would continue to be focused in a dense, urban environment close to transit. As explained in the HE Final EIR, GHG emissions per service population are expected to be low and consistent with the state's Climate Change Scoping Plan's objective of reducing 2030 GHG emissions in accordance with SB 32. The Modified Project would continue to be consistent with applicable GHG reduction plans, policies, and regulations, including the state's 2017 Scoping Plan, SB 375, SCAG RTP/SCS the City's GreenLA Climate Action Plan, and the City's Green Building Code. Impacts would be similar to those discussed in the HE Final EIR.
3.9 HAZARDS AND HAZARDOUS MATERIALS		
Hazards from routine transport, use, or disposal of hazardous materials	**Less Than Significant**. Construction associated with project development would involve the use of potentially hazardous materials that could be released should a leak or spill occur. Common household hazardous materials would be used during operations of housing development projects. The use, transport, or storage of potentially hazardous materials during construction and operations of future development would be required to comply with all applicable local, state, and federal regulations, standards, and guidelines.	**Less Than Significant**. The Modified Project is one component of implementing the HE and hazards from the transport, use, and disposal of hazardous materials would be similar to those described in the HE Final EIR. Construction and operations of development projects would continue to comply with all applicable local, state, and federal regulations, standards, and guidelines related to storage, use, and disposal of hazardous materials. Impacts would be similar to those discussed in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Hazards from upset and accidental conditions involving the release of hazardous materials	**Less Than Significant**. Housing development involving the redevelopment, renovation, and demolition of structures built before 1979 could potentially release asbestos or lead into the atmosphere. In addition, housing development could potentially occur in Methane Zones, Methane Buffer Zones and near oil wells. Development would comply with federal, state, and local requirements governing hazardous materials.	**Less Than Significant**. The types of structures that would be redeveloped, renovated, and demolished from implementation of the Modified Project would be similar to those described in the HE Final EIR and could potentially release asbestos or lead into the atmosphere. Development could continue to occur in Methane Zones, Methane Buffer Zones, and near oil wells. Development would continue to comply with federal, state, and local requirements governing hazardous materials. Impacts would be similar to those described in the HE Final EIR.
Emit or handle hazardous materials within ¼ mile of a school	**Significant and Unavoidable**. Housing development could occur within ¼ mile of existing schools. However, such development would not involve the use of large quantities of hazardous materials and would not be expected to create hazards associated with hazardous materials use. Housing development could also involve construction activities on sites that may contain asbestos and lead based paint, and could be located near oil wells, methane zones and/or contaminated soils, which could pose hazards to nearby schools in the case of an accidental release. **Mitigation Measures 4.7-2(a)** and **4.7-2(b)** would require remediation of soil and/or groundwater contamination prior to excavation or grading on properties within ¼ mile of schools. However, these mitigation measures would not apply to ministerial projects and may not be feasible for some discretionary housing projects based on unique circumstances.	**Significant and Unavoidable**. The types of hazardous materials that would be emitted or handled from development associated with the Modified Project would be similar to those described in the HE Final EIR and would continue to have the potential to create hazards to nearby schools. Development would continue to comply with all applicable federal, state, and local environmental regulations related to hazardous materials storage, use and transport, including regulations and guidelines pertaining to abatement of and protection from exposure to asbestos, lead and other hazardous materials. **Mitigation Measures 4.7-2(a)** and **4.7-2(b)** would remain applicable to the Modified Project. Similar to the HE Final EIR, the mitigation measures may not be feasible for some projects based on unique circumstances. The EPM Handbook (Measures HM1-1 and HM1-2) requires evaluation of sites under specified circumstances and a remediation plan if necessary. If a site is found to be contaminated no permit can be issued until sign off is received from the appropriate regulatory agency. The EPM Handbook also identifies best practices with respect to unanticipated hazards. The EPM requirements would apply to the Modified Project, including ministerial projects not addressed in the HE EIR. Impacts would be similar to those described in the HE Final EIR, and the Modified Project would not result in impacts that are more severe than those identified in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Hazardous materials sites	**Significant and Unavoidable**. Housing development could occur on properties with soil and groundwater contamination, including those listed as hazardous material sites and those contaminated sites that are not listed. The possible presence of soil, soil vapor, or groundwater contamination on such sites could expose construction workers and residents or visitors on neighboring properties to hazards during construction of individual future developments. **Mitigation Measures 4.7-2(a)** and **4.7-2(b)** could reduce impacts to the public or environment to a less than significant level by ensuring the identification and, as necessary, remediation of soil and/or groundwater contamination prior to excavation or grading. However, these mitigation measures would not apply to ministerial projects and may not be feasible for some discretionary projects based on unique circumstances	**Significant and Unavoidable**. The types and location of development associated with the Modified Project would be similar to those described in the HE Final EIR. Development would continue to have the potential to be located on sites which are included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, as well as contaminated sites that are not listed. **Mitigation Measures 4.7-2(a)** and **4.7-2(b)** would continue to be applicable to the Modified Project. Similar to the HE Final EIR, the mitigation measures may not be feasible for some projects due to unique circumstances unknown. As noted above, the EPM Handbook mandates actions with respect to evaluation of sites and requires specific actions if potential contamination is identified, and identifies Best Management Practices to reduce impacts related to hazardous waste materials and contamination; the EPM requirements would apply to the Modified Project, including ministerial projects not addressed in the HE EIR. There are no changes under the Modified Project that would involve new significant impacts or substantially more severe impacts beyond what was identified in the HE Final EIR.
Safety hazard or excessive noise within an airport land use plan or within two miles of a public or public use airport	**Less Than Significant**. There are several airports in the City of Los Angeles or its vicinity. Restrictions are placed on development in the immediate vicinity of airport runways where take-off and final approach maneuvers occur, The Los Angeles County Airport Land Use Commission (ALUC) is responsible for implementing airport land use plans that promote compatibility between each airport in the county and the surrounding land uses to ensure that hazardous conditions are not created. The HE does not contain policies that would conflict with the airport land use plans and does not emphasize building housing in the immediate vicinity of airports. If project development were proposed within two miles of an airport or within an airport influence area, it would be required to comply with applicable regulations and standards. While residents of project developments may be subject to occasional overhead flight noise, the HE would not lead to excessive noise or safety hazards as it relates to airports.	**Less Than Significant**. The nearest airports located in proximity to the OLTNP Area include Van Nuys Airport and Hollywood Burbank Airport. The airports are approximately 0.8 miles northwest and one mile north from the nearest OLTNP Area boundary, respectively. Although some development may occur within two miles of an airport, the OLTNP Area is not located within the ALUC planning boundaries of the airports or airport noise contour zones. Thus, development in the OLTNP Area would not lead to excessive noise or safety hazards related to airports. Impacts would be similar to those identified in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Interfere with emergency response or emergency evacuation plan	**Less Than Significant**. Project development under the HE would not interfere with adopted emergency response or evacuation plans because temporary construction barricades or other obstructions that could impede emergency access would require a traffic control plan subject to City review and approval. Increased housing development density from project development could result in additional traffic on area roadways. However, the goals, objectives, and policies of the Safety Element of the City's General Plan and the Los Angeles County Operational Area Emergency Response Plan (ERP) provide guidance during unique situations requiring an unusual or extraordinary emergency response. In addition, the City of Los Angeles Department of Transportation and LAFD would be responsible for ensuring that future development does not impair or physically interfere with an adopted emergency response or evacuation plan. As part of standard development procedures, development plans would be submitted for review and approval to ensure that all new developments have adequate emergency access and escape routes in compliance with existing City regulations.	**Less Than Significant**. Disaster routes within and adjacent to the OLTNP Area, as identified in the City's General Plan Safety Element, include I-405; SR-170; SR-134; and the north-south corridors of Van Nuys Boulevard, Vineland Avenue, and Lankershim Boulevard. The types and location of developments associated with the Modified Project would be consistent with those described in the HE Final EIR. Development plans would continue to be submitted to the City for review and approval to ensure that all new developments have adequate emergency access and escape routes in compliance with existing City regulations. Temporary traffic control plans would continue to be required for activities that involve temporary lane, street, or sidewalk closures. As indicated in the HE Final EIR, individual development projects would not interfere with emergency evacuation routes. Impacts for the Modified Project would be similar to those identified in the HE Final EIR.
Risk of loss, injury or death involving wildland fires	**Less Than Significant**. Portions of the City are subject to wildland fire risk, primarily in areas where single-family residential development abuts the undeveloped hillsides and natural areas in the northern portion of the City and around the Santa Monica Mountains. Development projects would generally be located on urban infill sites within areas well served by high quality public transit. These areas are not near the wildland urban interface and are not subject to high fire risk. Any development located within Very High Fire Hazard Severity Zones (VHFHSZ) and Fire Brush Clearance Zones would comply with regulations that minimize fire risks during the high fire season. Development would also be required to be constructed according to the UBC requirements for fire protection and would be subject to review and approval by LAFD. Therefore, the HE would not pose a substantial risk to people or structures due to wildland fires.	**No Impact.** The OLTNP Area is located in a highly urbanized portion of the City near transit and is not located in an area identified as a wildland fire hazard area. The OLTNP Area is not located within a Fire Brush Clearance Zone or VHFHSZ . Construction of the Modified Project would not result in impacts to wildland fires and would not place people or structures in areas prone to wildfires.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
3.10 HYDROLOGY AND WATER QUALITY		
Violate water quality standards or, substantially degrade surface or groundwater quality	**Less Than Significant**. Development projects would comply with federal, state, and local regulations, standards, requirements, and plans pertaining to water quality and waste discharge. As part of the NPDES General Construction Permit, operators of construction activities on sites that are more than one acre would be responsible for preparing and implementing an SWPPP that outlines project specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater. BMPs would also be implemented as part of the City's Stormwater and Urban Runoff Pollution Control Ordinance. The HE would not introduce features that would preclude implementation of or alter policies and procedures associated with water quality or waste discharge in any way.	**Less Than Significant**. The types of construction and operational activities for the Modified Project would be similar to those described in the HE Final EIR. Development projects would continue to comply with federal, state, and local regulations, standards, requirements, and plans pertaining to water quality and waste discharge, including the Clean Water Act, the NPDES General Construction Permit, the City's Low Impact Development Ordinance, and the City's Stormwater and Urban Runoff Pollution Control Ordinance. BMPs would continue to be implemented as part of the SWPPP and City's Stormwater and Urban Runoff Pollution Control Ordinance to control the release of pollutants in stormwater runoff. Impacts would be similar to those identified in the HE Final EIR.
Decrease groundwater supply or interfere with groundwater Recharge	**Less Than Significant**. . Groundwater basins that lie under the City are controlled by court adjudications, which prevents depletion of groundwater supplies and limits the amount of groundwater resources that the City may extract. While project development could increase water demand by increasing residential density, this demand would be met in a number of ways other than increasing groundwater withdrawal, such as increasing the amount of water purchased from the Metropolitan Water District (MWD) of Southern California, implementing water conservation measures, increasing use of recycled water, and/or implementing groundwater recharge projects. The HE would not interfere substantially with groundwater recharge since it would prioritize development on infill sites in urbanized areas, which are largely covered with impervious surfaces. Although excavation activities could extend into the underlying groundwater table, the risk of groundwater contamination during construction is minimal and would most likely occur due to spills or leaks from equipment or materials used in construction BMPs would be implemented during construction of individual development projects to prevent contamination of stormwater and runoff during construction, which would also prevent groundwater contamination.	**Less Than Significant**. The Modified Project would implement the HE and, thus, water demand associated with the Modified Project has been accounted for in the HE Final EIR. As with the HE, development associated with the Modified Project would primarily occur on infill sites in urban areas that are largely covered with impervious surfaces. As described in the HE Final EIR, development would not substantially interfere with groundwater recharge or substantially expose groundwater to contamination. BMPs would continue to be implemented during construction of individual development projects to prevent contamination of stormwater and runoff during construction, which would also prevent contamination of groundwater resources. Impacts for the Modified Project would be similar to those described in the HE Final EIR and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Alter existing drainage pattern resulting in erosion or siltation, flooding; exceed the capacity of stormwater drainage Systems; or provide substantial additional sources of polluted runoff	**Less Than Significant.** The HE would not substantially alter existing drainage patterns since it would prioritize new housing development on infill sites in urbanized areas that would be almost entirely paved and/or developed with structures. Construction of future projects would comply with regulations pertaining to water quality and waste discharge, which would also reduce the rate or amount of surface runoff. Implementation of stormwater BMPs associated with these regulations would also be required, Therefore, project development would not substantially increase runoff that would result in substantial erosion, siltation, flooding, an exceedance in the capacity of stormwater drainage system, or increased polluted runoff.	**Less Than Significant.** Development associated with the Modified Project would primarily occur on infill sites in urbanized areas that are almost entirely paved and/or developed with structures, which is similar to the types of development that are analyzed in the HE Final EIR. Development projects would continue to comply with regulations pertaining to water quality and waste discharge, which would also reduce the rate or amount of surface runoff. BMPs would continue to be implemented to capture and treat runoff. Impacts for the Modified Project would be similar to those described in the HE Final EIR and would not substantially increase runoff that would result in substantial erosion, siltation, flooding, an exceedance in the capacity of stormwater drainage system, or increased polluted runoff.
Risk of pollutant release due to project Inundation In flood hazard, tsunami, or seiche zones	**Less Than Significant with Mitigation**. Development under the HE would be required to comply with federal, state, and local regulations and requirements to limit polluted runoff, flood hazards, and redirected flood flows. All development projects would be required to comply with policies and design standards set forth in the City's Flood Hazard Management Specific Plan. Compliance with federal, state, and local regulatory measures would reduce the potential for altering drainage patterns by redirecting flood flows. The likelihood of dam failure that results in flooding is low since the City implements measures to comply with the 1972 state Dam Safety Act. In the unlikely event of dam failure, housing development associated with the HE would not be of a scale to substantially redirect extreme flood flows associated with a dam failure. Furthermore, the Proposed Project does not involve the construction of new dams or other water storage facilities which would impede and redirect flood flows or otherwise risk release of substantial flood flows downstream. For those projects that have unusual circumstances where existing regulations do not address potential inundation impacts, **Mitigation Measure 4.8-1** would be implemented to reduce such impacts. Future housing developments under the HE would not involve the storage or use of significant quantities of hazardous materials and would be developed in accordance with the regulations to ensure compliance with the requirements of the Flood Hazard Management Specific Plan.	**Less Than Significant with Mitigation**. No 100-year or 500-year floodplain areas or Tsunami Hazard Mitigation Zones are located within the OLTNP Area. The OLTNP Area is not located near a body of water that is large enough to create a seiche during a seismic event. Portions of the OLTNP Area are located within the dam inundation zone for Hansen Dam. As described in the HE Final EIR, the likelihood of dam failure is low. In the unlikely event of dam failure, development under the Modified Project would not be of a scale to substantially redirect such extreme flood flows. Development associated with the Modified Project is similar to those described in the HE Final EIR and would not involve the construction of new dams or other water storage facilities that would impede and redirect flood flows or otherwise risk the release of substantial flood flows downstream. Future developments under the Modified Project also would not involve the storage or use of significant quantities of hazardous materials. As described in the HE Final EIR, the risk of releasing pollutants during flooding would be consistent with existing risks. **Mitigation Measure 4.8-1** would continue to be applicable to development projects that would impede or redirect flood flows. Impacts would be similar to those identified in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Conflict with or obstruct water quality control plan or groundwater management plan	**Less Than Significant**. The HE does not contain any policies that would conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Development projects would be required to comply with the existing regulations pertaining to water quality and polluted runoff and would not otherwise substantially degrade water quality.	**Less Than Significant**. The Modified Project is one component of implementing the HE and would involve similar types of development as those described in the HE Final EIR. Development associated with the Modified Project would continue to comply with existing regulations pertaining to water quality and polluted runoff and, thus, would not substantially degrade water quality or conflict with implementation of the Los Angeles Regional Water Quality Control Board *Water Quality Control Plan: Los Angeles Region Basin Plan*. The OLTNP Area is underlain by the San Fernando Valley Groundwater Basin. The California Department of Water Resources identifies the San Fernando Valley Groundwater Basin as being a very low priority basin. To date, no sustainable groundwater management plan has been developed for this groundwater basin. Impacts would be similar to those identified in the HE Final EIR.
3.11 LAND USE AND PLANNING		
Physically divide a community	**No Impact**. The HE would prioritize the development of new housing on infill sites in urbanized areas with existing public transit infrastructure. Project development would not involve the construction of new roads, railroads, or other features that may physically divide established communities in the City.	**No Impact**. The types of development associated with the Modified Project would be similar to those analyzed in the HE Final EIR. Development would be concentrated in urbanized areas near transit. As indicated in the HE Final EIR, development would not involve the construction of new roads, railroads, or other features that may physically divide established communities in the City. Impacts would be similar to those identified in the HE Final EIR.
Conflict with land use plans, policies, or regulations	**Less Than Significant**. The HE would be consistent with all applicable land use policies, goals, strategies, and/or objectives contained in the City of Los Angeles General Plan and SCAG's 2020-2040 RTP/SCS.	**Less Than Significant**. The Modified Project is one component of implementing the HE. The Modified Project would continue to be consistent with all applicable land use policies, goals, strategies, and objectives of the City's General Plan and SCAG's Connect SoCal 2024, which is the latest RTP/SCS for the SCAG region, including the policies, goals, strategies, and objectives associated with increasing housing and commercial opportunities near transit, which would facilitate and encourage the use of transit. The Modified Project would also continue to be consistent with SB 375's goal of reducing GHG emissions through coordinated transportation and land use planning. Impacts would be similar to those identified in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
3.12 MINERAL RESOURCES		
Loss of availability of a known mineral resource	**No Impact**. While the City contains petroleum deposits and designated areas for oil drilling, project development under the HE would primarily occur in existing commercial and residential areas, which are generally not compatible with mineral extraction. The HE does not include any policies related to mineral resources or conflict with existing General Plan policies and City ordinances regulating the conservation and use of mineral resources.	**No Impact**. The OLTNP Area is developed with residential uses, commercial uses, industrial uses, public parks, historical structures, schools, institutions, hospitals, and parking lots. The uses within the OLTNP Area are incompatible with mining and, similar to the uses evaluated in the HE Final EIR, any important mineral resources in the OLTNP Area would not be available for extraction. Impacts would be similar to those identified in the HE Final EIR.
Loss of availability of a locally important mineral resource recovery site	**Less Than Significant**. Mineral resource extraction in the City is constrained by high levels of development. The HE prioritizes new housing development on infill sites along dense transit corridors that primarily consist of commercial and mixed-use development, which are not considered compatible with mineral extraction. Project development under the HE could potentially occur on lands classified by the state geologist as having significant deposits of mineral resources, as many residential and commercial areas were established within the City prior to the mapping of mineral resources. However, as most of this development would be infill of existing urban spaces, these development projects are not anticipated to directly impact mineral resources.	**Less Than Significant**. Development under the Modified Project would occur on infill sites near transit, similar to the sites described in the HE Final EIR. Development within the OLTNP Area could potentially occur on lands classified by the state geologist as having significant deposits of mineral resources. As indicated in the HE Final EIR, development projects on infill sites are not anticipated to directly impact mineral resources. Mineral resources in the OLTNP Area would continue to be subject to existing federal, state, and City policies and guidelines. Impacts would be similar to those identified in the HE Final EIR.
3.13 NOISE		
Generate substantial temporary or permanent increase in ambient noise levels in excess of standards	**Significant and Unavoidable**. Construction and operational activities associated with housing development under the HE would be required to comply with the City's noise regulations. However, use of heavy equipment during construction and construction of larger development could still exceed LAMC construction equipment noise limit of 75 dBA at 50 feet in residential zones or at other sensitive receivers. **Mitigation Measures 4.10-1(a)** through **4.10-1(f)** would reduce construction noise but construction noise could still exceed the LAMC noise standard. Operational activities associated with the use of HVAC equipment, vehicle activities (e.g., delivery and trash hauling), and outdoor activities would comply with LAMC noise requirements (e.g., LAMC Sections 112.01, 112.02, 112.04, 112.05, 113.01, 114.03). Mobile noise would not result in a perceptible 3 dBA increase in noise level. Nevertheless, a large, mixed-use project with multiple outdoor	**Significant and Unavoidable**. The types of construction and operational activities for individual development projects associated with the Modified Project would be similar to those described in the HE Final EIR, and construction noise levels and outdoor noise levels during operational activities could potentially exceed LAMC noise standards. The Modified Project includes EPMs that would reduce noise levels for construction activities, some of which are either similar to or are more specific than the mitigation measures from the HE Final EIR. **Mitigation Measures 4.10-1(a)** through **4.10-**2 in the HE Final EIR would remain applicable to the Modified Project, although the more stringent or specific measure from either the EPMs or mitigation measures would be implemented. As described in the HE Final EIR, sufficient reduction in construction and operational noise levels cannot be assured for all projects. Impacts associated with the Modified Project would be similar to those described in the adopted HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	space areas may cause outdoor noise levels to exceed 3 dBA in an unacceptable land use category or 5 dBA in an acceptable land use category in the City's land use compatibility guidelines. **Mitigation Measure 4.10-**2 would be implemented to reduce noise levels associated with roof decks and/or pool decks. However, sufficient reduction in operational noise levels cannot be assured for all projects.	
Generate excessive groundborne vibration.	**Significant and Unavoidable (construction); Less Than Significant (operation)**. Housing development under the HE is not anticipated to involve operational activities that would result in substantial vibration levels (e.g., use of heavy equipment). However, construction activities, specifically pile driving, could potentially generate vibration levels that exceed thresholds for buildings susceptible to damage (e.g., historic structures). **Mitigation Measure 4.10-3(a)** and **4.10-3(b)** would minimize the potential adverse effects of vibration during construction. However, it may not be feasible for all development projects to comply with these measures, and construction vibration levels could exceed the thresholds of significance and result in building damage.	**Significant and Unavoidable (construction); Less Than Significant (operation)**. The types of construction and operational activities for individual development projects associated with the Modified Project would be similar to those described in the HE Final EIR. As described in the HE Final EIR, operational activities would not result in substantial vibration levels, and construction activities could potentially generate vibration levels that exceed the thresholds for buildings susceptible to damage. **Mitigation Measure 4.10-3(a)** and **4.10-3(b)** from the HE Final EIR would remain applicable to the Modified Project. The EPM Handbook contains measures to address monitoring of vibration impacts (Measure NV2-1) and repair of any damage (Measure NV-2) and identifies Best Management Practices to avoid excessive vibration. As explained in the HE Final EIR, it may not be feasible for all development projects to comply with these measures, and construction vibration levels could exceed the thresholds of significance and result in building damage. Impacts associated with the Modified Project would be similar to those described in the adopted HE Final EIR.
Expose people to excessive noise levels associated with airports	**Less Than Significant.** Housing developments accommodated under the HE could be exposed to intermittent noise levels from overhead flight patterns from several airports in the City or its vicinity. While the HE would not emphasize building housing in the immediate vicinity of airports, all residential development would be required to incorporate noise insulation features per state and local standards to reduce interior noise levels to below 45 dBA.	**Less Than Significant**. The nearest airports located in proximity to the OLTNP Area include Van Nuys Airport and Hollywood Burbank Airport. The airports are approximately 0.8 miles northwest and one mile north from the nearest OLTNP Area boundary, respectively. Although some development may occur within two miles of an airport, the OLTNP Area is not located within the ALUC planning boundaries of the airports or airport noise contour zones. Thus, development in the OLTNP Area would not expose people residing or working in the OLTNP Area to excessive noise levels associated with airports.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
3.14 POPULATION AND HOUSING		
Induce substantial population growth	**Less Than Significant**. The HE is intended to comply with state law to accommodate the RHNA. The HE would assist in addressing the current ongoing housing crisis and would be growth accommodating, rather than growth inducing.	**Less Than Significant**. The Modified Project would focus new growth and housing production in areas surrounding the Metro G (Orange) Line North Hollywood, Van Nuys, and Sepulveda Stations. The Modified Project is a component of implementing the HE to meet the City's zoned capacity requirements of adding 456,643 housing units to meet the RHNA. The RHNA establishes "minimum housing development capacity that cities and counties are to make available via their land use powers to accommodate growth within a planning period." The Housing Element Program EIR evaluates impacts of all the City of Los Angeles RHNA allocation housing being competed over the RHNA planning period, which represents a conservative analysis for purposes of CEQA (for example, criteria pollutant and GHG emission rates are greater today compared to the future, energy efficiency is lower today, etc.). Growth associated with the Modified Project has been accounted for in the HE Final EIR and, similar to the analysis described in the HE Final EIR, the Modified Project would be growth accommodating, rather than growth inducing. Impacts would be similar to those described in the HE Final EIR.
Displace substantial numbers of people or housing	**Less Than Significant**. The construction of 420,327 housing units from implementation of the HE would provide sufficient replacement housing.	**Less Than Significant**. The Modified Project would focus new growth and housing production in areas surrounding the Metro G (Orange) Line North Hollywood, Van Nuys, and Sepulveda Stations. The Modified Project is a component of implementing the HE to meet the RHNA and, thus, growth has been accounted for in the HE Final EIR. Similar to the analysis described in the HE Final EIR, the Modified Project would be growth accommodating and, thus, is not anticipated to result in the net loss or displacement of housing, necessitating the construction of replacement housing elsewhere. Impacts would be similar to those described in the HE Final EIR.
3.15 PUBLIC SERVICES		
Need for new or physically altered fire and police protection services	**Significant and Unavoidable**. Forecasted growth being accommodated by the HE would increase demand for fire and police protection service in the City, which could result in the need for new or expanded fire protection facilities. Large residential and mixed-use projects and/or projects in areas that are susceptible to wildfire may require implementation of **Mitigation Measures 4.12-1(a)** through **4.12-1(d)** to reduce demands on LAFD for fire protection services. Large	**Significant and Unavoidable**. The Modified Project is one component of implementing the HE to meet the RHNA and, thus, growth associated with the Modified Project has been accounted for in the HE Final EIR. Consistent with the analysis in the HE Final EIR, forecasted growth being accommodated by the Modified Project would increase demand for fire and police protection services, which could result in the need for new or expanded fire and police protection facilities. **Mitigation Measures 4.12-1(a)**

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	residential and mixed-use projects may require implementation of **Mitigation Measure 4.12-2(a)** and **4.12-2(b)** to reduce demands on LAPD for police protection services. These mitigation measures would not apply to ministerial projects, and even with imposition of mitigation measures, new or expanded fire and police stations may be needed based on the forecasted growth accommodated by build out of the RHNA during the plan horizon. The size and scale of new or expanded fire and police stations would be limited and could foreseeably be built without creating significant environmental impacts. However, construction of new or expanded fire and police protection facilities may result in significant impacts depending on site specific conditions, which are not known.	through **4.12-2(b)** would remain applicable to the Modified Project. Similar to impacts described in the HE Final EIR, new or expanded fire and police stations may still be needed to accommodate forecasted growth after implementation of mitigation measures. Although the size and scale of new or expanded fire and police stations would be limited and could foreseeably be built without creating significant environmental impacts, site specific conditions are not known and may result in significant impacts.
Need for new or physically altered schools	**Significant and Unavoidable**. Housing development under the HE would increase demand for schools in the City, which could result in the need for new or expanded school facilities. It is unlikely that construction or operation of new or expanded school facilities in the City would have greater or different impacts than those identified in the HE EIR. To the extent that any significant impact could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Additionally, the construction of a new or expansion of an existing school facility would require separate project-specific environmental analysis to address any site-specific environmental concerns not identified in the EIR.	**Significant and Unavoidable**. The Modified Project is one component of implementing the HE to meet the RHNA. Consistent with the analysis in the HE Final EIR, forecasted growth being accommodated by the Modified Project would increase demand for schools, which could result in the need for new or expanded school facilities. New development would continue to be required to pay school impact fees per California Government Code Section 65995. The environmental impacts associated with the construction and operation of a school facility would be similar to the types of development that were evaluated in the HE Final EIR. As described in the HE Final EIR, school construction could occur on sites with unique characteristics and would be under the jurisdiction of LAUSD and the construction of a new or expansion of an existing school facility would require separate project-specific environmental analysis to address any site-specific environmental concerns not identified in the HE Final EIR.
Need for new or physically altered parks	**Significant and Unavoidable**. Housing development under the HE would increase the use of existing park and recreational facilities. New park and recreational facilities in the built out urban areas are likely to be infill parks, such as pocket parks, and would be expected to result in less-than-significant impacts. However, potential impacts associated with larger single-family developments on undeveloped land may require or include the construction of public parks. Additionally, the City may construct or expand park facilities in areas that are in or near undeveloped areas or sensitive	**Less Than Significant**. The Modified Project is one component of implementing the HE to meet the RHNA. The OLTNP Area is located in an urbanized area that is heavily developed. Given the heavily developed nature of the OLTNP Area, large single-family developments are not expected in the OLTNP Area under the Modified Project. Consistent with the analysis in the HE Final EIR, forecasted growth being accommodated by the Modified Project would increase demand for park and recreational facilities. New or expanded park facilities would be small given that the OLTNP Area and its surrounding area are heavily developed with urban uses that lack natural resources. The construction and operation of such small-scale facilities is expected to have minimal environmental

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	environments. Without knowing particular sites, however, impacts would be speculative.	impacts. Based on the urban location, the limited size of expected parks, and land availability in the OLTNP Area, the construction of new park facilities would likely qualify for an infill exemption or result in less–than-significant impacts with standard regulatory compliance measures.
Need for new or physically altered libraries	**Less Than Significant**. An increase in potential residents from project development is unlikely to result in a substantial increase in annual visits to library facilities since 75 percent of L.A. residents visit the library less than once a month, and 18 percent have not visited a public library more than once in the last five years. Demand for library facilities may also be offset over time due to increased use of digital materials available through the Los Angeles Public Library's (LAPL) online catalog. Therefore, the HE is not expected to cause an exceedance of capacity at existing facilities, and it is unlikely that expansion of existing or construction of new library facilities would be required.	**Less Than Significant**. The Modified Project is one component of implementing the HE to meet the RHNA. Similar to the impact discussion in the HE Final EIR, although population in the OLTNP Area would increase, the capacity of existing LAPL facilities is not expected to result in an expansion of existing or construction of new facilities due to the low percentage of the population who have visited LAPL facilities. Demand for library facilities may also be offset over time due to increased use of digital materials available through LAPL's online catalog.
3.16 RECREATION		
Increase use of parks and recreational facilities causing substantial physical deterioration of the facility	**Significant and Unavoidable**. Housing development under the HE would increase the use of existing park and recreational facilities in areas where the housing developments are located, many of which are already heavily used. The demand for existing park and recreational facilities and the lack of space to build new parks would accelerate the deterioration of existing parks.	**Significant and Unavoidable**. The Modified Project is one component of implementing the HE to meet the RHNA. The OLTNP Area is located in an urbanized area that is heavily developed. Consistent with the analysis in the HE Final EIR, forecasted growth being accommodated by the Modified Project would increase demand for park and recreational facilities. Similar to the impacts described in the HE Final EIR, the lack of available space to develop new parks to serve the anticipated population growth in the OLTNP Area makes mitigation measures to enhance recreational opportunities infeasible and would accelerate the deterioration of existing parks. Impacts would be similar to those described in the HE Final EIR and would not be substantially more severe.
Include or require construction or expansion of recreational facilities	**Significant and Unavoidable**. The HE includes policies that encourage the development of park and recreation facilities; however, no park and recreational facilities would be built as part of the HE. Build out of the RHNA under the HE would accommodate forecasted population growth that would result in increased demand for recreational and park facilities and would require the construction of new or expansion of existing facilities to meet City park acreage standards. New park and recreational facilities in the built out urban areas are likely to	**Less Than Significant**. The Modified Project is one component of implementing the HE to meet the RHNA. The OLTNP Area is located in an urbanized area that is heavily developed. Given the heavily developed nature of the OLTNP Area, large single-family developments that may require or include the construction of public parks are not expected as a result of the Modified Project. Consistent with the analysis in the HE Final EIR, forecasted growth being accommodated by the Modified Project would increase demand for park and recreational facilities. New or expanded park

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	be infill parks. The construction and operation of such small-scale facilities would be expected to have minimal environmental impacts. However, potential impacts associated with larger single-family developments on undeveloped land may require or include the construction of public parks. Additionally, the City may construct or expand park facilities in areas that are in or near undeveloped areas or sensitive environments. Without knowing particular sites, however, impacts would be speculative.	facilities would be small given that the OLTNP Area and its surrounding area are heavily developed with urban uses that lack natural resources. Similar to the impacts in the HE Final EIR, the construction and operation of such small scale park and recreational facilities would be expected to have minimal environmental impacts. Based on the urban location and the limited size of expected parks and land available, the construction of new park and recreational facilities within the OLTNP Area would likely qualify for an infill exemption or result in less–than-significant impacts with standard regulatory compliance measures.
3.17 TRANSPORTATION		
Conflict with program, plan, ordinance, or policy addressing circulation system, including transit, roadway, bicycle and pedestrian facilities	**Less Than Significant with Mitigation Incorporated**. The majority of housing development accommodated by the HE would not conflict with any applicable program, plan, ordinance, or policy relevant to the transportation system and would not limit or preclude the City's ability to implement programs and policies in furtherance of climate or equity goals. However, larger projects or projects with unique site conditions or project attributes may impact the circulation system during construction. However, **Mitigation Measure 4.14-1**, which requires the preparation of a construction management plan, would reduce these impacts on the circulation system.	**Less Than Significant with Mitigation Incorporated**. Consistent with the analysis in the HE Final EIR, the Modified Project would focus growth near transit, which would further both state and local transportation-related climate and congestion goals and would support the City's General Plan Framework strategies to encourage growth in higher intensity commercial and mixed-use districts, centers, and boulevards and in proximity to transit. By encouraging development on infill sites or redevelopment of existing parcels that are already served by public transit, the City would improve transit access and, thereby, reduce VMT, GHG emissions, and traffic congestion leading to travel delays. As indicated in the HE Final EIR, larger projects or projects with unique site conditions or project attributes may impact the circulation system during construction. **Mitigation Measure 4.14-1** would remain applicable to the Modified Project and would reduce impacts on the circulation system to less than significant levels.
Evaluation of transportation impacts using VMT	**Less Than Significant**. The VMT resulting from implementation of the HE fulfill the dual threshold of being both 15 percent below the regional average VMT and not exceeding the baseline project area VMT. There may be instances where some individual housing development projects have impacts based on the project location and unique project characteristics. Individual housing development projects that exceed the individual project level VMT threshold may implement **Mitigation Measure 4.14-2**, but individual housing development projects. may still have significant impacts. However, at the plan level, build out of the RHNA under the HE would not exceed the City's plan level VMT threshold of significance (which uses a different evaluation	**Less Than Significant**. The Modified Project is a strategy that implements the HE and would result in zoning that provides for greater development density near the three Metro G (Orange) Line stations. With greater residential and commercial density closer to transit, vehicle trips would be reduced and shorter as compared to development further from transit. Similar to the analysis in the HE Final EIR, focusing density near transit is consistent with the Governor's Office of Planning and Research *Technical Advisory* (December 2018), which indicates that residential, retail, and office projects, as well as development projects that are a mix of these uses, proposed within a half mile of an existing major transit stop would have a less-than-significant impact on VMT.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	methodology and thresholds than the individual project level VMT threshold). For the most part, the development of new housing in existing neighborhoods where transportation services already exist, as envisioned by the HE, would result in a VMT reduction.	
Increase hazards due to geometric design or incompatible use	**Less Than Significant with Mitigation (construction); Significant and Unavoidable (operation)**. All housing developments accommodated by the HE would be reviewed by the City to ensure consistency with all applicable City geometric design and access standards, policies, and regulations, including number and placement of driveways, line of sight, and any necessary roadway modifications. Larger projects or projects with unique site conditions or attributes may result in potential impacts from construction activities. **Mitigation Measure 4.14-1**, which require the preparation of a construction management plan, would reduce impact related to construction hazards due to geometric design features or incompatible uses to less than significant levels. Build out of the RHNA may contribute to queuing on off-ramps that lead to unsafe speed differentials. It is anticipated that LADOT and Caltrans would address queuing-related safety issues as they arise during review of individual development projects, However, without specific information on where safety issues may occur as a result of freeway off ramp queuing, it cannot be determined with certainty that queuing-related safety impacts would not occur. Impacts related to highway safety as a result of design features or incompatible uses were determined to be significant and unavoidable.	**Less Than Significant with Mitigation (construction); Significant and Unavoidable (operation)**. Similar to the analysis in the HE Final EIR, all development projects accommodated by the Modified Project would be reviewed by the City to ensure consistency with all applicable City geometric design and access standards, policies, and regulations. However, larger projects or projects with unique site conditions or attributes may result in potentially significant impacts during construction. **Mitigation Measure 4.14-1** would continue to be applicable to the Modified Project and would reduce impacts related to construction hazards to less than significant levels. Several freeway off-ramps are adjacent to or within the OLTNP Area, and development associated with the Modified Project may contribute to queuing at these off-ramps, which may lead to unsafe speed differentials. Similar to the analysis described in the HE Final EIR, impacts related to highway safety as a result of design features or incompatible uses would be significant and unavoidable since no specific information is available as to where safety issues may occur.
Inadequate emergency access	**Less Than Significant with Mitigation Incorporated**. All housing development accommodated by the HE would be reviewed by City staff to ensure consistency with all applicable City design and access standards, policies, and regulations. While the majority of development projects would not likely have impacts on emergency access, larger projects or projects with unique site conditions or attributes may result in potential impacts from construction activities. **Mitigation Measure 4.14-1** would ensure that the development does not result in impacts to emergency access.	**Less Than Significant with Mitigation Incorporated**. All development accommodated by the Modified Project would continue to be reviewed by the City to ensure consistency with all applicable City design and access standards, policies, and regulations. Similar to the impacts described in the HE Final EIR, the majority of development projects would not likely have impacts on emergency access. However, larger projects or projects with unique site conditions or attributes may result in potential impacts from construction activities. **Mitigation Measure 4.14-1** would continue to apply to the Modified Project to reduce impacts on emergency access to less than significant levels.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
3.18 TRIBAL CULTURAL RESOURCES		
Substantial adverse change in the significance of a tribal cultural resource	**Significant and Unavoidable**. Housing development accommodated by the HE would involve ground disturbance during construction that would have the potential to disturb undiscovered tribal cultural resources. **Mitigation Measures 4.4-2**, 4.**15-1(a)**, and **4.15-1(b)** could reduce impacts to less than significant levels. However, these mitigation measures would not apply to ministerial projects and may not be feasible for some discretionary projects due to unusual circumstances.	**Significant and Unavoidable**. Similar to the analysis in the HE Final EIR, ground disturbing activities during construction associated with individual development projects accommodated by the Modified Project could potentially disturb undiscovered tribal cultural resources. **Mitigation Measures 4.4-2**, 4.**15-1(a)**, and **4.15-1(b)** from the HE Final EIR would still remain applicable to the Modified Project. Similar to the HE Final EIR, the mitigation measures may not be feasible for some projects due to unusual circumstances unknown at this time. The EPM Handbook 1) provides notice to all applicants that it is a crime to destroy artifacts, 2) requires specific actions with respect to inadvertent discoveries, and 3) identifies Best Management Practices to avoid impacts to Tribal Cultural resources. The EPM requirements would apply to the Modified Project, including ministerial projects not addressed in the HE EIR. Impacts would remain similar to those described in the HE Final EIR, and the Modified Project would not result in impacts that are more severe than those identified in the HE Final EIR.
3.19 UTILITIES AND SERVICE SYSTEMS		
Relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electricity, natural gas, or telecommunications facilities	**Less Than Significant**. Build out of the RHNA would foreseeably require minor utility infrastructure upgrades and/or relocation to serve residential developments. Housing development would comply with existing regulations to reduce the amount of stormwater runoff from leaving individual development sites and to include energy efficient features. Any infrastructure upgrades that would be required for individual housing development projects are expected to be less than significant because of existing regulatory compliance measures. Upgrades would be reviewed and overseen by relevant City agencies, and upgrades would occur in existing rights-of-way and other public easements that have been previously disturbed.	**Less Than Significant**. Development associated with the Modified Project would occur in a dense urbanized area near transit where existing utility infrastructure is in place. Similar to the impact analysis in the HE Final EIR, implementation of the Modified Project would foreseeably require minor upgrades to the existing utility infrastructure to provide adequate services to development projects. However, such impacts are expected to be less than significant because of existing regulatory compliance measures, upgrades would continue to be reviewed and overseen by relevant City agencies, and construction and installation of upgraded utility infrastructure would occur in existing right-of-way and other public easements that have been previously disturbed. Additionally, the OLTNP Area is largely covered with impervious surfaces and, thus, would not substantially increase or otherwise substantially alter stormwater flow.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
Sufficient water supplies available	**Less Than Significant**.. Total water demand associated with housing development accommodated by the HE would be approximately 101,000 acre-feet per year. The City would have sufficient water supplies available to serve build out of the RHNA, including forecasted growth of the City, under the HE during normal, dry and multiple dry years.	**Less Than Significant.** The Modified Project is a strategy that implements the HE and, thus, increase in water demand resulting from the Modified Project would be within the demand projected for the HE. The Modified Project does not involve any changes that would increase water demand beyond what was evaluated in the HE Final EIR. Similar to the impacts analyzed in the HE Final EIR, LADWP would have sufficient water supplies available to serve the Modified Project during normal, dry and multiple dry years.
Wastewater treatment capacity	**Less Than Significant**. Existing wastewater treatment plants serving the City have adequate capacity to treat project-generated sewage for the build out of the RHNA. The Hyperion Treatment Plant has approximately 250 million gallons per day (mgd) of available daily capacity, which can serve the estimated 66 mgd increase under the HE.	**Less Than Significant.** The Modified Project is a strategy that implements the HE and, thus, estimated wastewater generation for the Modified Project has been accounted for in the HE. The Modified Project does not involve any changes that would generate more wastewater than what was evaluated in the HE Final EIR. The OLTNP Area is within the Hyperion Sanitary Sewer System. The available daily wastewater treatment capacity of the treatment plants in the Hyperion Service Area has not changed since the adoption of the HE Final EIR and, similar to the impact analysis in the HE Final EIR, would continue to have sufficient treatment capacity to treat wastewater generated in the OLTNP Area.
Solid waste generation	**Less Than Significant**. Housing development accommodated by the HE would comply with regulations associated with the reduction and diversion of solid waste from landfills. Landfills serving the City has a total available capacity of 30,615 tons per day, which can accommodate the estimated increase of 2,624 tons per day of solid waste that would be generated by project development. Development under the HE would represent approximately eight percent of the total available daily capacity of the landfills that serve the City.	**Less Than Significant**. The Modified Project is a strategy that implements the HE and, thus, estimated solid waste generation for the Modified Project has been accounted for in the HE. The Modified Project does not involve any changes that would generate more solid waste than what was evaluated in the HE Final EIR. The landfills serving the City would continue to have available capacity to serve the Modified Project.
Compliance with solid waste management and reduction statutes and regulations	**Less Than Significant**. Development associated with the HE would comply with all applicable federal, state, and local statutes and regulations related to solid waste management and reduction.	**Less Than Significant**. Project development would continue to comply with federal, state, and local statutes and regulations related to solid waste management and reduction, including the California Waste Integrated Waste Management Act (AB 939), AB 341 to recycle 75 percent of solid waste, LAMC Section 66.32 to divert 75 percent of demolition and construction waste from landfills, and the City's recycling program.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
3.20 WILDFIRE		
In or near state responsibility areas (SRAs) or very high fire hazard severity zones (VHFHSZs), impair emergency response or emergency evacuation plan	**Significant and Unavoidable**. The HE would generally direct development away from VHFHSZs or SRAs. Even though the HE does not incorporate policies or rezoning efforts that would encourage new housing development in VHFSHZs or in or near SRAs, some areas designated as VHFHSZs or in or near SRAs could be subject to future development accommodated by the HE. The 2024 Addendum addressed the possibility of increasing increases the density on select Higher Opportunity Areas (i.e., 1,100 parcels) that are predominantly on the periphery of the city's hillsides within VHFHSZs. Established regulations, safety procedures, and the City's project review scheme would prevent the impairment of emergency response and emergency evacuation plans. Development projects in SRAs or VHFSHZs would be required to comply with **Mitigation Measures 4.12-1(a), 4.12-1(b)**, and **4.17-1** to reduce the risk of construction-related activities from impairing an emergency response or emergency evacuation plan for those projects that LAFD finds would pose an unusual threat that existing regulations do not address. However, these mitigation measures would not apply to ministerial projects. Additionally, development projects with unusual site-specific or road conditions or project characteristics could result in significant impacts even with implementation of mitigation measures..	**No Impact.** The OLTNP Area does not have any SRAs or VHFHSZs and, therefore, would not impair an adopted emergency response or emergency evacuation plan in an SRA or VHFHSZ. No impact would result from the implementation of the Modified Project in the OLTNP Area. The Modified Project implements the HE in the OLTNP Area and does not involve changes that would modify potential development in other areas of the City as analyzed in the HE Final EIR. Impacts associated with emergency response or emergency evacuation plan in other areas of the City (outside of the OLTNP Area) would remain the same as those analyzed in the HE Final EIR.
In or near SRAs or VHFHSZs, exacerbate wildfire risks that would expose occupants to pollutant concentrations from a wildfire; expose people or structures to risks as a result of runoff, post-fire slope instability, or drainage changes	**Significant and Unavoidable**. The HE would generally direct development away from hillside areas with fire hazards, and new development would be required to comply with extensive regulations and fire safety provisions in the LAMC, including the Fire Code. However, individual project development may be located in any area where the zoning permits residential uses, including lower density residential sites in hillside areas and in or in the vicinity of VHFHSZs or SRAs. Development projects in an SRA or VHFSHZ would be required to comply with **Mitigation Measures 4.12-1(a)** and **4.12-1(b)** to reduce the risk of wildfires. However, it remains possible that even with existing regulations or imposition of mitigation measures, construction or other human activities related to development in or near an SRA or VHFHSZ could cause a wildfire in an area where, slopes, wind, or other conditions could exacerbate the risk of exposure to pollutants, or where wildfires could	**No Impact.** The OLTNP Area does not have any SRAs or VHFHSZs and, therefore, would not exacerbate wildfire risks that would expose occupants to pollutant concentrations from a wildfire or expose people or structures to risks as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would result from the implementation of the Modified Project in the OLTNP Area. The Modified Project implements the HE in the OLTNP Area and does not involve changes that would modify potential development in other areas of the City as analyzed in the HE Final EIR. Wildfire risks in other areas of the City would remain the same as those analyzed in the HE Final EIR.

TABLE 3-1: ENVIRONMENTAL ANALYSIS		
Issues	**Housing Element Final EIR Impact Determination**	**Modified Project Impacts**
	expose people and structures to increased risks due to flooding or landslides. Additionally, these mitigation measures would not apply to ministerial projects, and development projects with unusual site-specific or project characteristics could result in significant impacts even with implementation of mitigation measures.	
In or near SRAs or VHFHSZs, require the installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment	**Significant and Unavoidable**. The HE does not specifically call for the installation or maintenance of new infrastructure that would exacerbate fire risks in the SRA or a VHFHSZ. However, development in undeveloped hillside areas without existing infrastructure could require the installation of new infrastructure. In such cases, existing state and local fire safety measures would generally be expected to avoid the potential for construction and maintenance activities to cause a wildfire. **Mitigation Measure 4.17-3** would reduce wildfire risks by requiring the undergrounding of new power lines in or within one mile of an SRA or VHFHSZ. However, the mitigation measure would not apply to ministerial projects. Additionally, development projects with unusual site-specific or aspects of the infrastructure project may result in wildfire impacts from the installation or maintenance of infrastructure required by build out of the RHNA even with implementation of mitigation measures.	**No Impact.** The OLTNP Area does not have any SRAs or VHFHSZs and, therefore, would not require the installation or maintenance of infrastructure that may exacerbate fire risk in SRAs or VHFHSZs. Therefore, no impact would result from the implementation of the Modified Project in the OLTNP Area. The Modified Project implements the HE in the OLTNP Area and does not involve changes that would modify potential development in other areas of the City as analyzed in the HE Final EIR. Wildfire risks in other areas of the City would remain the same as those analyzed in the HE Final EIR.
In or near SRAs or VHFHSZs, expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires	**Significant and Unavoidable**. The HE would generally direct development away from the areas susceptible to wildfire risks, and new development located within the SRA or a VHFHSZ would be required to comply with fire safety provisions established by state regulations and the Los Angeles Fire Code. state and local regulations would reduce the risk of wildfires such that development would be substantially unlikely to expose people and structures to a significant risk of loss, injury, or death. **Mitigation Measures 4.12-1(a) through 4.12-1(d), 4.17-1** and **4.17-3** would reduce risks. However, these mitigation measures would not apply to ministerial projects. Additionally, development projects with unusual site-specific orA project characteristics could result in significant impacts even with implementation of mitigation measures.	**No Impact.** The OLTNP Area does not have any SRAs or VHFHSZs and, therefore, would not expose people or structures to significant risk of loss, injury, or death involving wildfires. Therefore, no impact would result from the implementation of the Modified Project in the OLTNP Area. The Modified Project implements the HE in the OLTNP Area and does not involve changes that would modify potential development in other areas of the City as analyzed in the HE Final EIR. Risks of loss, injury, or death involving wildland fires in other areas of the City would remain the same as those analyzed in the HE Final EIR.
/a/ The HE Final EIR includes the adopted November 2021 Program EIR, June 2022 Addendum, and December 2024 Addendum.		

3.2 ANALYSIS PURSUANT TO PRC SECTION 21080.085

Background

On June 30, 2025, the State of California approved Senate Bill 131 (SB 131). Among the sections added by SB 131 to Division 13 (Environmental Quality) of the Public Resources Code (PRC), Section 21080.085. establishes:

> (a) *This division does not apply to a rezoning that implements the schedule of actions contained in an approved housing element pursuant to subdivision (c) of Section 65583 of the Government Code.*

Under the above statute, any qualifying "rezoning," including a Transit Neighborhood Plan (TNP) that implements a City's Housing Element schedule of actions, for example, is considered exempt from the California Environmental Quality Act (CEQA) if the lead agency can demonstrate its compliance with PRC Section 21080.085. This CEQA exemption aims to streamline housing and infrastructure development in California.

The City's 2021-2029 Housing Element (Housing Element)[6] schedule of actions, includes an array of programs[7] to implement citywide housing goals and policies. At a community level, the Orange (G) Line TNP establishes implementation strategies to achieve the broad objectives laid out in the City's General Plan, including the Housing Element programs. The Orange (G) Line TNP is statutorily exempt from CEQA pursuant to PRC Section 21080.085, as the Modified Project implements several of the action in the Housing Element schedule of actions.

Overview of the Orange (G) Line TNP

The OLTNP Project includes changes to the General Plan Land Use designations and updates to the General Plan, including the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans and the Citywide General Plan Framework Element, as well as the adoption of amendments to the New Zoning Code (Chapter 1A of the LAMC) and amendments to the City's Zoning Map to redesignate properties in the plan area with Chapter 1A zoning typologies. These amendments include the adoption of new a Public Benefit Incentive Set, new Local Affordable Housing Incentive Program (LAHIP) sets, new Special Lot Lines, the incorporation of the District NoHo Specific Plan regulations into the zoning regulations in Chapter 1A, adding TCN suffixes as appropriate, and replacing the Transit Oriented Incentive Program, and removing building line restrictions. Additionally, the OLTNP Project includes the repeal of a portion of the Van Nuys Central Business District Community Design Overlay and a repeal of the NoHo Commercial and Artcraft District Overlay, and the adoption of other revisions and amendments necessary to implement the above, including amendments to the LAMC, and other ordinances and regulations.

[6] The City of Los Angeles 2021-2029 Housing Element was found to be in compliance with State Housing Element Law (Section 65583 of the Government Code) by the California Department of Housing and Community Development (HCD) on June 29, 2022. See: https://planning.lacity.gov/odocument/c30f832f-9f91-47ff-bcc0-69f33b197a11/LACityAdoptedIN062922.pdf

[7] See 2021-2029 Housing Element, Chapter 6. Housing Goals, Objectives, Policies, and Programs: https://planning.lacity.gov/odocument/6fbfbbd0-a273-4bad-a3ad-9a75878c8ce3/Chapter_6_-_Housing_Goals,_Objectives,_Policies,_and_Programs_(Adopted).pdf

The following analysis is intended to examine the OLTNP implementing ordinances, pursuant to SB 131, as those modifications implement Housing Element programs or schedule of actions.

Compliance with Public Resources Code Section 21080.085.

Housing Element Programs Implemented by the OLTNP Project

The OLTNP proposes an increase in the bonus incentives offered through the Citywide Housing Incentive Program (CHIP), which will provide an overall increase in housing capacity throughout the OLTNP area.

The CHIP ordinance consists of three larger programs, each aimed at creating more housing - these are State Density Bonus, the Affordable Housing Incentive Program (AHIP), and the Mixed Income Incentive Program (MIIP). These CHIP programs provide development bonuses for projects that provide affordable housing. The CHIP programs also offer additional development bonuses for projects that provide other public benefits.

Of these programs, MIIP has had the largest impact on the OLTNP zoning strategy. MIIP comprises three individual programs, and these are: Opportunity Corridor Incentive Areas (OC), Opportunity Corridor Transition Areas (CT), and Transit Oriented Incentive Areas (TOIA) Program. These programs apply as overlays that supplement existing zoning regulations.

Much of the OLTNP area is covered by TOIA incentives. Areas closest to major transit stations are referred to as Tier 3 and receive the most generous development bonuses. Areas furthest from major transit stops- up to ½ a mile away, are referred to as Tier 1 areas receiving additional development bonuses through the TOIA program, though less than what is offered to parcels in Tier 2 and 3.

The Modified Project's zone change ordinance will supersede the density and floor area allowed through TOIA, and as the incentives provided in the OLTNP area exceed those detailed in the TOIA program, this removes the Transit Neighborhood Plan (TNP) area from the TOIA program mapping. The Modified Project is also competitive with the State Density Bonus program.

These zone changes bolster the overall schedule of actions in the Housing Element, which is to develop incentives that prioritize access to housing opportunities and increase production of affordable housing near transit. Approval of the Housing Element by HCD requires that the City continue to effectively implement all actionable programs, and particularly those related to the City's rezoning efforts to accommodate projected growth.[8] The following Housing Element programs are supported by the OLTNP that serve to increase housing capacity and production, as described below:

- Affordable Housing Incentive Programs: Through a streamlined ministerial process, the OLTNP project provides height, FAR, and density increase bonus incentives, in exchange for development projects dedicating a percentage of their overall units as covenanted affordable housing units. The Modified Project includes bonus incentives

8 City of Los Angeles 6th Cycle (2021-2029) Adopted Housing Element. See: https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/HAU/los-angeles-he-ta-11182024.pdf

aligned with CHIP, making the program more competitive and implementable as a strategy to further incentivize affordable housing development in the OLTNP area.

- Zoning Code Revision: The Modified Project relies on the recently adopted revision to the City's zoning regulations known as the New Zoning Code. Zoning districts and overlays within New Zoning Code facilitate mixed-use projects, increase density along commercial corridors, and incentivize the production of affordable housing units throughout the OLTNP area. Bonus incentives in the OLTNP area facilitate housing production and increased unit capacity.

Housing Element programs focus on addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement, and promoting sustainability and resilience. The OLTNP Implementing Ordinances align with those of the Housing Element and are furthered by the Modified Project.

Subdivision (b)(1) Analysis

Specific rezoning categories are ineligible for CEQA exemption pursuant to PRC 21080.085. (a), as established by Subdivision (b) (1):

(b) (1) Subdivision (a) does not apply to either of the following:

(A) A rezoning that would allow for the construction of a distribution center or for oil and gas infrastructure.
(B) A rezoning that would allow for construction to occur within the boundaries of any natural and protected lands as defined pursuant to Section 21067.5.

Distribution Centers and Oil and Gas Infrastructure

No industrially zoned land is included in the OLTNP area. The OLTNP area does not change the rezoning of use standards for distribution centers approved by the City Council on September 25, 2024 that expressly prohibit Wholesale Trade & Warehousing uses by right. Additionally, active oil and gas infrastructure is not found or permitted in the OLTNP area. The Modified Project is considered eligible under Subdivision (a) for the purpose of this CEQA exemption as it does not include rezoning to allow for distribution centers and oil and gas infrastructure in areas where existing limitations do not permit such uses or require additional supplemental findings.

Natural and Protected Lands

The OLTNP area is a highly urbanized area of the City that does not feature significant natural and protected lands, as defined by PRC 21067.5 (a)-(p). An analysis of all natural and protected lands location categories listed below confirms that Modified Project is considered eligible under Subdivision (a) for the purpose of this CEQA exemption as they do not apply in areas of the OLTNP area with natural and protected lands.

Natural and Protected Lands Location Categories[9]

[9] The site location categories in this list are summarized for the purpose of this report. For complete definitions, see PRC 21067 5 (a) - (p) at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21067.5

(a) *The state park system* (Source: California State Park GIS Data & Maps, Open Data Web Map: https://experience.arcgis.com/experience/fae0cae0ecfc455986751248d9098c8d)
(b) *A wilderness area* (Source: CHAPTER 1.3. California Wilderness Preservation System: https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=5.&title=&part=&chapter=1.3.&article=)
(c) *A marine protected area* (Source: State of California Department of Fish and Wildlife, Marine Protected Areas (MPAs): https://wildlife.ca.gov/Conservation/Marine/MPAs
(d) *The national park system* (Source: National Park Service, Map Finder: https://www.nps.gov/planyourvisit/maps.htm)
(e) *A national recreational area* (Source: National Park Service: https://www.nps.gov/index.htm)
(f) *A national monument* (Source: National Park Service, California: https://www.nps.gov/state/ca/index.htm)
(g) *The national wild and scenic river system* (Source: National Wild and Scenic River System, Find a River: https://www.fws.gov/rivers/map)
(h) *Any ecological reserve or wildlife management area* (Source: State of California Department of Fish and Wildlife, Ecological Reserves and Wildlife Areas of California: https://wildlife.ca.gov/Lands/Places-to-Visit
(i) *A hazardous waste site* (Source: California State Geoportal, hazardous waste sites: https://gis.data.ca.gov/datasets/DTSC::hazardouswastesites/explore?location=34.195610%2C-118.373975%2C13)
(j) *Within a regulatory floodway* (Source: U.S. Department of Homeland Security, FEMA Flood Map Service Center: https://msc.fema.gov/portal/home)
(k) *Lands under conservation easement* (Source: California Conservation Easement Database, Data and Resources: https://data.cnra.ca.gov/dataset/california-conservation-easement-database)
(l) *On, or within a 300-foot radius of, a wetland* (Source: U.S. Fish & Wildlife Service, National Wetlands Inventory: https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper)
(m) *An environmentally sensitive area within the coastal zone* (Source: California Coastal Commission, Coastal Zone Boundary: https://www.coastal.ca.gov/maps/czb/)
(n) *Lands identified for conservation in an adopted natural community conservation plan* (Source: State of California Department of Fish and Wildlife, Natural Community Conservation Planning (NCCP) - California Regional Conservation Plans Map: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline)
(o) *Within a very high fire hazard severity zone* (Source: Office of the State Fire Marshall, Fire Hazard Severity Zones: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones
(p) *Either prime farmland or farmland of statewide importance* (Source: California Department of Conservation, California Important Farmland Finder: https://maps.conservation.ca.gov/DLRP/CIFF/)

As demonstrated above, the Modified Project is eligible to be statutorily exempt from CEQA pursuant to PRC Section 21080.085.

4 CONCLUSION

As summarized in Section 1.6, *Changes to Circumstances*, there are no substantial changes to the circumstances under which the Modified Project is being undertaken that would require major revisions to the HE Final EIR due to the involvement of new or more severe significant impacts beyond what was previously analyzed in the HE Final EIR. As demonstrated in Chapter 3, *Environmental Impact Analysis*, the potential impacts associated with the Modified Project within the OLTNP Area would be similar to or less than the impacts addressed in the HE Final EIR and would not result in new or more severe significant impacts beyond what was identified in the HE Final EIR (including subsequent addenda). For development occurring outside of the OLTNP Area, impacts would remain similar to those analyzed in the HE Final EIR. Additionally, no new information of substantial importance has been identified, which was not known and could not have been known with the exercise of reasonable diligence at the time the HE Final EIR was certified, which shows the Modified Project involves no new significant impacts or substantially more severe impacts beyond what was previously analyzed in the HE Final EIR. As such, the Modified Project would not result in any of the conditions set forth in PRC Section 21166 and *CEQA Guidelines* Sections 15162 and 15163 that would require the preparation of a Subsequent or Supplemental EIR.

Furthermore, as demonstrated and based on the whole of the administrative record, the Project is exempt from CEQA pursuant to Public Resources Code Section 21080.085.

APPENDIX A

Transportation Analysis

iteris®

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801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

TECHNICAL MEMORANDUM

To: City of Los Angeles	**From:** Iteris, Inc. 801 S. Grand Avenue, Suite 750 Los Angeles, CA 90017
Date: June 9, 2026	
RE: Orange (G) Line Transit Neighborhood Plan Traffic Analysis	

INTRODUCTION

The Orange (G) Line Transit Neighborhood Plan, also referred to as the Orange (G) Line TNP ("OLTNP" also "Modified Project"), is a long-range planning effort around three Metro G Line stations in the eastern San Fernando Valley. Los Angeles City Planning is developing regulatory tools and strategies along the Metro Orange (G) Line for the areas around the North Hollywood, Van Nuys and Sepulveda Stations. The OLTNP is a strategy that implements the Housing Element (HE) using tools anticipated and evaluated in the HE Environmental Impact Report (EIR).

The California Environmental Quality Act (CEQA) provides for limited environmental review of subsequent projects under a Program EIR, such as the City's Housing Element EIR. Later activities of projects evaluated in a program EIR must be examined to determine whether any additional environmental documentation is needed. If significant impacts (including consideration of feasible mitigation measures identified in the prior EIR) are not worsened and there are no new significant impacts, an addendum can be prepared. If new or worsened impacts are identified, a supplemental or subsequent EIR must be prepared.

Section 15162 of the CEQA Guidelines lists the conditions that would require the preparation of a subsequent EIR rather than an addendum:

1. Substantial changes require major revisions of the previous EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances that require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified shows any of the following:

    - The project will have one or more significant effects not discussed in the previous EIR;

- Significant effects previously examined will be substantially more severe;
- Mitigation measures or alternatives previously found not to be feasible would be feasible, and would substantially reduce one or more significant effects, but the project sponsor declines to adopt the mitigation measure or alternative; or
- Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project sponsor declines to adopt the mitigation measure or alternative.

This memorandum examines the traffic impacts of the OLTNP -- a later activity that implements the HE. The following analysis considers the details provided in the OLTNP as well as changes in circumstances since the HE EIR was certified.

HOUSING ELEMENT EIR TRANSPORTATION ANALYSIS

With regards to transportation, the HE EIR indicates that the following impacts can be reduced to a less than significant level with mitigation:

1) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadways, bicycle and pedestrian facilities.
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 (VMT impacts)
3) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
4) Result in inadequate emergency access.

However, the HE EIR found that with respect to increasing hazards, freeway queuing impacts would be significant and unavoidable, even with imposition of mitigation measures. While Transportation Demand Management (TDM) strategies and investments in active transportation infrastructure and transit system amenities would reduce trip generation and operational changes to ramps (such as lane reassignment, traffic signalization, signal phasing or timing modifications, etc.) could improve safety, without specific information on where safety impacts may occur as a result of freeway off ramp queueing, the HE EIR indicated that it was not possible to identify appropriate mitigation measures. Therefore, no feasible mitigation measures were identified to reduce the significant impacts related to ramp queuing safety.

The following transportation-related mitigation measures are identified in the HE EIR:

4.14-1 ***Construction Management Plan***

Any discretionary project that LADOT determines will have potential impacts to the circulation system even with application of existing regulatory compliance measures, shall prepare a detailed Construction Management Plan (CMP), including street closure information, detour plans, haul routes, and staging plans shall be prepared and submitted to LADOT for review and approval. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include those elements required by LADOT for the project, which may include but are not limited to the following:

- Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men)
- Prohibition of construction worker parking on any adjacent residential streets
- Encouragement of carpool/vanpool of workers
- Prohibitions on construction-related vehicles parking on surrounding public streets
- Prohibitions on construction equipment or material deliveries within the public right-of-way
- Accommodation of all equipment on site as feasible
- Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men)
- Scheduling of construction activities, including deliveries, to reduce the effect on peak hour traffic flow on surrounding arterial streets
- Rerouting of construction trucks to reduce travel on congested streets to the extent feasible
- Provisions of safety precautions for pedestrians and bicyclists through alternate routing and protection barriers and signage
- Provisions to accommodate the staging and storage of equipment
- Scheduling of construction-related deliveries to reduce travel during commuter peak hours
- Obtain necessary permits for any truck hauling from the City prior to issuance of any permit for the project.
- Noticing and coordination with any nearby schools that may be affected by construction activities, including deliveries, hauling and other construction transportation, to ensure safety of school children.
- Ensuring all feasible safety measures are taken to accommodate safe travel of pedestrian, bicyclists, and other users of the sidewalks around the construction site, including but not limited through the following measures:

- Construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases.
- Maintaining adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Providing temporary pedestrian facilities adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Keeping sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging.
- Reopening the sidewalk as soon as reasonably feasible taking construction and construction staging into account.

4.14-2 ***Transportation Demand Management Program***

The Project shall prepare a TDM program to reduce VMT impacts below the City's project threshold to the extent feasible. TDM program elements could include measures such as unbundled parking although the exact measures will be determined when the plan is prepared. The City of Los Angeles requires that the TDM plan be prepared during construction, with the final TDM plan approved by LADOT prior to the City's issuance of the certificate of occupancy for the Project. Implementation of the TDM plan occurs after building occupancy. TDM measures shall include but not be limited to the following examples:

TDM strategies applicable for the residential component:

Unbundled Parking—Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.

TDM strategies applicable if the project includes an office component:

Required Commute Trip Reduction Program—This strategy involves the development of an employee focused travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits.

The program typically includes elements such as a coordinated ride-sharing or carpooling program, vanpool program, alternative work schedule program, preferential carpool parking, guaranteed ride home service, and a program coordinator. The program requires the development of metrics to evaluate success, program monitoring, and regular reporting.

TDM strategies applicable for both the office and residential components:

Promotions and Marketing—This strategy involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive educational and promotional materials, such as posters, info boards, or a website with information that a traveler could choose to read at their own leisure. It can also include more active promotional strategies such as gamification.

OLTNP TRAFFIC ANALYSIS

Growth forecasts in the region are developed by the Southern California Association of Governments (SCAG) based on national and state growth forecasts and are updated every four years as part of Regional Transportation Plan updates. SCAG allocates growth (population, households, and jobs) to jurisdictions as part of their forecast. For modeling purposes, SCAG further assigns growth to Traffic Analysis Zones based on zoning. As each jurisdiction refines zoning based on regional and local policies, the growth ***distribution*** can be adjusted. Total growth and growth allocated to each jurisdiction are generally fixed for each Regional Transportation Plan (RTP) cycle. Therefore, as the City updates zoning, the effect of rezoning is to accommodate growth rather than cause new growth. Forecast growth in the region does not change as different areas are rezoned. Rather, growth that may have occurred elsewhere is reallocated as appropriate. In the case of the OLTNP, it is anticipated that as growth adjacent to transit is being prioritized, by incentivizing development near the three transit stations, the growth will be more likely to occur in these areas rather than growth located further from transit. When zoning allows for increased development capacity, there may be some potential for growth to redistribute from other jurisdictions, but in general the redistribution is thought to occur within the jurisdiction undertaking the zoning.

Growth redistributed closer to transit generally is anticipated to result in fewer vehicle trips because a greater proportion of trips are anticipated to occur via transit due to the convenience as compared to growth that occurs further from transit. Where the rezoning allows for a mix of uses, such as allowing residential uses to co-locate with retail, trips are often shortened too. The overall effect of rezoning in proximity to transit is therefore to reduce vehicle miles travelled (VMT) in the jurisdiction and in the region. Rezoning adjacent to transit is often coupled with reduced parking requirements which further encourages reductions in individual car ownership. Studies undertaken to document how VMT changes in developments adjacent to transit document a reduction in VMT and associated greenhouse gas (GHG) emissions.[1]

[1] Trip and parking generation at transit-oriented developments: Five US case studies; Reid Ewing, Guang Tian, Torry Lyons, Kathryn Terzano, in Landscape and Urban Planning, April 2017.

The CAPCOA Handbook[2] indicates that increasing residential and job density as well as transit-oriented development contributes to reducing VMT relative to non-transit-oriented development. As stated on page 76 regarding transit-oriented development, "residents, employees, and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing the number of single-occupancy vehicle trips and associated GHG emissions."

Further, income affects VMT, and placing affordable housing in urban areas in proximity to transit may result in even greater reductions in VMT as compared to market rate housing.[3,4,5] The ITE Trip Generation Manual 11th Edition (2021) identifies "low-rise affordable multifamily housing" as reducing trips[6] by 28.6% as compared to "market rate low-rise multifamily housing not near transit." This trip generation information is included in the CAPCOA Handbook (T-4 Integrate Affordable and below Market Rate Housing, Transportation page 81) and the latest air quality modeling tool (CalEEMod version 2022.1). Current transportation and air quality models use a generalized 28.6% VMT reduction for low-rise "affordable" units not near transit as compared to market rate units not near transit.

The 2022 California Scoping Plan includes a number of strategies to reduce GHG emissions; key among them is locating development in proximity to transit. The State encourages jurisdictions to address three priority areas: transportation electrification, VMT reduction, and building decarbonization. "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction" (page 9 of Appendix D). The Scoping Plan further indicates (Appendix E, p. 26): "*Key actions are needed across multiple fronts including easing local and State barriers to increasing density and encouraging greater diversity of housing types in existing neighborhoods.*"

Developing within transit-oriented neighborhoods increases opportunities for multimodal transit, which limits dependence on individual car ownership and reduces traffic. This is particularly beneficial (both in terms of reducing GHG emissions and in terms reducing congestion and delay) in high-congestion cities such as Los Angeles. This allows for opportunities for enhanced pedestrian and bike connections and other transit. Households located near major transit stations tend to spend a lower share of income on transportation, especially if vehicle ownership per household can be reduced to one or zero. An added

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2 CAPCOA, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers, December 2021

3 Newmark, G. and Haas, P. 2015. Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy. Available at: *https://chpc.net/wp-content/uploads/2016/05/CNT-Working-Paper-revised-2015-12-18.pdf*. This study shows that VMT is reduced by 10.2% for low-income households, 25.2% for very low-income households and 32.5% for extremely low-income households in Metro areas.

4 California Housing Partnership Corporation and TransForm. 2014. Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy. Available at: *https://chpc.net/resources/why-creating-and-preserving-affordable-homes-near-transit-is-a-highly-effective-climate-protection-strategy/*

5 Caltrans, Technical Report, Dr. Kelly J. Clifton (PI); Dr. Kristina M. Currans; Dr. Robert Schneider; Dr. Susan Handy, Maseeh College of Engineering & Computer Science Portland State University, Affordable Housing Trip Generation Strategies and Rates, September 2018.

6 CAPCOA acknowledges that these rates do not account for trip length, but they serve as a proxy for the expected difference in vehicle trip generation and VMT generation presuming similar trip lengths for both types of land use.

benefit to this development approach is that it promotes greater physical activity as people walk to transit and nearby destinations, improving overall health. Developing a concentrated mix of uses can also make transit more cost-effective and competitive for funding opportunities.

The Governor's Office of Planning and Research (OPR) *Technical Advisory* (December 2018), indicates that residential, retail, and office projects (as well as projects that are a mix of these uses) within ½ mile of an existing major transit stop will have a less-than-significant impact on VMT when the following conditions are met:

- An individual project's Floor Area Ratio (FAR) greater than 0.75
- An individual project does not include more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- An individual project is consistent with the applicable Sustainable Communities Strategy (in the SCAG region, consistency with the SCS is assessed based on policy direction, chief among them being locating density in proximity to transit)
- An individual project does not replace affordable residential units with a smaller number of moderate- or high-income residential units

While project descriptions are not yet known, individual projects built after the OLTNP zoning is in effect are anticipated to meet these criteria resulting in a less than significant impact on regional VMT.

CONCLUSION

The OLTNP results in a reallocation of development to the area and encourages and facilitates the development of affordable housing. This reallocation, as well as facilitation of affordable housing, would result in a reduction in trips and trip lengths, leading to lower VMT per capita and per service population compared to other areas in the City and region, and would incrementally lower citywide and regional VMT. The OLTNP project is a strategy that implements the Housing Element and would result in zoning that provides for greater development density near three Metro Orange (G) Line stations. With greater residential and commercial density closer to transit, the number of vehicle trips would be reduced, and vehicle trip lengths would be shorter as compared to development further from transit. The reduction would be achieved through lower vehicle ownership which results from proximity to transit and amenities. As such, the OLTNP project is not anticipated to result in new or worsened significant impacts beyond the impacts described in the HE EIR.

EXHIBIT G:

Orange (G) Line Transit Neighborhood Plan Policy Support Appendix

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Orange (G) Line Transit Neighborhood Plan Policy Support Appendix

Land Use & Urban Form

The Plan proposes new land uses and zoning for areas approximately a ½-half mile from the Sepulveda, Van Nuys, and North Hollywood Metro Orange (G) Line Stations. The policies aim to promote a variety of housing options for people of all income levels near transit, create mixed-use neighborhoods with community serving businesses and amenities, connect people to a variety of mobility options, and promote transit ridership. These Goals and Policies are part of the City's long-range planning efforts, intended to guide development patterns pending the future adoption of the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plan Policy Documents.

LU GOAL 1
Equitable and Affordable Neighborhoods

LU 1.1

Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the Orange Line Transit Neighborhood Plan (OLTNP) plan area to meet housing needs, according to Citywide Housing Priorities and the City's General Plan. *Language is based on Housing Element[1] Policy 1.1.2*

LU 1.2

Address patterns of racial and economic segregation, promote jobs/housing balance, provide ample housing opportunities, and affirmatively further fair housing. *Language is based on Housing Element Policy 1.1.6*

LU 1.3

Incentivize production of mixed-income and 100% Affordable Housing projects by rezoning for more inclusive development at densities that enable their construction in transit-rich environments. *Language is based on Housing Element Policy 1.1.7*

[1] 2021-2029 Housing Element, Chapter 6. Housing Goals, Objectives, Policies, and Programs: https://planning.lacity.gov/odocument/6fbfbbd0-a273-4bad-a3ad-9a75878c8ce3/Chapter_6_-_Housing_Goals,_Objectives,_Policies,_and_Programs_(Adopted).pdf

LU 1.4

Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas. *Language is based on Housing Element Policy 1.1.1*

LU 1.5

Affirmatively further fair housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement. *Language is based on Housing Element Objective 4.3*

LU GOAL 2
Equitable Outreach

LU 2.1

Amplify and prioritize underrepresented voices and communities of color in the City's planning engagement processes to result in more equitable outcomes. *Language is based on Housing Element Policy 1.1.10*

LU GOAL 3
Livable and Sustainable Communities

LU 3.1

A plan area in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all residents. *Language is based on Housing Element Goal 3*

LU 3.2

Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods. *Language is based on Housing Element Objective 3.1*

LU 3.3

Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts. *Language is based on Housing Element Policy 3.1.4*

LU 3.4

Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions. *Language is based on Housing Element Policy 3.2.2*

LU 3.5

Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. *Language is based on Mobility Plan 2035[2] Policy 3.3*

LU 3.6

Ensure new development is pedestrian-oriented, acknowledges the transit stations, and is compatible with surrounding neighborhoods through building design and site planning. *Language is based on the Expo Line Transit Neighborhood Plan [3](TNP) Purpose 1.1.2.O*

LU GOAL 4
Support the Economic Vitality of the Transit Station Areas

LU 4.1

To enhance the identity of distinctive commercial districts. *Language is based on the Van Nuys - North Sherman Oaks Community Plan[4] Policy 2-2*

LU GOAL 5
Providing Resources for the Unhoused

LU 5.1

Expand housing, shelter, and supportive services for the homeless and special needs populations around transit-accessible areas, and reduce zoning and other regulatory barriers to their placement and operation. *Language is based on Housing Element Policy 5.1.5*

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[2] The Mobility Plan 2035 is available online at: https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

[3] The Expo Line Transit Neighborhood Plan is available online at: https://planning.lacity.gov/odocument/a23f4f9b-eb33-4c59-b35b-3c9078e8c2ed/ExpoTNP_PlanText.pdf

[4] The Van Nuys - North Sherman Oaks Community Plan is available online at: https://planning.lacity.gov/plans-policies/community-plan-area/van-nuys-north-sherman-oaks

LU GOAL 6
Transit-oriented Planning

LU 6.1
Direct growth and accommodate new residential, mixed-use, commercial, and industrial development near transit stations. *Language is based on the Expo TNP Purpose 1.1.2.A*

LU 6.2
Avoid bulk and visual monotony through appropriate building massing and arrangement. *Language is based on the Expo TNP Purpose Urban Design Goal 1*

LU 6.3
Locate higher residential densities near commercial centers and major transit stations where public service facilities and utilities will accommodate this development. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Objective 1-2.1*

LU 6.4
Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Land Use Policy 2-2.5*

LU 6.5
Encourage large mixed use projects and other large new development projects adjacent to transit stations to incorporate child care and/or other appropriate human service facilities as part of the project. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Land Use Policy 2-2.5*

LU GOAL 7
Historic Record

LU 7.1
Use context informed land use strategies to enhance the varied and distinct residential character of the plan area by increasing housing opportunities around major transit stations and encouraging medium and lower scale multifamily further away from the stations. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Objective 1-3*

MOBILITY & CONNECTIVITY

The three transit stations are envisioned to thrive with complete streets and enhanced transit networks providing convenient multimodal options that are easily and universally accessible to

all. The Plan also aims to support these communities to be well connected to residential neighborhoods, commercial centers, jobs, open space and recreational facilities.

MC GOAL 1
Improve Comfort and Access for Pedestrians

MC 1.1
Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user. *Language is based on Mobility Plan 2035 Policy 1.1*

MC 1.2
Ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. *Language is based on Mobility Plan 2035 Policy 2.3*

MC1.3
New development needs to add to and enhance the existing pedestrian street activity. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Policy 2-2.1*

MC GOAL 2
Improve Comfort and Access for People Biking and Rolling

MC 2.1
Provide safe, convenient, and comfortable local and regional bicycling facilities* for people of all types and abilities. (*bicycling facilities are ideally suited for a host of slow moving modes including but not limited to scooters, skateboards, rollerblading, rideables and other future compact personal transportation technologies). *Language is based on Mobility Plan 2035 Policy 2.6*

MC 2.2
Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Policy 15-1.3*

MC GOAL 3
Improve Efficiency and Access to Transit

MC 3.1
Improve transit access and service to major regional destinations, job centers, and inter-modal facilities. *Language is based on Mobility Plan 2035 Policy 3.7*

MC 3.2

Promote transit ridership on the Metro G (Orange) Line and other transit systems. *Language is based on the Expo TNP Purpose 1.1.2.K*

MC 3.3

Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders. *Language is based on Mobility Plan 2035 Policy 3.5*

MC 3.4

Encourage the development of a sustainable transportation system that promotes environmental and public health. *Language is based on Mobility Plan 2035 Policy 5.1*

MC 3.5

Reduce greenhouse gas emissions by facilitating alternative modes of transportation and decreasing automobile dependence. *Language is based on the Expo TNP Purpose 1.1.2.J*

MC 3.6

Encourage walking and bicycling as a means to safely and conveniently circulate within and between neighborhoods and to access transit. *Language is based on the Expo TNP Purpose 1.1.2.M*

MC 3.7

Provide convenient and direct access to commercial and residential buildings for pedestrians and transit riders. *Language is based on the Expo TNP Goal 1*

MC 3.8

Encourage alternative modes of transportation to reduce the use of single-occupancy vehicles (SOV) in order to reduce overall vehicular trip volumes. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Goal 12*

MC 3.9

A system of safe, efficient, and attractive bicycle and pedestrian facilities. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Goal 15*

MC GOAL 4
Improve Circulation and Mobility Networks to meet existing and future conditions

MC 4.1
Consider the role of each enhanced network when designing a street that includes multiple modes. *Language is based on Mobility Plan 2035 Policy 2.9*

MC 4.2
Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension. *Language is based on Mobility Plan 2035 Policy 2.17*

MC 4.3
Driveway access points onto arterials should be restricted or limited in number and located to insure the smooth and safe flow of vehicles and bicycles. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Policy 14-2.2*

MC 4.4
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. *Language is based on the Van Nuys - North Sherman Oaks Community Plan Policy 15-2.1*

PUBLIC REALM & OPEN SPACE

The Plan provides policies that seek to enhance the quality of the public realm. The public realm is a vital part of a livable, sustainable community. It provides opportunities for passive and active recreation, social and cultural events, important gathering places for the community, health benefits and higher quality of life. The Plan envisions a diverse and integrated network of passageways, paseos, plazas, green spaces, and landscaped streets that foster social life and support community identity.

PO GOAL 1
Promote Open Space

PO 1.1
Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and sidewalks that accommodate all users. *Language is based on Housing Element Policy 3.1.5*

PO 1.2
Provide a variety of public and private open spaces that serve as communal areas for gathering, social interaction, and recreation that may be shared among tenants and residents of the neighborhood. *Language is based on the Expo TNP Goal 1*

PO GOAL 2
Comfortable and Inviting Public Realms

PO 2.1
Create safe, inviting passageways between buildings that contribute to an interconnected pedestrian network. *Language is based on the Expo TNP Goal 3*

PO 2.2
Promote environmental sustainability and reduce the heat island effect through on-site water capture, incentivizing green building practices, and increasing tree canopy. *Language is based on the Expo TNP Goal 4*

PO 2.3
Provide a network of active street frontages, publicly accessible open spaces, and other community facilities for socializing, placemaking, and community building. *Language is based on the Expo TNP Purpose 1.1.2.P*

PO 2.4
Facilitate the planting and maintenance of appropriate street trees, which provide shade and scale to residential and commercial streets in all neighborhoods. *Language is based on the Harbor Proposed Community Plan*[5] *Public Realm & Open Space Policy 4.1*

[5] The Harbor Proposed Community Plan is available online at: https://planning.lacity.gov/odocument/d8a25536-95bf-462f-8e2f-07fbfc5684f5/Harbor_Gateway_Community_Plan_Policy_Document.pdf

PO 2.5

Configure buildings around interior courtyards, outdoor passages (paseos), and arcades that can be seamlessly integrated with the public realm. *Language is based on the Boyle Heights Proposed Community Plan*[6] *Policy 15.5*

[6] The Boyle Heights Proposed Community Plan is available online at: https://planning.lacity.gov/odocument/443f5a38-73b3-420f-8d84-6ff4a5c5aad7/BHCPU%20Plan%20Text%20082023.pdf

EXHIBIT H.1:

Communications Prior to Public Hearing: Outreach Summaries

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Orange (G) Line Transit Neighborhood Plan Fall 2023 - Spring 2024 Outreach Summary

Work Program Background

The Orange (G) Line Transit Neighborhood Plan, also referred to as the Orange Line TNP or OLTNP, is a long-range planning effort around three Metro Orange (G) Line stations in the southeastern San Fernando Valley. As part of the Transit Neighborhood Plans, Los Angeles City Planning is developing regulatory tools and strategies for the areas around the Van Nuys, Sepulveda, and North Hollywood Stations along the Metro Orange (G) Line. These tools and strategies aim to create more housing options in proximity to transit. Directing growth to these areas is an overarching principle of the City's General Plan, and aligns with broader efforts to reduce automobile dependency and greenhouse gas emissions. Each station area is distinct and is being planned with contextual intensities, land uses, design standards, and other strategies.

Executive Summary

The Orange Line Transit Neighborhood Plan (OLTNP) is currently in the Finalize stage, the fourth out of five stages of a work program. Throughout Fall 2023 and Spring 2024 the team conducted outreach to share the draft proposed plan with stakeholders and community members. The objective of this round of outreach was to receive community feedback on the proposed General Plan Land Use (GPLU) map for each station, proposed zoning, and potential mobility updates. The team is now reviewing stakeholder feedback and considering

adjustments to the proposed plan. The next milestone for the OLTNP will be a public hearing in 2025, which will initiate the Adopt stage.

There were various outreach efforts to share the work program with local stakeholders and community members. That ranged from flyering at local businesses and Metro (G) Line stations, using the Department of City Planning's social media pages, email blasts, and presenting at local Neighborhood Councils and organizations. The OLTNP team also attended three community events and conducted four Office Hour sessions. Throughout this outreach, the team heard from various communities within the OLTNP study area. Topics ranged from desire to see a greater tree canopy in the San Fernando Valley, an increase in bike lanes, more affordable housing, more open space, preservation of single-unit homes, and an improved public transportation system. There was also a strong desire to stay connected with the work program's updates. This document was created to share how the team conducted outreach, who was reached, and what was heard.

Outreach Promotion and Strategies

E-Blasts

During this phase of outreach, the OLTNP team sent out five e-blasts to the team's interested parties list (over 2,000 recipients) informing stakeholders about:

- **Our updated English and Spanish web pages, and fact sheet release that explains the work program and answers frequently asked questions.**
- **Share our proposed draft GPLU and zoning maps, the release of our StoryMap, Code sheets, and Office Hours sign-ups opening.**
- **Office Hours reminder and an announcement that our in-person Office Hours would accommodate walk-ins.**
- **Encourage stakeholders to provide comments through the StoryMap.**

To further engage specific stakeholders, personalized emails were sent out to thirteen Community Based Organizations (CBOs) and local business interest groups. *A complete list of community organizations engaged can be found in Appendix 1.1.* This method secured about half of the OLTNP's office hours (see "Office Hours" section below) sign-ups.

In addition to the e-blast and personalized emails, the team used traditional and non-traditional methods to generate interest around the project and Office Hours. Each of the City Council

Districts (CD) in the OLTNP area, including CDs 2, 4, and 6, featured an announcement about the project in each of their January/February newsletters. OLTNP announcements were also shared in newsletters from Los Angeles City Planning, Van Nuys Neighborhood Council, Sherman Oaks Neighborhood Council, Valley Economic Alliance (VEA), and VEA's Community Calendar.

Tabling and Flyering

On January 23 and 24, 2024 the team handed out approximately 200 flyers about the work program around all three stations included in the OLTNP. Near the Van Nuys and Sepulveda Stations, the team handed out materials at community spaces and local businesses such as the Mid Valley Family YMCA, Farm Table restaurant, laundromats, the Van Nuys Library, and the Van Nuys Civic Center. In the North Hollywood Station area, the team handed out flyers at places such as Groundworks Coffee, elementary schools, recreational centers, and the East Valley Family YMCA. The team also partnered with the Department of Recreation and Parks to post the outreach flyer on the bulletin boards at senior centers, pools, and recreation centers around the San Fernando Valley.

OLTNP Team flyering at the Van Nuys Station

In addition to the team's flyering, there were also efforts to interact with transit users. An information table was set up at the Van Nuys and North Hollywood Stations on January 30-31, 2024.

Van Nuys Station

The Metro Orange (G) Line Van Nuys Station is on Van Nuys Boulevard between Bessmer and Oxnard Streets. On Tuesday morning, January 30, 2024, the team set up on the south side of the station near Aetna Street. The table setup included project materials, community planning postcards, and LA City Planning promotional materials. The team had 108 interactions with community members as they were arriving and leaving the station.

North Hollywood Station

The Metro Orange (G) Line North Hollywood Station is near the Chandler and Lankershim Boulevards intersection. This is the terminus of the Metro Orange (G) Line that connects riders to the North Hollywood Station of the Metro Red (B) Line. On Wednesday morning, January 31, 2024, the team set up near the transfer portal for the Orange (G) Line to the Red (B) Line located next to Groundworks Coffee, a local shop. In this same area, the team also engaged with transit riders waiting at the DASH and Metro bus stops. During this time, the team spoke with a Metro Transit Ambassador, People Assisting the Homeless (PATH) staff, and LA Family Housing service providers. In total, the team had 158 interactions.

OLTNP Team flyering at the NoHo Station

Use of Social Media

Social Media also played a role in the OLTNP's outreach efforts. Information about OLTNP Office Hours, the publication of the Story Map for the project, and release of the proposed draft General Plan Land Use and zoning designations, were shared via the Los Angeles City Planning social media accounts (@Planning4LA), on Facebook, Instagram, and *X*. A subsequent post highlighted the OLTNP outreach efforts with an image of the team tabling at the North Hollywood Station with a caption reminding followers of the Office Hours held on February 1st, 3rd, 5th, and 7th.

Additional Outreach

Additionally, in an effort to further reach transit users throughout the San Fernando Valley, digital ads highlighting the OLTNP ran on all four of the following San Fernando Valley DASH bus routes from January-April 2024:

- **North Hollywood**
- **Van Nuys/Studio City**
- **Panorama City/Van Nuys**
- **Northridge**

OLTNP DASH bus ad in Spanish

The ads, which were produced in English and Spanish, reached an estimated 489,617 transit users over the duration of their run.

Neighborhood Councils and Land Use Committees Presentations

During this phase of outreach, the OLTNP team visited the four Neighborhood Councils that are included within the work program's study area. That includes the Van Nuys, North Hollywood, Greater Valley Glen, and Sherman Oaks Neighborhood Councils. The team provided brief updates at their Board meetings and, in most cases, in depth presentations at their Land Use Committee meetings.

OLTNP Staff and NoHo Neighborhood Council Planning, Land Use, and Transportation (PLUT) Committee Board Member

At the Land Use Committee meetings, the team delivered presentations which provided an overview of the OLTNP, with special attention paid to station areas and topics of most relevance to the particular Neighborhood Council being presented to. The team provided project materials that included fact sheets about the work program, the draft proposed GPLU maps for the Van Nuys-Sepulveda and North Hollywood Stations, and printed copies of the PowerPoint slides used in the presentations which were delivered at the meetings. The team answered questions from board and committee members, as well as the community at large. Contact information for OLTNP staff was also shared at every meeting in order to encourage

people to share feedback beyond the confines of the meetings. *A complete list of Neighborhood Council meetings the OLTNP team attended can be found in Appendix 1.2.*

Additional Presentations

In addition to engaging with Neighborhood Councils, the team also reached out and presented to other local business and government groups in the study area including the Valley Industrial & Commerce Association (VICA), the North Hollywood Business Improvement District (NoHo BID), Metro San Fernando Valley Service Council, and the Valley Economic Alliance (VEA) Livable and Sustainable Communities Committee. *For a complete list of additional presentations the OLTNP team did during this outreach phase refer to Appendix 1.3.*

Community Events

The OLTNP team also attended three community events in an effort to reach more of the community throughout the San Fernando Valley.

OLTNP Staff at Valley Pride 2023

The Los Angeles Department of City Planning had a booth at the Valley Pride event on June 24, 2023, the North Hollywood CicLAmini on September 17, 2023, and the Sherman Oaks Street Fair on October 15, 2023. At these booths, the OLTNP team distributed project materials and signed people up to join the interested parties list for the project, so that they would receive email notifications regarding all future project updates. During these events the OLTNP and Valley DCP staff were able to have meaningful, one-on-one conversations about the work program and how stakeholders could stay updated. In total there were over 450 interactions during these community events.

Office Hours

In the beginning of February 2024, the OLTNP team released a StoryMap consisting of the Draft Proposed Land Use and Zoning, and mobility plan updates. To inform stakeholders and receive feedback on the released materials, the OLTNP team held Office Hours. Four Office Hours sessions were held, with two being in-person, and two being virtual. Both in person Office Hours included an Open House component where stakeholders would walk in without an appointment to review the Draft Proposed maps, poster boards, and ask questions to Planning staff.

LACP Staff at the OLTNP Open House

During the four rounds of Office Hours there were a total of 20 stakeholders that participated and 9 staff members who supported. *A complete list of Office Hours attendees can be found in Appendix 1.4.*

Feedback Summary

During this outreach phase many stakeholders expressed their support, ideas, and concerns. Listed below are the overarching topics from all meetings:

Need for More Open Space, Shade, and Trees

- Concern about promoting walking and transit use given increasing heat in the San Fernando Valley
- Increase in tree and shade coverage
- Tree maintenance
- Existing tree preservation with incoming developments
- More robust tree planting programs
- Use of native plants and trees in new developments
- Desire for more park space throughout plan area
- Concern about redevelopment and loss of existing open space

Mobility Improvements, Public Realm Activation, and Public Transportation Improvement

- Enhanced bike infrastructure, including more protected bike lanes
- Connections between existing bike paths and local points of interest
- Pedestrian and bicycle safety on Burbank Boulevard
- Encouraging developments to provide bike access to Chandler and Orange (G) Line bike paths
- Less roadway dedication and limiting auto uses in the proposed Regional Center GPLU
- Wider sidewalks
- Concern with current public transit infrastructure
- Stronger public transit safety
- Current transit options are not sustainable

Development and Preservation of Housing

- Want to see more housing be constructed, but do not want to lose single-family homes
- Some concern about higher density developments near single-family homes
- Concern about higher density and its impact on traffic and parking
- Prioritize development of affordable housing
- Prioritize low-income and senior-housing close to Stations
- Recommendation for higher set asides of affordable housing in mixed-income developments
- Support for mixed use development
- Interest in adding incentives to the plan for green building techniques

Preservation of Existing Industrial Land Use

- Concern about changing the auto repair shops on Oxnard Street, stating that they should be preserved since they provide jobs for the local community

Communities Where Residents Can Live, Work, and Play

- Would like to see the program lead to a cohesive feel and look for their neighborhood
- Support for public art in North Hollywood
- Creative facilities as a Level 2 Community Benefit in North Hollywood

- Excitement expressed over potential for community benefit program to bring desired amenities to the community, including affordable housing and arts spaces/public art
- Enforcement and maintenance of community benefits, such as open space
- Desire to enable young people to continue to live in their neighborhoods
- Would like to see a vibrant, walkable community with housing, businesses, and amenities
- Would like to see a mix of commercial uses to create a vibrant street life and get people interacting and engaging in the community

Connection Between Stakeholders and Work Program

- Wanted more information on the Environmental Review and information on how to participate
- Stakeholders want to provide their input and be involved in the draft proposed plan
- Desire to be contacted if changes occur to the draft plan
- Questions about Measure HLA and its impact/relationship with the work program

Next Steps

Based on the feedback received during this phase of outreach, the team is reviewing and considering adjustments to the draft proposed zoning and forthcoming policy and mobility work. The next milestone for the OLTNP work program is anticipated to be in 2025, when the Adopt stage is initiated at the team's staff public hearing.

Interested parties can sign up to receive email updates regarding the Orange (G) Line TNP program by visiting our Contacts page on the OLTNP website: https://planning.lacity.gov/plans-policies/oltnp#contact. To contact the OLTNP team directly, please email planning.oltnp@lacity.org

Appendix

1.1 List of Community Organizations Engaged

NoHo Home Alliance	LA Valley College	California State University Northridge (CSUN)
ACT-LA	Hope of the Valley	Sherman Oaks BID
NoHo BID	Sherman Oaks Chamber of Commerce	Abundant Housing East Valley
LA Tenants Union - NoHo	LA Family Housing	Streets for All
LA Walks	The Valley of Change	SFV Council of Governments

1.2 Neighborhood Council Meetings

Stakeholder	Type	Dates	Presentation Format	Attendees
Sherman Oaks Neighborhood Council	- Board - PLUM Committee - PLUM Vision Sub-Committee	9/11/23 1/8/24 2/15/24 4/4/24	In Person	20 22 20 30
Van Nuys Neighborhood Council	- Board - PLUM Committee	10/11/23 1/10/24 2/22/24	In Person	30 32 13
Greater Valley Glen Neighborhood Council	- Board	1/8/24 3/4/24	Virtual (Zoom)	25 24
North Hollywood Neighborhood Council	- Board - Planning, Land Use and Transportation (PLUT) Committee - Parks & Beautification Committee	1/25/24 2/21/24 2/26/24	In Person	20 10 8

1.3 Additional Presentations

Stakeholder	Type	Dates	Presentation Format	Attendees
Valley Industry and Commerce Association (VICA)	- Land Use Committee - Transportation Committee	2/13/24 3/12/24	In Person	20 22
NoHo BID	- Business Association	3/6/24	In Person	10
Metro San Fernando Valley Service Council	- Government Agency	3/6/24	In Person	15
Valley Economic Alliance (VEA)	- Livable and Sustainable Communities Committee	4/18/24	Virtual (Zoom)	25

1.4 Office Hours Attendees

Office Hours Date	Office Hours Type	Attendees
2/1/24	Virtual (Zoom)	-Sepulveda Station area business and property owner -Alliance for Community Transit -Los Angeles (ACT LA) Campaigns and Advocacy Director -Abundant Housing LA - San Fernando Valley Housing Advocates Chapter, Organizing Director, two field organizers, and two volunteers
2/3/24	In Person at the Marvin Braude San Fernando Valley Constituent Service Center	-Sepulveda Station area business and property owner -North Hollywood resident -Council District 4 staff -Two Van Nuys residents -Downtown LA resident -transit rider -Land Use and Zoning Consultant
2/5/24	Virtual (Zoom)	-North Hollywood Neighborhood Council Planning, Land Use, and Transportation (PLUT) Chair
2/7/24	In Person at the Lankershim Arts Center	-North Hollywood Neighborhood Council Arts & Park Committee member -North Hollywood Home Alliance Executive Director and two volunteers -North Hollywood stakeholder

Partially funded by Metro

ORANGE LINE TRANSIT NEIGHBORHOOD PLAN

COMMUNITY OPEN HOUSES: SUMMARY OF COMMENTS
JANUARY 2020

Executive Summary

The Orange Line Transit Neighborhood Plan (TNP) project aims to develop new land use, zoning, and design regulations for the neighborhoods surrounding three Metro Orange Line stations in the southeast San Fernando Valley: North Hollywood, Van Nuys, and Sepulveda. The proposed change areas for each station generally include a mix of commercial, residential, and industrial areas within a 15-minute walk or ½-mile radius of each station. (The areas surrounding Reseda and Sherman Way stations were formerly part of the Orange Line TNP project, but land-use and zoning for these areas will now be revised as part of the Southwest Valley Community Plan Update process).

During the first phase of the public planning process, in 2016 and 2017, the Los Angeles Department of City Planning hosted a variety of community workshops, presentations, and open houses to identify opportunities to enhance neighborhoods surrounding transit stations, as well as several other small focus groups with specific stakeholder groups. Staff gathered input from the general public, including community residents, business owners, employees, transit users, and other participants about their thoughts, ideas, and concerns for the future of their neighborhood as it develops around transit. In November 2017, staff presented initial land-use and zoning concepts to the public at two community workshops. A summary of comments from the 2016 and 2017 outreach events can be found on the Orange Line TNP website.

Throughout 2018 and 2019, Orange Line TNP staff refined the Initial Concepts presented to the public in 2017, making changes to zone boundaries, refining zoning metrics such as FAR, height, and density, and testing the feasibility of a Base/Bonus zoning system for public benefits, particularly affordable housing. A Scoping Meeting for the project's Environmental Impact Review was also held in July 2018.

Two Community Open Houses were held in January 2020 to present the updated Zoning Concepts to the public, solicit feedback on proposed aspects of the new zoning and land-use regulations, and introduce attendees to the new zoning code that is being developed. These Community Open Houses were advertised through email blasts to an interest list of almost 700 people; presentations to the North Hollywood and Van Nuys Neighborhood Councils; meetings with staff from Council Districts 2, 4, and 6; flyers posted at civic institutions, recreation centers, and libraries; social media such as Facebook, Twitter, and Instagram; and the project's website www.latnp.org

Comments on all three station areas frequently echoed feedback from previous years. Recurring feedback included the following:

- More overall housing capacity is needed across all three OLTNP station areas. Attendees stressed that owing to the upcoming citywide General Plan Housing Element and updated Regional Housing Needs Assessment (RHNA) allocations, the City should zone for a sharp increase in housing production.
- More opportunities should exist for first-time homebuyers to enter the market, including smaller homes and townhouses. These opportunities should be paired with efforts to preserve the existing stock of affordable and rent-stabilized housing.
- While the planned transit expansions throughout the Southeast Valley are exciting, the region suffers from poor first-mile/last-mile connections, and walking and biking are widely considered unsafe. Pedestrian enhancements are needed to encourage people to walk and use transit rather than drive or own cars; pleasant waiting areas and more amenities at the stations that address everyday needs (markets, shopping, and snack kiosks) would encourage transit use.
- Opinions varied on the proper amount of parking that should be required. Some attendees stated that parking requirements should be eliminated near transit stations, while others suggested that given the car-dependent nature of much of the Valley, it would be essential to provide plentiful parking at transit stations and in new higher-density housing developments.

- The Orange Line TNP area generally lacks ample public space, and the quality of the public spaces that do exist is often poor. Attendees proposed the creation of incentives for green landscaping, small parks, and other forms of publicly accessible open space as part of the new zoning regulations, as well as upgrades to existing spaces such as North Hollywood, Valley Village, and Delano Parks. In addition, attendees noted that the current quality of tree cover and shade throughout the OLTNP area is also very poor. Because of the Valley's extreme heat, shade trees and other forms of landscaping will be necessary to ensure that neighborhoods, especially outdoor spaces and transit waiting areas, are walkable and comfortable.

North Hollywood Station

Land Use

Attendees at both Open House meetings pointed to North Hollywood's current mix of residences, commercial establishments, and offices as a model they would like to emulate and expand. The North Hollywood station is already surrounded by multifamily housing and a variety of amenities are within walking distance. Specific comments included:

- Preserve the existing "Restaurant Row" along Magnolia Boulevard, and consider restricting tenant sizes along the corridor in order to promote small, independently-owned businesses.
- The proposed "Residential Amenity" zones, given properly restricted tenant sizes and a well-chosen list of permitted uses, would be an ideal opportunity to enhance neighborhood convenience and walkability.
- Fourplexes and bungalow courts should be permitted by-right throughout the area.
- Defunct or obsolete industrial properties along major corridors should be rezoned to allow for mixed-use developments, as long as the previous industrial use was not toxic or dangerous.
- Single-family areas north of Burbank Blvd. should be upzoned to allow for small-scale multifamily development.
- Within a quarter-mile of transit, the permitted height should be a minimum of 75 feet.

Townhouses in North Hollywood

Housing

Participants generally supported fostering additional opportunities for new housing in the area's transit core, and noted that this area already has dense multifamily residential neighborhoods. Other comments included:

- Affordable-housing quotas needed to "unlock" the Transit Neighborhood Plan's (TNP) Bonus development rights should vary, with a higher percentage affordable required in North Hollywood because of the area's existing high land values.
- Protection of existing housing covered by the Rent Stabilization Ordinance should be a priority.
- New affordable housing should require at least a 50-year covenant, and be at least 20% affordable.

Urban Design & Community Space

Comments on these topics centered around several key points: 1) The lack of high-quality landscaping and streetscapes throughout the San Fernando Valley, 2) New buildings that are seen as boxy and unattractive, and 3) A general lack of open space throughout the area, and in particular the view that North Hollywood Park is not living up to its promise. Specific comments included:

- Required setbacks at the ground-floor level should be wide enough to accommodate green landscaping and prevent street users from feeling "intimidated" by out-of-scale buildings.
- Required setbacks should be decreased or eliminated for developments within a quarter-mile of transit.
- New multifamily developments should be required to have articulated front walls and/or articulated balconies, as well as visually attractive color schemes to avoid monotony.
- The alley network throughout North Hollywood, especially between Lankershim and Tujunga, should be activated and turned into community space usable for events, small businesses, and pop-ups.

- Valley Village and North Hollywood Parks are currently unkempt and surrounded by dangerous streets. Both parks should be well-maintained, easy to access, and safe for visitors.

Mobility

Meeting attendees were broadly supportive of efforts to increase transportation options throughout North Hollywood, and make the area less car-dependent. In addition to the existing Red and Orange Lines, Metro's planned North Hollywood-Pasadena and North Valley Bus Rapid Transit lines will serve the station area. In order to take maximum advantage of this access to high-quality transit, local stakeholders expressed a desire for safer, more walkable streets, an expanded network of bike lanes, and shade to protect neighborhood residents from the Valley heat. Attendees also expressed a concern about limited parking in the area, and worried that higher-density development would worsen an existing shortage. Specific comments included:

A pedestrian "scramble" crosswalk with bicycle and pedestrian safety features, Santa Monica

- Parking facilities in developments closest to North Hollywood station should be underground. No podium parking should be allowed in the TNP area at all.
- Inexpensive parking at the North Hollywood Metro lot is a disincentive for transit riders, and the price should be raised.
- The bike path along Chandler Boulevard should be extended west, to create a single continuous bike route from Burbank to the West Valley.
- Vineland Avenue is a "depressing" street that needs pedestrian improvements and after-hours activities. In its current state, drivers use the road dangerously and endanger pedestrians.
- Many local trips would be ideal for bikes or scooters; therefore a network of safe, protected lanes is necessary.
- Consider the parking model used in Pasadena and Santa Monica. Drivers can park in a few centralized municipal parking structures instead of requiring each development to supply its own parking.
- All spaces in the existing Metro parking lot should be replaced as part of the incoming Joint Development project. The replacement parking facility should be centralized and easy to find, not scattered among various buildings.

Van Nuys & Sepulveda Stations

Land Use

Participants generally supported efforts to enhance the vibrancy of the Van Nuys Central Business District, which currently has a limited range of commercial establishments and shuts down after normal business hours. Many attendees wanted to build on the original streetcar-suburb character of Van Nuys and take advantage of the short, walkable blocks to create a new type of "urban village" that could serve as a focal point for the East Valley. The large swath of industrial land between Van Nuys and Sepulveda Stations was the subject of interest, and meeting participants expressed a desire for more specific zoning policies that would lay out the permitted uses in various proposed Industrial zones. In the areas surrounding Sepulveda Station, attendees called for new zoning standards that would allow for a variety of residential and commercial establishments oriented towards a potential future transit hub (depending on the final alignment of the proposed Sepulveda Pass Subway). Specific comments included:

- Taller buildings along main corridors such as Van Nuys and Sepulveda are fine, but stepbacks should be required in order to avoid a looming effect on nearby single-family neighborhoods.
- Van Nuys Boulevard should be densified with new mixed-use development, but ground-floor space should be reserved for the kinds of neighborhood-serving businesses that don't currently exist.
- Any future large developments in the Sepulveda Station area, especially at the Metro-owned parking lot, should be designed to avoid traffic spillover effects and other negative impacts on the Victory Park neighborhood.

- Consider setting maximum tenant sizes and using tools to stabilize rents for new commercial establishments in the Van Nuys Station area, so that neighborhood-serving businesses can take precedence over large national chains. Larger-sized businesses should be directed towards the Sepulveda Station area.
- Mixed-use, including live/work spaces, should be allowed in Industrial zones if the previous use was not too toxic or dangerous.
- Auto-oriented uses, be they auto-body shops in the Industrial areas or large dealerships along Auto Row, should be discouraged. New auto-oriented uses should be prohibited outright.
- Support for the Fourplex concept in areas south of Oxnard Street currently zoned R1, but the new zone should allow for a maximum of four units, not four units plus two Accessory Dwelling Units.
- The large lot at Sepulveda Station is under-utilized, and should be fast-tracked for a Joint Development project.

Housing

Meeting participants almost uniformly felt that housing construction in Van Nuys has not kept up with demand for several decades, and as a result, the neighborhood feels overcrowded. Local residents and other stakeholders expressed two primary concerns: 1) The neighborhood does not have enough housing to meet current demand, let alone future demand once transit service is improved and new residents move in; and 2) New development in the area cannot displace current residents, many of whom are low-income and already ride transit. Specific comments on housing included:

- Support for the attempt to reintroduce new "missing middle" housing into the area, via fourplexes and townhomes.
- New market-rate development should not come at the expense of preserving existing rent-stabilized housing. Relocation and "Right to Return" protections should be required anytime rent-stabilized housing is demolished.
- Q conditions in the Van Nuys area make it difficult for new housing developments to pencil out; density restrictions should be loosened to allow for a greater variety of apartments.
- Van Nuys currently holds many multigenerational families living under one roof, and new apartment units should be built with these families in mind, not just single adults.

Urban Design & Community Space

Participants expressed a general desire for more open space and better use of the public realm throughout the station areas. Many commenters also pointed out that buildings in the TNP area are frequently oriented away from the street and designed to be accessed by car, which is inappropriate for a transit-oriented neighborhood. Specific comments included:

Industrial building on Califa St., Van Nuys

- Streetscapes in the Van Nuys central business district should be attractive and pedestrian-oriented, with shade trees that supplement or replace existing palms.
- Commercial buildings should be required to have multiple points of entry, including at least one onto the main street.
- Grocery stores and other large commercial establishments should be required to place parking lots in the back. Setbacks on these buildings should either feature landscaping and green space, or should not exist.
- New developments in the industrial zone adjacent to the Orange Line bike path should have an entrance that allows direct access from the path.
- Building typologies such as small-lot subdivisions or bungalow courts are desirable because they create open space and avoid the eyesore of large, blank building walls.
- Aside from Delano Park, there is no open space in the Van Nuys/Sepulveda station area. The City should consider acquiring more land for a neighborhood park, or working with a local developer to incorporate publicly accessible open space into new developments.
- The lack of shade and sitting space throughout the Plan Area makes mobility very difficult for the elderly. Streets and sidewalks should include benches, water fountains, shade, and lighting in the evening.
- Connections to the Los Angeles River should be strengthened by re-designing and upgrading north/south streets with bike lanes, pedestrian safety features, and shade trees.

Mobility

The Van Nuys and Sepulveda Station Areas are slated to receive billions of dollars in transit investment, including the East San Fernando Valley Transit Corridor light rail, Orange Line Improvements, and eventual Sepulveda Pass Subway. Meeting participants expressed great excitement about all these developments, as they will turn Van Nuys into one of Southern California's biggest transit hubs, but pointed out that transit improvements must be accompanied by safer conditions for all street users. In particular, conditions for pedestrians and bicyclists throughout the neighborhood are generally very poor, and several attendees drew attention to the planned redesign of Van Nuys Blvd. as a special point of concern. Specific comments included:

Washington Irving Pocket Park, Mid-City

- Dangerous driving, wide streets, and cracked sidewalks throughout the area make walking and biking unpleasant at best, and difficult at worst. A network of connected, well-maintained neighborhood streets is needed to ensure transit riders can walk and bike to stations.
- Curb cuts should be disallowed in the Van Nuys central business district to ensure a seamless pedestrian experience.
- Signage in the Van Nuys station area is inadequate, and should be upgraded so pedestrians can get around and drivers can find parking easily.
- The neighborhood does not have a parking shortage, but lots are poorly marked and maintained.
- Potential plans to narrow sidewalks on Van Nuys Blvd. in order to make room for the incoming light rail and two lanes of vehicle traffic are unacceptable. Pedestrians and cyclists should be prioritized on Van Nuys, and cars should be the last priority.
- Any area with middle-to-high-density housing should have a minimum sidewalk width of 10 feet.
- Any First Mile/Last Mile concepts should account for the needs of the elderly, those with mobility impairments, and working people running errands who need to make multiple stops in a compact area.

Orange Line Transit Neighborhood Planning Effort

PUBLIC PARTICIPATION AND OUTREACH SUMMARY

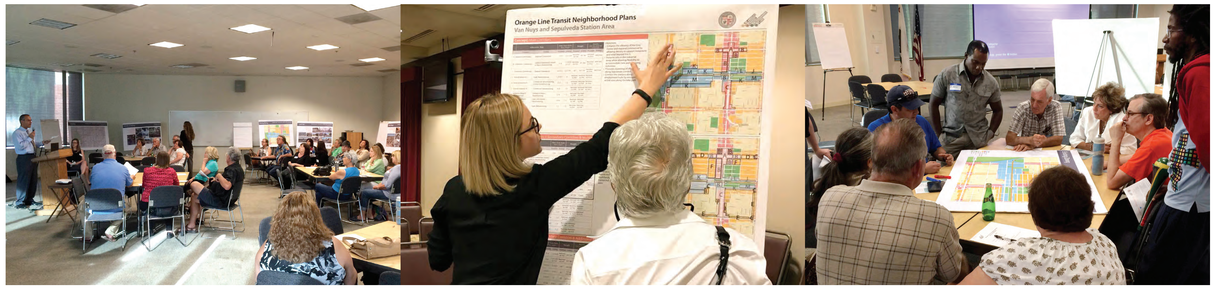
Previous Public Engagement

BY THE NUMBERS:

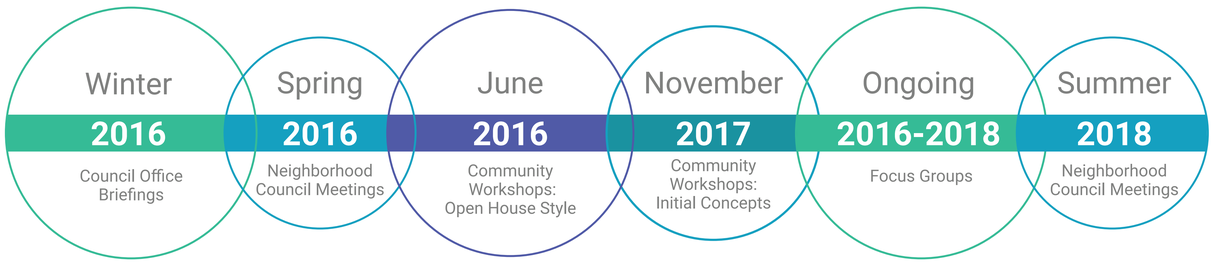
16,000+
flyers distributed

250+
meeting attendees

650+
stakeholders receiving regular updates



OUTREACH TIMELINE:



WHO WE'VE TALKED TO:

Neighborhood Councils, Council Districts, Business Improvement Districts, Transit Advocates, Bike Advocates, Business Community Advocates, Nonprofit Organizations, Local Residents, Local Business Owners, Metro and Members of the Media.

What We've Heard

KEY THEMES:

Housing

- Desire for additional housing and a greater variety of housing options.
- Need for affordable housing and senior housing.
- Want more opportunities for smaller and more affordable for-sale homes for first-time homebuyers.

Land Use

- People prioritized developing commercial space, community space, and educational space around the stations.

Urban Design

- Support the idea of design regulations that would make new development more pedestrian-friendly and walkable; regulations should not be overly rigid, and should allow for a variety of architectural styles and building types.
- There should be development incentives for smaller parcels to encourage "fine grained urbanism," as opposed to large-scale developments that assemble multiple parcels.

Open Space

- Desire for more open space throughout the station areas for recreation
- Want to see shade trees and outdoor seating. Need better tree species (roots, shade, droppings) that provide a good canopy.

Mobility

- Desire for improved pedestrian, bicycle, and transit connectivity and safety throughout the community, including bike lanes, pedestrian scramble crosswalks, wider sidewalks, and active alleys.
- It should be easier and more pleasant to walk to destinations. Some neighborhoods lack sidewalks, which should be improved.

Partially Funded by Metro.

ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

COMMUNITY WORKSHOP & INITIAL CONCEPTS: SUMMARY OF COMMENTS
NOVEMBER AND DECEMBER 2017

Executive Summary

The Orange Line Transit Neighborhood Plans (TNP) project aims to develop land use, zoning, and design regulations for the neighborhoods surrounding five Metro Orange Line stations in the south San Fernando Valley: North Hollywood, Van Nuys, Sepulveda, Reseda, and Sherman Way. The study area generally includes the corridors and some residential areas within a 15-minute walk or ½-mile radius of each station.

During the first phase of the public planning process, in the first half of 2016, the Los Angeles Department of City Planning hosted four community workshops to identify opportunities to enhance neighborhoods surrounding transit stations, as well as several other small focus groups with specific stakeholder groups. Staff gathered input from the general public, including community residents, business owners, employees, transit users, and other participants about their thoughts, ideas, and concerns for the future of their neighborhood as it develops around transit, summarized here.

Using the comments received through the first phase of outreach, in combination with station area context, existing City plans and policies, demographic analysis, and planning best practices, staff developed initial land use and zoning concepts for targeted changes in development rights and design regulations. These initial concepts were presented at two community workshops, on November 2, 2017 from 6-8:30 p.m.at the San Fernando Valley Arts & Cultural Center in Tarzana, and on November 15, 2017 from 6-8:30 p.m. at Van Nuys City Hall. Following these meetings, materials were made available online and staff solicited additional comments through the end of December.

The community workshops were promoted through a mailing of more than 10,000 flyers; an email blast to an interest list of nearly 400; organizations such as Neighborhood Councils, Council District offices, and Business Improvement District groups; flyers posted at civic institutions, recreation centers, and libraries; social media such as Facebook, Twitter, Snapchat, Instagram, and Nextdoor (in coordination with the Department of Neighborhood Empowerment); and the project's website www.latnp.org. All comments inform the Department's analysis; however, the regulations developed through this planning process will generally address issues related to land use, development, and urban design.

Comments on all station areas featured several recurring themes:

- Many participants stated that pedestrian enhancements are needed to encourage people to walk and use transit rather than drive or own cars; pleasant waiting areas and more amenities at the stations that address everyday needs (markets, shopping, snack kiosks) would encourage transit use.
    - Several comments cited a need for enhanced connectivity between the Orange Line and destinations such as CSUN, Warner Center, and Porter Ranch, and the addition of more localized transit options such as shuttle buses that serve restaurants, shops, and theaters in order for transit to become their preferred option for daily trips.
    - Comments generally pointed to a need for improved first/last mile connections.
- Many commenters expressed a desire to have additional housing and a greater variety of housing options.
    - A number of comments were received from a coalition that is calling for an overall increase of 100,000 to 120,000 housing units within the plan area, with density bonuses that match regulations created by voter-approved Measure JJJ at a minimum. They also stated that all property within a ½-mile radius of the station a minimum density of at least 1 unit per 1,200 square feet of lot area.
    - Participants commented that they would like to see more opportunities for smaller and more affordable for-sale homes for first-time homebuyers, such as townhomes.
    - Some participants favored rezoning single-family neighborhoods to create opportunities for multifamily development as a way to increase housing units while minimizing resident displacement.
- Several participants mentioned a need for affordable housing and senior housing.

    - Some commenters said that to achieve additional "Bonus" development rights, projects should be required to provide a higher percentage of affordable housing; one commenter stated that at least 50 percent of units in these projects should be affordable to low- or moderate-income households.
- A few commenters stated that until the Orange Line is converted to a higher capacity rail line, there should not be an increase in residential density or conversion of any single-family homes to other uses or higher densities, and that only increases in commercial density are appropriate.
- A few commenters raised concerns regarding the sufficiency of public services, such as police, to serve current residents in addition to any new residents.
- Most participants supported the idea of design regulations that would make new development more pedestrian-friendly and walkable; some commenters felt that regulations should not be overly rigid, and should allow for a variety of architectural styles and building types.
    - One commenter mentioned that taller buildings should be encouraged to provide shade from the sunlight and reduce the effects of the San Fernando Valley heat on pedestrians.
- Some participants suggested that there should be development incentives for smaller parcels to encourage "fine grained urbanism," as opposed to large-scale developments that assemble multiple parcels.
- Comments regarding the best use of industrial land varied. Some commenters felt that it is important to preserve industrial land for jobs and not allow any residential development, others felt that these areas should be able to have at least 50 percent residential, allow live/work units, or be rezoned for residential development.
- Opinions on parking requirements also varied. Many commenters stated that there should be "sufficient" parking for commuters and businesses, but supported parking reductions as an incentive for reuse of historical buildings or small businesses. Others commented that there should be no parking requirements for new development near transit stations, and that market forces should decide how much parking to provide. Still others stated that there currently is not enough parking, and that future development should provide more than current requirements.
- Several commenters cited a need for open space in these neighborhoods. A few participants commented that the station areas need functional open space, including edible, productive landscaping, such as fruit trees and other species that provide food for people experiencing homelessness as well as the surrounding community.

Figure 1 Corporate edible garden for employees in La Jolla. Source: GardenEnvy

North Hollywood Station

Land Use

Many favored enhancing the existing character of the Arts District and "restaurant row" along Magnolia Boulevard. Several commenters also expressed support the idea of restricting tenant sizes, particularly along Magnolia Boulevard, in order to promote small and independently owned businesses. Specific comments included:

- North Hollywood should be the downtown for the East Valley. North Hollywood has the potential to have a modern art museum and concert hall.
- Comments mentioned a desire for housing choice, including single family homes.
- Satellite offices for City officials could be located on Magnolia or Lankershim Boulevards.
- There should be new office buildings and apartments on Chandler Boulevard between Vineland Avenue and Lankershim Boulevard.
- Like the idea of a "Residential Amenity" area – this should be applied to all multifamily zones abutting residential corridors like Lankershim Boulevard, and possibly Burbank and Magnolia Boulevards.
- More markets and grocery stores are needed.
- Support the idea of the "Mixed Artcraft" and "Industrial/Flex Corridor" for production and artists; Burbank Boulevard should have mixed-use development, with light industrial east of Vineland Avenue.

Housing

Participants generally supported fostering additional opportunities for new housing in the "NoHo Core" district, and noted that this area already has dense multifamily residential neighborhoods. Other comments included:

- Create opportunities for senior apartments for artists, like the Burbank Senior Artist Colony, with live performance centers and creative space; this will support the aging senior demographic in the NoHo area.
- Rezone single-family homes near the station, between Hatteras, Cahuenga, Camarillo, and Tujunga, as well as between Hatteras Street, Burbank Boulevard, Tujunga and Colfax Avenues to a mixture of residential amenity, multifamily, and low density multifamily.

Urban Design & Open Space

Many commenters support the enhancement of North Hollywood Park as a vital neighborhood green space. One comment requested that greenspace be required of multifamily developments, and that trees also should be included in regulations for on-site outdoor space. Several comments were supportive of height and density in the regional center and improving the aesthetic appeal of new development. Specific comments included:

- Need to increase open space opportunities that provide real recreational activities, community amenities for families and children, and are more sustainable.
- North Hollywood Park should be revitalized with updated buildings, better facilities, and an outdoor music venue or bandstand for entertainment (similar to Warner Center Park).
- Development on the Metro site should have pedestrian paseos or pocket parks to break it up, since it is so large.
- The North Hollywood Arts District and Lankershim Core should have taller and denser buildings. There should be skyscrapers allowed in the core area, and 7- to 10-story buildings allowed in the surrounding neighborhoods. Increase density in Lankershim Core to "Base" FAR of 6 and "Bonus" FAR of 13 as a regional center.
- The Lankershim/Chandler intersection could be better defined with an architectural landmark, such as a 40-story skyscraper with a decorative spire; visually distinctive landmarks create a sense of place.
- Lankershim Core and Mixed Artcraft just south of Chandler should have up to 8 or 10 FAR.
- Multifamily area between Vineland Avenue and Lankershim Boulevard (Subarea H) should have 7-story buildings.
- Residents like the ability to shape the design new buildings in multifamily zones.
- Power lines should be buried underground along Tujunga Avenue, and Chandler and Burbank Boulevards.

Mobility

Participants generally commented that they would like to see more connectivity within the NoHo Arts Districts, and between the Arts District and adjacent neighborhoods. Specific comments included:

- Weddington Avenue should be extended east of Vineland Avenue to Auckland Avenue to make it easier to get around that neighborhood.
- Encourage centralized public shared parking facilities, like Santa Monica.
- Perhaps there should be a local DASH that serves the stores and theaters in the area near the station – want to close the first/last mile gap where it's too far to walk from the station but too close to drive.

Figure 2 Shared parking structure in Santa Monica. Source: DCP

Van Nuys & Sepulveda Stations

Land Use

Participants generally supported efforts to enhance the vibrancy of the Van Nuys Central Business District, with several commenters noting that they would like to see additional restaurants, cafes, and coffee shops. Others called for a more walkable "village atmosphere" surrounding the Van Nuys Civic Center and near the Van Nuys/Victory Boulevard intersection, with updated office buildings, mid-rise apartments, entertainment and concert venues, a shopping center, and a hotel. Some commenters would like to see a greater increase in the allowable floor area ratio (FAR) on Van Nuys Boulevard, up to 6, 8, or 10 FAR. Participants also supported smaller commercial tenant spaces in order to support small

businesses and independently owned businesses. Feedback on the Sepulveda Station area concepts varied, with some favoring preservation and others favoring more intense development along the corridor.

Other comments included:

- The Van Nuys Civic Center needs something fun and new streets, parks, and playgrounds.
- Densify Van Nuys Boulevard. Van Nuys should accommodate greater density but consideration should be given to prevent displacement.
- Make the Valley like the Downtown Arts District/Eagle Rock/Los Feliz.
- Longtime residents commented on the lack of investment over the years and a desire for better services, better stores, and new and better development.
- Regulations should allow for a mix of uses along Victory Boulevard, but no used auto shops.
- There should not be any single-function zoning – there should be more of a vertical mix of uses within buildings, and a mix of housing affordability within residential developments. Support for mixed used buildings was not universal.
- We need transit-friendly mixed-use apartments and office buildings; would like to see more retail, restaurants, and cafes, and a Trader Joe's on Van Nuys Boulevard.
- Starbucks would be good, but not a drive-thru – we want a sit-down place that community members can use.
- Small businesses have failed along Van Nuys Boulevard – what can we do? Tax breaks? Parking?
- Consider rezoning farther north on Van Nuys Boulevard to anticipate East San Fernando Valley Transit Corridor.
- Sepulveda Boulevard should have new mid-rise mixed-use development near the intersection at Oxnard Street.
- The Van Nuys and Sepulveda Station areas should go further in upzoning – these areas have the most potential and opportunity.
- Consider changing the residential areas along Victory Boulevard to community commercial.
- Burbank Boulevard and Kester Avenue have some nice commercial, but it should be a hub with additional height and residential units. Kester Avenue, Burbank Boulevard, and Noble Avenue should have mixed-use development.
- Comments favored commercial space, community space, and educational space more than low density residential for the neighborhood.
- The single-family neighborhood north of Erwin Street facing the Metro parking lot should be preserved. Additionally, transitions are important between single-family and taller or denser multifamily residential.
- Califa Street between Bevis and Natick Avenues should have single-family homes facing the neighborhood.
- The plan should rezone single-family areas, particularly south of the Orange Line, for higher density (particularly in consideration of north and south connections coming in the future).
- Van Nuys Boulevard has more potential for change, but don't want to see any change on Sepulveda Boulevard.
- Don't want any change, even in the manufacturing areas.
- The perseveration of industrial space was a reoccurring topic. The industrial land needs to be preserved for jobs; there are numerous existing light industrial businesses in the industrial area near the Orange Line, particularly between Van Nuys and Sepulveda Boulevards.
- There were comments in support of Live/Work units in the light industrial area, and studios rather than auto shops.
    - Stating the need for artists, artisan shops, and small businesses and how live/work units can make it affordable for people to have a shop, office, or studio, and a home.
- Metro should use the station sites to build housing and retail, like Del Mar Station in Pasadena. The Metro-owned site at the Sepulveda Station should have mid-rise apartments 8 stories tall.
- Should increase allowable density to entice housing development and flexibility, rather than automobile dealerships.
- Rezone everything between Hazeltine Avenue, and Burbank, Victory, and Sepulveda Boulevards to a mixture of residential amenity, multifamily, and low density multifamily.

Figure 3 Mixed-use development at Del Mar Station in Pasadena. Source: Nadel Inc.

Housing

Participants generally commented that people have moved to Van Nuys because it's more affordable to buy and rent homes in the area, relative to other high-cost neighborhoods of the City. Many raised concerns with the ability of current residents to stay in the community, citing a lack of housing for aging seniors or apartments for adult children to move into. Specific comments included:

- Support the concept of allowing for more row houses and townhomes, to offer other options and housing types.
- Next to Van Nuys High School and Sylvan Park Elementary, there should be mixed-use development with housing or affordable housing for teachers; teachers can't afford to live near the communities they teach.
- The first couple blocks of single-family residential on either side of Van Nuys Boulevard between the Orange Line and Burbank Boulevard (Martha to Tiara/Califa Streets, between Cedros and Tyrone Avenues) should be rezoned to allow for multifamily residential, including affordable housing, condominiums, and townhomes.
- Developments like IMT Sherman Circle were cited as aspirational projects.
- There's a large homeless population, which has been growing over the past few years.
- Need much more affordable housing – need 100 percent affordable housing, and more publicly provided housing.
- Need more senior housing.
- There was a concern about high vacancy rates in new housing developments.

Figure 4 Apartment building near Van Nuys Boulevard. Source: IMT Residential

- The two-story homes off of Saticoy Street are selling for very high prices – more than what Van Nuys residents can afford.
- Families have multiple generations and other family members and friends living with them to split the rent and make it affordable. There's not enough reasonably priced housing in the neighborhood.

Urban Design & Open Space

Participants expressed a general desire for more open space throughout the station areas. Comments also were in support of creating more attractive, pedestrian-friendly development along Van Nuys, Sepulveda, and Victory Boulevards, with active transparent ground-floor storefronts.

Other comments included:

- To promote walkability, the neighborhoods should be more attractive and have better lighting, with a requirement that the lighting is kept on at night.
- Permeable pavement should be required, but should be rigid enough to not affect skateboards, wheelchairs, etc.
- Historic preservation should be incentivized through adaptive reuse.
- There needs to be better design standards for new development in order to avoid "boxy" buildings. Recent developments have not been aesthetically well recieved.
- The new industrial building on Califa Street was cited as a "beautiful" example of modern architecture
- Utilities should be undergrounded near major intersections along Van Nuys Boulevard, Victory Boulevard, and Kester Avenue.
- Should increase allowable density to offer flexibility and entice uses other than automobile dealerships.
- Housing doesn't have to be at-grade; stoops are nice for neighborhoods.
- Building heights of 3 stories should be the maximum – maybe even 2 stories.
- Van Nuys Boulevard, Civic Center, and Adjacent Areas
    - Five-story buildings on Van Nuys Boulevard is fine.
    - Should allow for 6-story mixed-use and mixed-income development along Van Nuys Boulevard, but preserve historic building facades north of the Orange Line. There shouldn't be any parking allowed at the front of lots along Van Nuys Boulevard, particularly near the Civic Center.
    - The new development at Friar Street and Sylmar Avenue should've gone through Neighborhood Council review – the colors and architectural details are disappointing, and the design could've been better.

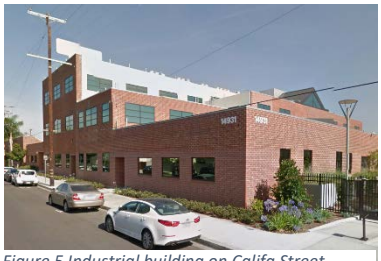


Figure 5 Industrial building on Califa Street.. Source: DCP

    - Allow greater floor area ratios (FAR) and taller heights in the Van Nuys Civic Center – consolidate Subareas A, B, and C, allow a "Base" FAR of 3 or 4 and "Bonus" FAR of 10, and eliminate height limits.
    - Should allow for 6-story mixed-use development immediately west of the Van Nuys Central Business District (Calvert to Friar Streets), from the alley behind Van Nuys Boulevard to Vesper Avenue. From Vesper to Cedros Avenues, should allow for 4-story mixed-use development.
    - There should be 8- to 15-story buildings in the multifamily area northwest of the Van Nuys Station (Subarea G), and mid-rise apartments limited to either 70 feet in height or 8-10 stories between Kittridge and Hamlin Streets. Adjacent to Van Nuys High School, there should be 10-story apartments for school employees. There should be 4- to 5-story apartment buildings on Kester Avenue south of the Orange Line, 4- to 8-story apartments or townhomes along Halbrent Avenue, 8-story mixed-use development along Oxnard Street between Hazeltine and Tyrone Avenues, and 4-story buildings along Oxnard Street between Van Nuys Boulevard and Tyrone Avenue.
- Sepulveda Boulevard and Station Area
    - The Sepulveda Station area has lots of blank walls. Want to see mid-rise development around the station area, and it needs to extend beyond this area – want to see mixed-use development along the corridor.
    - Should have office buildings on Sepulveda Boulevard near Costco, 10 to 12 stories tall. Near the Sepulveda Station, 8 stories with ground-floor retail and a park, public plaza, or playground would be appropriate.
- Open Space
    - Open space is a priority.
    - Need open space for recreation.
    - On each block, want to see shade trees and outdoor seating. Need better tree species (roots, shade, droppings) that provide a good canopy.
    - There should be open space under the future Orange Line bridge.
    - Urban agriculture should be allowed and promoted within single-family residential zones and in front yards, similar to Victory Gardens.
    - Should have useful open space and edible food walls rather than grass, which is wasteful and not drought tolerant. Gardens should be available – even though it takes water, you get something out of it. There should be enough food landscaping that there's no shortage of food for those in need. There are examples in China where workers can go to the food garden during their breaks.

Mobility

Several comments expressed a desire for improved pedestrian, bicycle, and transit connectivity and safety throughout the community, including bike lanes, pedestrian scramble crosswalks, wider sidewalks, and active alleys. Comments also felt that it should be made easier and more pleasant to walk to destinations. Some comments mentioned a lack of sidewalk in neighborhoods, such as north of Delano Park, which should be improved.

Several commenters felt that Costco Drive should be extended to create blocks and public streets, and that access to the Sepulveda Station should be available from this street rather than from Erwin Street. One commenter suggested the provision of pedestrian bridges over major thoroughfares.

Opinions on parking varied. Some commenters expressed that the parking at Van Nuys and Sepulveda Stations is vastly underutilized, and that parking requirements should be eliminated for new development. Others commented that there isn't enough parking at the existing gym on Sepulveda Boulevard. Concerns were raised regarding the amount of new development in Van Nuys, and a perceived lack of sufficient on-site parking spaces; some comments expressed a desire to maintain parking for retail along Van Nuys Boulevard, but didn't feel that it had to be provided on-site or necessarily on Van Nuys Boulevard.

Many commenters expressed ideas and concerns regarding the future redevelopment of the Metro-owned site at the Sepulveda station. Several commenters expressed the desire to maintain the existing wall on the Metro site to the south of the Victory Park neighborhood along Erwin Street, and traffic barriers along Victory Boulevard to prevent intrusion of through traffic into the neighborhood. Other commenters stated that a "sufficient" level of parking needs to be available at the Sepulveda Station for commuters. Specific comments on this area included:

- Key issues to the community are visibility and density of new development. It should be compatible with the neighborhood.

- There should be an easement or setback between any development on the Metro site and the neighborhood.
- Don't want any new car traffic in Victory Park or driveways along Erwin Avenue. If there were townhomes developed on the south side of Erwin Street facing the neighborhood, with the pedestrian traffic would not be an issue.
- Comments felt traffic should go to Sepulveda Boulevard and avoid Erwin Street with concerns about Erwin Street becoming a thoroughfare to Victory Boulevard; Erwin was noted for it's character and safe place for children to play..
- OK with 8- to 12-story buildings next to station, but there should be transitional height, tapering down to the single-family neighborhood.
- Need to retain street parking for residents.
- Fine with having parking garage adjacent to neighborhood. Just don't want looming feel – if it's not a tall residential building next to the neighborhood, it's fine.

Other comments included:

- Safety is #1 issue – pedestrian safety especially, as many community members walk with kids.
- The Metro Sepulveda Station should be moved to the intersection of Sepulveda Boulevard and the Orange Line for better visibility of the transit station and to facilitate connections to buses, rather than set back behind the building.
- South of the Orange Line, there should be paseos that connect the neighborhood streets between Sepulveda and Van Nuys Boulevards to Oxnard Street. The large blocks between Kester and Cedros Avenues north of the Orange Line should also be broken up to make it easier to walk around the neighborhood.
- Reconnect the north and south portions of Kester Avenue when the Orange Line bridge is constructed.
- Secondary streets should be left alone.
- Residents felt the TNP could be an enormous benefit and that usable open space should be a priorityOpen space shouldn't be an unusable square of grass with a dirty bench, itneeds to be usable outdoor amenity space. There was sentiment that paseos shouldn't count as outdoor space and that perhaps the neighborhood didn't get spaces that were promised, with one commenter calling it a "switch-a-roo."
- Commenters didn't like some of the new buildings in the area, and one mentioned the "arcade" frontage as a style they did not like.
- Some people think that it would be interesting to create a bicycle corridor on the Orange Line bike path that's separate from a vehicle corridor, with active uses that people could bike to.
- Need to be aware of parking issues – there's overcrowding already, and households have more cars than the existing single-family homes provide.

Reseda Station

Land Use

Many participants commented that they are supportive of allowing ground-floor retail along Reseda Boulevard, and facilitating better connections from the transit station to destinations to the north and south. Several commenters said that they would like to see new mixed-use development at the intersections of Reseda/Oxnard and Reseda/Victory. Many participants also supported restrictions on tenant sizes in new development along Reseda Boulevard to encourage small businesses. One commenter added that regulations should require, rather than allow, neighborhood-serving ground-floor commercial on Reseda Boulevard. Some commenters felt that restaurants and retail are not as viable on Oxnard Street.

Several commenters also expressed support for rezoning the institutional uses that are currently designated for the Residential Agriculture zone (including the Los Angeles Jewish Home, Discovery School, and Montessori School). One participant noted that these institutions are important to the community, are large employers, and are not going to leave. Another commenter recommended rezoning the land owned by the Discovery School north of Calvert Street to a more appropriate zone for institutional uses.

Many commenters expressed support for having a focus on the arts in the station area, and encouraging live/work artist spaces or lofts in the "Mixed Artcraft" area. Some noted that arts uses, such as Columbia College Hollywood and the San

Fernando Valley Arts and Cultural Center, are existing community anchors, and would support further fostering these uses. However, concerns were raised about the potential for displacement of existing businesses in the industrial area near Oxnard Street and Yolanda Avenue. Concern was raised by one commenter about the potential for marijuana uses to locate in the industrial area.

Other comments included:

Figure 6 Brand Blvd. in Glendale. Source: Google Streetview

- Create a destination within the neighborhood for people to hang out same as the pedestrian-friendly environment along Brand Avenue in Glendale.
- Fill the empty buildings first, before building anything new.
- Reseda should have mixed-use development and changes should be focused there; such change could create a place like Ventura Boulevard with entertainment uses and activities.
- Support uses that might work for younger residents in the Reseda Station area: fitness center, Starbucks, and brand name restaurants such as Chipotle.
- Retain the existing zoning except for corridors and commercial areas.
- Focus changes in the industrial near Oxnard Street and Yolanda Avenue, and allow residential here.
- The former Unilab site has been vacant for several years – it needs a shot in the arm.
- In the existing industrial areas, support restricting residential uses north of the Orange Line, but allowing limited Live/Work units to be developed south of the Orange Line.
- Don't want to see new housing developed next to the transmission power lines that run parallel to Wilbur Avenue due to potential health risks.
- Add "Residential Amenity" area to all blocks adjacent to community commercial.
- There are currently a lot of offices and accountants. Should encourage social service agencies and disabled group homes to locate near medical facilities.
- Don't change the neighborhood near Erwin Street/Etiwanda Avenue; don't change anything on Hesperia Avenue, in a single-family neighborhood to the east of the station area.
- Keep the area southwest of the Oxnard Street/Lindley Avenue intersection RD2-1 (low density multifamily residential), as those condominiums provide a transition between the higher-intensity station area to the single-family (R1) neighborhood to the east.
- Because of the Downtown Los Angeles Arts District and the NoHo Arts District, the arts district concept might not work in Reseda Station area.
- Multiple lots north of the Oxnard Street are currently designated "Residential Agriculture" (RA), but have been already subdivided and built out; it's fine to rezone those lots to match the existing uses.
- Don't like the idea of having bars near the station.
- Paladino's bar, north of the Orange Line, is good to have at this station; alcohol uses such as breweries and bars near the transit stations is okay.
- Support upzoning single-family residential areas.
- Retaining some areas for local agriculture is good.

Housing

Commenters were supportive of more housing and more housing types, including housing affordable to a range of incomes. Specific comments included:

- Recognizing the need to accommodate increased population at all lower income levels, encourage multifamily properties seeking density bonuses to include a mixture of very low-, low-, and moderate-income housing units by granting them the same density bonuses as would be allowed for inclusion of the equivalent number of very low-income units only.
- It is important to have a variety of housing options – this community needs everything from studio apartments rentals, to 3-bedroom condos, single-level dwellings, and townhouses.

- Where there is no density limit, regulations should call for a mix of unit sizes to ensure options for various household types.
- Want to have more housing options – townhomes, low-scale multifamily, etc. might work along secondary corridors. Support having townhomes on Bessemer Street and Wilbur Avenue, identified as Subarea J.

Urban Design & Open Space

Several commenters expressed support for introducing pedestrian-friendly design regulations. Several commenters expressed approval for 8- to 9-story buildings on Reseda Boulevard and Oxnard Street, with ground-floor commercial and either office or residential above. Other commenters felt that an allowable building height of 75' is too great, and some commented that buildings should be limited to 36' in height. Other comments included:

- Need to require more sustainable building materials, solar panels, and on-site water recycling.
- Need more small parks and pocket parks in the area.
- Explore the possibility of designating the space under the power lines along Crebs Avenue for parks.
- Require tree canopy and use of drought-resistant plants. Require that new construction and major remodeling along Ventura and Reseda Boulevards plant drought tolerant tees along their street frontage and encourage the use of drought resistant plants in all zones.
- Want public art at the station, similar to other Metro stations such as North Hollywood, and other placemaking improvements.
- Support design standards. Would like to see this become a place like Green Street in Pasadena – it's nice.
- Design standards should allow for security fencing.
- Concerned with height and massing – want more façade treatments and articulation (scared of what is happening in North Hollywood).
- Upgrade the commercial, retail, and office spaces along Reseda Boulevard to require increased setback and wider sidewalks to increase pedestrian friendliness for all new construction or major remodels.

Figure 7 Green Street in Pasadena. Source: LACityPix

- Encourage mixed-use development along Reseda Boulevard, and require a 16' floor height for the first story commercial or retail space.
- Support the concept to encourage mixed-use development along the Reseda corridor; the proposed changes would be consistent with 6-story developments planned farther north on Reseda Boulevard.
- Should have 6-story buildings on Reseda Boulevard, 4 stories in front (step back at 4 stories).
- Concerned that TNP boundaries and intensity can trigger another TOC south of the Freeway on Ventura Boulevard.
- Increased FAR is too great (should be less than 1).
- Support 5+ stories.
- Increase FARs within the Reseda commercial mixed-use zone to a "Base" of 3 and "Bonus" of 6, and allow building heights of 12 stories.
- Rezone everything between Victory Boulevard, Ventura Freeway, and Lindley and Wilbur Avenues to a mixture of residential amenity, multifamily, and low density multifamily.

Mobility

Several comments focused on the need to better connect the Reseda Station to amenities such as the zoo, Los Angeles River, and CSUN; facilitate more north-south connections along streets such as Mason Avenue; and have a local shuttle, circulator bus, or DASH Line. Other comments included:

- Need to include restrooms at the Reseda Station, and more amenities along the entire Orange Line for people to use bike paths – it is currently unfriendly to passengers and riders.
- There was a desire for enhancements that would make it easier to bike and walk.
- There are large blocks in the multifamily area south of the station, identified as Subarea E in the initial concepts, which make it difficult to get anywhere. Need to break up the large city blocks to create more connectivity.
- There are no sidewalks in the single-family residential neighborhood northeast of the station; there are also parking issues in this neighborhood.

- The area around Reseda Station is not like Warner Center – they are working class people who need their personal vehicles for work and won't be taking transit.
- This planning effort has a twenty year outlook so it is important to adequately plan for transit now.

Sherman Way Station

Land Use

Many commenters expressed support for new mixed-use development along Sherman Way, including mid-rise office and residential development. Several participants supported limiting commercial tenant sizes along Sherman Way to encourage smaller businesses, and some proposed that this type of regulation be expanded to businesses along Owensmouth Avenue.

Opinions regarding maximum building heights varied, with some participants commenting that proposed heights were much higher than existing buildings, particularly along Sherman Way east of Canoga Avenue, and others requesting more permissive height regulations; some commenters expressed a desire to see the allowable heights increased to a minimum of 6 stories in commercial areas. Other comments included:

- More compact development is needed on corridors to support increased transit service.
- Regarding a Canoga Clean Tech corridor, Neo Tech in Chatsworth is an example of clean tech that may work here.

8 Example of clean tech jobs. Source: Neotech

Housing

Concerns were raised regarding the affordability of new housing developed, as well as the number of affordable units that would be required of new development, and many commenters expressed a desire for housing to accommodate low- and moderate-income households. Several commenters supported the concept of allowing low density multifamily housing, including duplexes, fourplexes, and townhomes, along secondary corridors such as De Soto Avenue and Bassett Street, and some favored expanding higher-density housing to other single-family areas as well. Other comments included:

- More housing is good, even if single-family residential areas become two- and three-stories, and there is mixed-use development along Sherman Way.
- Everything between Saticoy and Vanowen Streets, De Soto Avenue, and Topanga Canyon Boulevard should be rezoned to a mixture of residential amenity, multifamily, and low density multifamily.
- The industrial areas along Deering Avenue, identified as Subareas F1 and F2 in the initial concepts, should allow Live/Work units.

Urban Design & Open Space

Several comments supported design regulations that encourage pedestrian-friendly, walkable corridors. One commenter supported decreased building setbacks, and to encourage new buildings to be placed at the sidewalk, noting that the deep building setbacks along Sherman Way near the library make the buildings feel uninviting to pedestrians. Several commenters supported increasing the allowable building height and intensity along the commercial corridors, although ideas on appropriate maximum heights varied. Other comments included:

- Increase access to the Los Angeles River for use as open space.
- There should be more trees and green space to absorb pollution and heat.

Mobility

Some commenters suggested the elimination of on-site parking requirements, and encouragement of shared parking structures and lots. One commenter requested that Owensmouth Avenue be closed to vehicular traffic between Sherman Way and the Los Angeles River, citing heavy traffic and lack of pedestrian safety. Other comments regarding mobility included:

- Make more people travel toward transit locations; e.g., away from Van Nuys Boulevard to Sherman Way Station.
- The bicycle lanes along Sherman Way should link to a bike path on Topanga Canyon Boulevard.

ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

COMMUNITY WORKSHOPS: SUMMARY OF COMMENTS

JULY 2016

Executive Summary

During the initial phase of the public planning process for the Orange Line Transit Neighborhood Plans (TNP), the Los Angeles Department of City Planning hosted four community workshops for residents, businesses, and other stakeholders to identify opportunities to enhance neighborhoods surrounding transit stations. This project aims to develop land use, zoning, and design regulations for the neighborhoods surrounding five Metro Orange Line stations in the south San Fernando Valley: North Hollywood, Van Nuys, Sepulveda, Reseda, and Sherman Way. The study area generally includes the corridors and some residential areas within a 15-minute walk or ½-mile radius of each station. Each community workshop focused on the neighborhoods surrounding a specific station or stations, though staff welcomed comments on neighborhoods surrounding all stations at all meetings.

- Van Nuys & Sepulveda Stations: Monday, July 11, 2016 from 6 – 8 p.m.at the Marvin Braude Constituent Service Center Community Room;
- Sherman Way Station: Wednesday, July 13, 2016 from 5:30 – 7:30 p.m. at the Canoga Park Branch Library;
- North Hollywood Station: Wednesday, July 20, 2016 from 6 – 8 p.m. at the North Hollywood Senior Center;
- Reseda Station: Saturday, July 23, 2016 from 10 a.m. – 12 p.m. at Columbia College Hollywood.

The TNP team promoted the event through a mailing of more than 6,300 flyers; an email interest list; offices and organizations such as Neighborhood Councils, the Department of Neighborhood Empowerment newsletter, Council District offices, and Business Improvement District groups; flyers posted at civic institutions, recreation centers, and libraries; social media such as the online platforms NextDoor, Facebook, and Twitter; and the project's website www.latnp.org. The TNP team gathered input from community residents, business owners, employees, Orange Line users, and other stakeholders about their thoughts, ideas, and concerns for the future of their neighborhood as it develops around transit. All comments inform the Department's analysis; however, the regulations developed through this planning process will generally address issues related to land use, development, and urban design. Comments from the public featured several recurring themes:

- There is a need for neighborhood-serving commercial, such as grocery stores, restaurants, and cafes.
- Outdoor space and green space are community amenities and should be encouraged in new development through parklets, plazas, green alleys, community gardens, and outdoor dining areas.
- Density is generally appropriate in close proximity to the station but should taper down farther from the station or corridors.
- It's important to have adequate parking for new development and at the transit stations.
- Homelessness and affordable housing are issues across the City and need to be addressed.
- The San Fernando Valley heat is a deterrent from walking and biking places; new development should provide trees and shade elements, such as awnings or arcades, to encourage street activity.
- Both real and perceived safety and security of pedestrians, transit users, and bicyclists is of utmost importance at the stations, along corridors, and on the Orange Line bicycle path.
- Maintenance and upkeep is an issue in many of the commercial areas, including litter and graffiti, and deters people from walking, bicycling, and riding the Metro Orange Line.

Van Nuys & Sepulveda Stations

Land Use

There is a general feeling that there are no neighborhood destinations within walking or bicycling distance; participants would like to see a mix of places "where you can stay the afternoon." Comments mentioned the overconcentration of certain uses, such as bail bonds and auto repair shops, as detrimental to the community. Concern was also expressed about the effects of development on the neighborhood such as traffic congestion. Participants mentioned that they would like to see:

- Nightlife; existing uses serve Civic Center employees, with few places to go after 5pm such as restaurants or microbreweries
- Convenience and neighborhood-serving uses such as grocery stores, banks, and cafes
- Upscale retail that may attract visitors to come shop in Van Nuys; many go to the West Valley to shop
- Recreational uses where youth can go such as gyms, dance studios, and indoor skate parks
- Arts and cultural organizations and amenities, creating a creative district near MacLeod's Brewery
- Fostering of existing studio uses in the industrial area, and development of a hub for recording and post-production work
- Active ground-floor uses that could increase accessibility and safety, and make people more inclined to walk
- Animal-serving uses such as veterinarians, dog stores, and groomers, but NOT kennels, which could be located close to one another perhaps along Oxnard Street
- Jobs-generating uses
- A more commercial orientation along Sepulveda Boulevard; much of the existing industrial land along Sepulveda Boulevard is already used for commercial and office
- Mom-and-pop shops, rather than regional big box stores
- Social service and nonprofit organizations such as Work Source centers or homelessness resources to help community members; incentivize private land to be used for these services, such as a "charitable zone"
- Public amenities such as green space, benches, public restrooms, and cooling stations

Figure 1 Existing office space located in an industrial area Source Google Street View

Other comments included:

- Downtown Culver City, NoHo Arts District, and Downtown Burbank are examples of walkable "Main Streets" that Van Nuys could be modeled after, with a mix of cultural anchors, entertainment uses, and restaurants that give them a "sense of place"
- Hotels currently on Sepulveda Boulevard are appropriate, as long as they are maintained
- Swap meets, paint stores, adult uses, marijuana shops, and additional big- and medium-box stores are not preferable uses
- Existing industrial is not aesthetically pleasing; light industrial uses do not necessarily conflict with adjacent residential, but heavy industrial uses are inappropriate next to residential
- Abandoned buildings discourage walking in the neighborhood – it is unfair that they are allowed to remain empty, and these should be considered nuisance properties
- Any new use should be compatible with adjacent residential and shouldn't "spill over" into the community (e.g., noise, people, employee parking)
- New projects should consider infrastructure, public services, and amenities when development is proposed.

Housing

Participants generally agreed that there is a need for housing, but expressed concern over neighborhood impacts from additional residential density or the concentration of affordable housing. Specific comments include:

- Housing affordability is a concern
- Preserve rent stabilized units
- Need diverse housing options, including places for seniors to live, and college kids to move out into – these groups can't afford apartments that are on the market now
- Should encourage more housing – need higher population density to support desirable commercial uses
- "Tiny homes" and smaller dwellings are good, address growing trend to live smaller but closer to amenities
- Multiple-family housing should be located on the ends of the corridors, so that people can walk past shops and commercial on their way to and from the station
- Housing should be located closer to the station
- Uncertainty of whether residents living near the station would take transit

Urban Design

Many comments addressed the need for the design of new buildings to respect their relation to single-family neighborhoods, in considering appropriate height, massing, and the shielding of new lighting.

- The height of buildings should be more restrictive south of the Van Nuys station; there are already several taller buildings (10+ stories) north of the station, which makes additional height more appropriate
- Concern about shade/shadow impacts of taller buildings
- There should be continuity and a unifying character along the corridor, with similar colors
- Building designs should vary and contrast, but also be complementary
- Glass façades and exterior lighting are important for commercial businesses
- The existing buildings along Califa Street – brick structures with landscaping – were cited as a model for design of industrial properties
- Parking should be at the rear of the building; a plaza adjacent to the sidewalk would be preferable to strip mall parking lots
- Secondary dwelling units ("granny flats") shouldn't be larger than the main home
- Oxnard Street particularly is in need of trees and landscaping
- It would be advantageous if there was a Design Review Committee established to review projects
- The wall along the Orange Line from Kester Avenue to Sepulveda Boulevard would be a good site for a mural, with children's art along the bike path to beautify the area and give a neo-industrial feel
- Utilities should be located underground
- Good infrastructure and streetscape design will attract businesses to locate here
- The County buildings at Saticoy and Van Nuys Boulevards were mentioned as an example of good civic building design

Figure 2 Brick buildings and landscaping was cited as appropriate industrial design Source Google Street View

Mobility & Parking

Many comments related to improving conditions and safety for pedestrians and bicyclists. Traffic congestion was another issue of concern, as well as the availability of parking near the Civic Center. Stakeholders commented that new development should follow these guidelines:

- Long city blocks should be broken up by paseos or walkways for better pedestrian and bicycle access
- Businesses need to accommodate employee parking; employees of some businesses in the area park on residential streets, which affects livability
- Businesses should face the Orange Line busway and bike path, and provide amenities for users, to make long stretches of the path feel less isolated and more safe
- Buildings should have direct pedestrian access from the sidewalk, not through a parking lot
- Businesses should look inviting and interesting to pedestrians; there has to be pedestrian amenities and attractive design to encourage people to walk

Figure 3 Paseo through a commercial shopping area Source Gruen

Other comments and suggestions generally regarding neighborhood circulation and mobility included:

- Connectivity is important for all modes
- Trolleys or shuttles running north-south could help connect neighborhoods to the Orange Line
- Streets should be more "habitable"; traffic calming would make it more desirable to walk and linger
- Angled parking can cause safety issues and should only be used on streets with very slow traffic
- The landscaped median on Chandler Boulevard works well, encourages multi-modal transit; Sepulveda Boulevard could benefit from a similar one
- We should incentivize walking through design or ease of use
    - Reseda is a good example of a pedestrian-friendly street, with a narrow road, traffic calming , and north-south running transit
- Students of nearby educational institutions pass through the area daily, and should feel safe crossing Van Nuys Boulevard
- Safety improvements for pedestrians could include wider sidewalks, red light cameras, pedestrian-level street lights, and signal priority for Orange Line rather than vehicles
- Human trafficking issues on Sepulveda and Van Nuys Boulevards, generally farther north than the transit station area, need to be addressed to make it feel safe to walk on the streets
- Intersections on Sepulveda Boulevard at Victory Avenue and Erwin Avenue are key crossings for pedestrians, and need improvements to enhance pedestrian safety
- Residential streets create "greenways" that are easier and quieter for walking/ biking (Sylvan, Tyrone Ave.)
- The district should retain parking meter revenue to beautify and improve the area, like Old Town Pasadena
- When there aren't seats available on the Orange Line it makes it more difficult to use
- Improvements suggested for Orange Line stations include: drop off and waiting areas, flexible use of parking lots such as weekend Farmers Markets, moving the Sepulveda station closer to the street for safety and ease of transfers, and bike facilities that are intuitive to use
- Orange Line bicycle path could be "Jewel of the Valley" – needs to be maintained and feel safe
- The connection from the Orange Line to the Red Line is challenging and feels dangerous with the amount of traffic on Lankershim Boulevard – the new pedestrian tunnel should help
- Transit stations feel unsafe when isolated – should have amenities such as a bike hub and coffee shop, lighting, trash bins, bike repair station, police presence
- Need protected bike lanes like those on Reseda Boulevard – bicyclists use the sidewalk because it's safer

Sherman Way Station

Land Use

Comments identified a lack of "destinations" near the station, and commercial amenities for the dense residential population. Participants would like to see uses that support the community's cultural strengths, such as the popular 3rd Thursday Art Walks and the Madrid Theater; complementary uses could include restaurants and entertainment uses that enhance the overall nightlife. Another recommendation was to strengthen the connections to the Los Angeles River, as one of the area's most valuable amenities.

- It should be easier for restaurants to have live entertainment and music
- Active uses (yoga studios, gyms, etc.) are desirable
- Stores such as Home Depot and Costco are convenient to have located nearby
- There needs to be a connection between the east and west sides of Sherman Way, divided at Canoga Avenue, which currently have two separate Community Design Overlays; the commercial should also form a cohesive corridor, as opposed to being separated by industrial land as it is right now
- Combining living and shopping in mixed-use development may help with congestion
    - Rocketdyne site in Warner Center is a good example of a mixed-use project to use as a model
- Additional housing options are needed, since many people need to move farther away in order to afford to buy a single-family home; the creation of more housing will allow people to live where they work
- The area needs jobs and/or better connections to jobs, since it has lost so many jobs centers
- There's a need for additional green space and open space
    - A green belt has been planned along the Los Angeles River; it should be expanded west along Bell Creek, which is a natural open space
    - Future transit could be underground with green space at the street level

Urban Design

Most commenters felt that commercial development on Sherman Way west of Canoga Avenue should retain a smaller scale Main Street aesthetic, while the commercial development along the street east of Canoga Avenue should feature more pedestrian friendly design.

Figure 4 Old Town Pasadena commercial area Source 33rd NRDC

- Sherman Way and De Soto Avenues have potential for development, but west of Canoga Avenue should retain the small mom-and-pop stores
- Main Street Canoga Park could develop into something similar to Old Town Pasadena
- Buildings should be adjacent to the sidewalk, with parking in the rear
- Ventura Boulevard and Sherman Way are very different in terms of what development density is appropriate
- Palm trees aren't desirable – they provide little shade and are difficult to maintain

Mobility & Parking

Connectivity to jobs and nearby amenities was discussed as a priority for mobility investments, as well as improvements for pedestrians and bicyclists. Specific comments included:

- There should be easier access to stores, libraries, and housing from transit
- Small, older buildings weren't built with a lot of parking, which makes them difficult for new businesses to reuse under modern City parking requirements

- A DASH route or shuttle could link Canoga Park to Warner Center and Fallbrook Center mall
- There should be direct connections to the Westside (e.g., Sepulveda Pass) for employment, to such places as Westwood, Santa Monica, and the Silicon Beach area
- Owensmouth Avenue could have better connectivity to the Los Angeles River
- There are several alleys in downtown Canoga Park that could be green alleys or shared alleys
- Sherman Way is unsafe to walk or bicycle along; it needs improvements to make it safer for all users
    - The median could be eliminated and instead used for a bike lane or to widen the street
- The population density lends itself to having a car share or bike share, which would be a nice amenity
- Should incentivize or regulate existence of solar panels or chargers to promote more use of electric bikes (e-bikes) and electric cars (e-cars)
- Bicycling
    - The bicycling event CicLAvia has been a big success in the San Fernando Valley
    - The Orange Line bike path and the river bike path should be connected
    - It feels safer to ride on bicycle paths that are separated from vehicular traffic
- Diagonal parking could be good on Owensmouth Avenue to slow traffic and accommodate more parked cars; a good example is Larchmont Boulevard
- There are several public parking surface lots that could be developed into parking garages

North Hollywood Station

Land Use

Participants expressed a desire to foster the retention and attraction of arts-oriented businesses, as well as commercial and entertainment uses that contribute to the nightlife in NoHo. Comments also mentioned enhancing the connectivity to Universal City and providing hotels and amenities for visitors.

- Active uses with later hours near the station would encourage use of Metro and increase safety
- There should be kiosks near the station and bike hub to promote street activity and provide convenient food and retail options for transit riders
- “Restaurant Row” on Magnolia Boulevard should be extended east
- Need for a grocery store, such as Sprouts or Trader Joe’s
- Open space and community performance space, parklets, green alleys, additional “People Street” alleys would be good; increases in open space need to be proportional to increases in density
- Need to have job-generating uses such as office space, high tech, light manufacturing, and post-production or recording spaces
- Extension schools and educational institutions could be anchors
- Existing light industrial uses are appropriate for the community, since they don’t conflict with residential like older noxious industrial uses
- Auto uses aren’t appropriate near the transit station
- Public restrooms should be available near the station
- Height and density is appropriate closer to the station and within the urban core, but should be reduced farther from the station
    - Concern about height and density in close proximity to single-family neighborhoods

Figure 5 North Hollywood "People Street" Source LADOT

- North Hollywood Park is an amenity, but there are concerns of security; should have a decorative gateway arch or entrance landmark to the park along Chandler Boulevard

Housing

Several participants noted a need for more housing, concentrated in the core of the NoHo Arts District and along corridors but separated from lower-density residential neighborhoods. Other suggestions included:

- Low-intensity industrial areas that are vacant could be used for live/work space for artists or affordable housing
- NoHo could be a hub for young professional housing who work in Downtown Los Angeles
- Microunits could be appropriate near the transit station to accommodate students, young professionals, or for affordable housing
    - Concerns about overcrowding and desire for residents who want to "move in and put down roots in the community"
- There are several colleges along the Orange Line, and North Hollywood is a uniquely placed station and great location to centralize student housing, where young people would like to live
- There should be more mixed use development

Urban Design

Comments stressed a need for smaller, more dispersed open spaces that can also be used for performances or events, citing the greenspace in front of Pitfire Pizza as a model. Generally, participants also agreed that taller, more dense buildings were appropriate for the urban core of NoHo around the station, while it is more appropriate for buildings along Magnolia Boulevard to have a stepback in height after 1-2 stories.

- Smaller-scale facades (1-2 stories) with additional floors stepped back would retain the "nostalgia" of the older single-story commercial, and pedestrians wouldn't be able to see the taller stories from the sidewalk
- There should be a rhythm to façades and setbacks
- Lighting and transparency of façades is important to increase safety for pedestrians at night
- There are some dead zones on Lankershim Boulevard north of Burbank Boulevard, and along Burbank Boulevard, where it isn't walkable and development seems to be more difficult to attract
    - The designation of Lankershim Boulevard as a "Great Street" under the Mayor's new program, and accompanying investments and activation of the area, seems to be helping
- Development should feature sustainability components such as solar use, green roofs and walls, use of rooftops for urban farming, and use of greywater for landscaping
- The front façades, as well as the alleys and rears of buildings, should be made attractive and walkable
- Green alleys should be encouraged; the alley behind Pitfire Pizza and the alleys near Weddington Street could be greened
- The corner green space in front of Pitfire Pizza at Magnolia and Lankershim Boulevards should continue down the street and in other areas; it is a "softer" public space than plazas and patios constructed with concrete and other impermeable materials
- Landscaped buffers are appropriate on side streets, but buildings on main streets should be built to the sidewalk with any additional space in front of the building used for outdoor seating and dining
    - Sidewalks should be widened to accommodate this type of activity
- There should be more industrial-style public art
- There's generally too much concrete in the area, which is unattractive and makes it hotter

- Design should consider modular buildings, which can reduce on-site construction time and create the ability to modify or add onto the structure in the future

Mobility & Parking

Many participants called for bike lanes and amenities, as well as wider sidewalks that feel more comfortable to walk along and offer space for outdoor dining and landscaping. Parking for transit users was a concern, with several participants noting a spillover of transit parking into neighborhoods. Additional comments include:

- Mobility hubs, with bicycle shares and car shares, should be located in new development
- Multimodal connections should link North Hollywood to Universal City along Lankershim Boulevard
- There should be pick-up and drop-off areas for ride-sharing companies such as Uber and Lyft, so that the cars don't stop in a travel lane and block traffic
- Different land uses should be able to share parking
- The old industrial blocks are too long to walk
- The width of many streets and the narrowness of sidewalks is a concern, along streets such as Chandler Boulevard, Lankershim Boulevard, Burbank Boulevard, and Vineland Avenue, and make it feel intimidating to cross or walk along as a pedestrian
- Magnolia Boulevard is walkable, since the street is narrower and lined with shops and restaurants
- There should be additional bike lockers and bicycle parking corrals installed at the transit station and in front of businesses to ensure that bicycles are secure
- It's difficult to navigate many of the main streets in the district by bicycle – Lankershim Boulevard, Vineland Avenue, and Camarillo Street
    - People ride bikes on the sidewalk in many areas, since they feel riding in the street is dangerous
- The Orange Line bike path needs to have more connections with other bicycle routes – it doesn't always accommodate where people need to go
- Need "low stress" bicycle routes that are safe and easy to use by bicyclists of all ages and skill levels
- There's potential for a protected bicycle lane on Vineland Avenue from Chandler Boulevard to Ventura Boulevard
- Metro should "advertise" parking lots at other stations that aren't well utilized, such as the Sepulveda Station lot

Reseda Station

Land Use

Participants voiced a desire for neighborhood-serving uses such as cafes, restaurants or microbreweries, convenience stores, and grocery stores. Oxnard Street was identified as the area with the most opportunity for new investment and development, though opinions differed on the best use of the industrial land along the street, some of which is currently vacant.

- Most Orange Line passengers see this station as a transfer point, but not a destination; need more uses to "go to" or meet friends
- There should be more commercial and residential uses near the station since they have longer hours of operation than office uses, and would make the area feel safer – a good example is Westfield Village, which has 18-hour use and is walkable with ample seating and open space
- There should be brick-and-mortar restaurants; currently there are just a few food trucks

- Need to protect and incentivize small businesses and "mom-and-pop stores"
- The clothing shops in the "Alley in the Valley" are a good use and should be encouraged
- Civic uses could include a library
- The industrial land is "outdated" and there is no heavy industrial operating there anymore since the freight line is gone; the area could house creative and light industrial uses like recording and studio space
- The vacant industrial areas feel unsafe at night, and should be activated with shops or housing
- Should ensure that some of the existing light industrial jobs-producing uses aren't displaced
- There's potential for hybrid industrial with live/work lofts and flexible zoning
- There are already artist-in-residence spaces at the San Fernando Valley Arts & Cultural Center – this could be fostered by additional arts uses and live/work spaces similar to uses in the Arts District downtown or the NoHo Arts District
- An increased mix of uses will allow better access to amenities, so you don't have to drive to everything you need
- Flexible-use spaces, such as parking lots, should be encouraged to support community activities
    - Parking lots could be used for community movie screenings
    - A Farmers Market would be a good use of the Metro parking lot on the weekend; there have been a few attempts at a regular Farmers Market in this area, but the City should provide additional guidance on creating a successful and sustainable Farmers Market
- The vacant UNILAB property is an opportunity site, and could be redeveloped as mixed use with office, commercial, and residential
- The area is primarily residential, with few job centers
- The number of auto uses should be limited; the community doesn't want regional-serving uses such as car dealerships, but a local auto repair shop is convenient
- New development could provide amenities such as: pocket parks, public restrooms, drinking fountains, public art, childcare, tot lots (playgrounds), community gardens, affordable housing, and green walls
- Sunset Triangle is a good example of a mix of shopping, walking, and biking that could be used as a model
- The area should have more immediate interventions to revitalize, in addition to long-term plans

Urban Design

Participants identified a need for a cohesive design style to unify and define the area. Comments also highlighted a desire for pedestrian orientation and walkability.

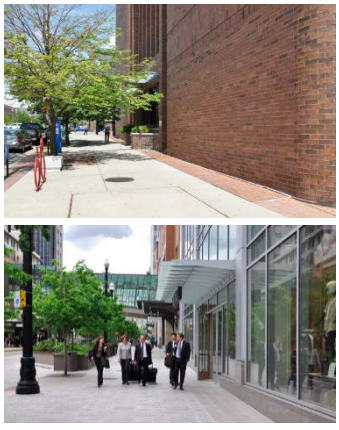


Figure 6 Pedestrian experience of transparent and non-transparent facade Source Journal of Urban Design

- The industrial buildings don't seem to have much intentional design
- New buildings need articulation; should have interesting design "but not too interesting"
- The buildings should be visible and accessible from the street and sidewalk
- The ground floors should have windows, and not just be blank walls
- Adaptive reuse of older buildings should be encouraged, similar to San Diego's Gaslamp Quarter
- Hanging district banners on utility poles could create a sense of identity
- There should be wayfinding signage to direct pedestrians and bicyclists to nearby attractions, such as "LA River and Reseda Park - 5 minute walk"
- Trees should be low maintenance and not block signage, and tree roots should not damage the sidewalk
- The LADWP facility at Oxnard Street and Wilbur Avenue should be a demonstration site for xeriscaping

Mobility & Parking

Many speakers mentioned the need for improvements that will address pedestrian and bicyclist safety. Concerns were also raised over a lack of parking in the dense residential area south of the station. Comments included:

Figure 7 "Pedestrian scramble" crosswalk near transit station Source City of Santa Monica

- The City should encourage shared parking between different uses at non-peak times; there is underutilized parking in the industrial area when employees aren't there which could be used for parking in the evening by restaurants, residential, etc.
- The area is not pedestrian friendly and it is difficult to cross Reseda Boulevard – the area needs more crosswalks and midblock crossings, and for development to generally be more pedestrian-friendly; there should be a pedestrian scramble crosswalk at the intersection of Reseda Boulevard and Oxnard Street
- The City should use rubber sidewalks; the material is good for pedestrians and allows growth of tree roots without buckling the pavement
- The Orange Line bike path is nice to use for walking and biking
- There should be a bicycle repair station with locked bicycle boxes and showers near the station
- The area needs protected bicycle lanes and amenities; it feels unsafe biking on Reseda Boulevard and Wilbur Avenue due to high traffic speeds and lack of protection from cars
- Bicycle corrals would be good; they're a more efficient use of space since you can fit 10 bicycles where one car would fit, and leave more room on the sidewalk for pedestrians
- The traffic lights don't seem to be synchronized; this will become a bigger issue if there is growth

EXHIBIT H.2:

Public Hearing Comments

CPC-2018-3723-GPA-ZC-CDO-BL-CA
For consideration by the City Planning Commission

June 25, 2026

Alexa Vasquez <alexa.vasquez@lacity.org>

The Orange (G) Line Transit Neighborhood Plan

2 messages

jeff.kalban.sonc@gmail.com <jeff.kalban.sonc@gmail.com> Tue, Mar 31, 2026 at 9:03 AM
To: planning.oltnp@lacity.org
Cc: Ann O Connor <ann@annoconnor.com>, Howard Katchen <hkatchen@shermanoaksnc.org>, Maria Pavlou Kalban <mpkalban@gmail.com>, jeffrey.hartsough.SONC@gmail.com, Patrick Whalen <patrick.whalen@lacity.org>, Sarah Hounsell <sarah.hounsell@lacity.org>, David Olivo <david.olivo@lacity.org>

To Whom It May Concern,

The Sherman Oaks Vision Committee and the Sherman Oaks PLUM Committee have collaborated closely with the POSO (Part of Sherman Oaks) community and the Planning Department's OLTNP Team over several years regarding the Orange (G) Line Transit Neighborhood Plan and the proposed rezoning of the area.

We have reviewed the most recent iteration of the Plan, presented via webinar on March 18, 2026, and published on the Los Angeles City Planning website (Winter 2025–2026). While we acknowledge and appreciate the Plan's continued evolution, our primary concern—consistent throughout this process—remains the transition in scale between multi-story residential development along major commercial corridors and adjacent single-family neighborhoods. In addition, the absence of "missing middle" housing options continues to be a significant issue.

Following the March 18 webinar, we noted that the updated zoning designations no longer clearly include a prescribed stepped transition between eight-story (and higher) buildings and single-family residential areas. When this issue was raised, Planning staff indicated that certain zoning tools, including transitional height standards, are still being developed and calibrated by the ZIP Team, with details to be released for public review prior to City Council adoption. The lack of clarity on these critical elements makes it difficult for us to support the Plan in its current form.

While previous iterations of the OLTNP included "stepped transition" approaches in select areas—and while we do not oppose this concept—we believe more effective and context-sensitive solutions should be pursued when addressing interfaces with established single-family neighborhoods.

To that end, the Sherman Oaks Vision Committee has advanced an alternative approach: the incorporation of two- to three-story townhome developments as a transitional housing typology on sites abutting single-family homes. This strategy presents a meaningful opportunity to expand homeownership in Los Angeles—an opportunity the City should not overlook. It has the potential to serve residents currently excluded from the housing market, create more compatible neighborhood transitions, and support broader City goals related to increasing homeownership opportunities, particularly among historically underserved communities.

We recommend continued collaboration to identify and plan for opportunity sites of sufficient size where townhome transitions can be effectively implemented as a viable alternative.

Respectfully submitted,

Jeffrey Kalban, AIA

Chair, Sherman Oaks Neighborhood Council PLUM Committee

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Alexa Vasquez <alexa.vasquez@lacity.org>

Update #2 of POSO's Recommendations regarding 2024 Orange (G) (OLTNP) & Update #1 for New map (1/23/26) Van Nuys Sepulveda Station Map

2 messages

ann annoconnor.com <ann@annoconnor.com> Wed, Apr 1, 2026 a
To: David Olivo <david.olivo@lacity.org>, "andrew.pennington@lacity.org" <andrew.pennington@lacity.org>, Sarah Hounsell <sarah.hounsell@lacity.org>, "Mashael.majid@lacity.org" <Mashael.majid@lacity.org>, Jeff Kalban <jeff.kalban.sonc@gmail.com>, Patrick Whalen <patrick.whalen@lacity.org>
Cc: "ann annoconnor.com" <ann@annoconnor.com>, Bob Anderson SOHA <soha914@gmail.com>, "planning.oltnp@lacity.org" <planning.oltnp@lacity.org>, Gail Salem POSO <gailmsalem@gmail.com>, "gannonkperea@gmail.com" <gannonkperea@gmail.com>, Jon Burk <jonburkmarketing@gmail.com>, Kathy Gardner POSO <seasonedagent@gmail.com>, Jason POSO <jwalley97@gmail.com>, Mel Liberatore POSO <liberatore.mel@gmail.com>, Leslie Young POSO <leslieyoungla@gmail.com>, Karen Cini - Tyrone Group <karen@karencini.com>, Ade <jaypo@adelphia.net>, "jay@axisgraphics.com" <jay@axisgraphics.com>, Lorraine Bartlett POSO <lorrainebartlett1@gmail.com>

SUBJECT: UPDATE #2 OF POSO'S RECOMMENDATIONS REGARDING THE ORANGE (G) LINE TRANSIT NEIGHBORHOOD PLAN (OLTNP) 2024…

VAN NUYS -SEPULVEDA/DRAFT PROPOSED GENERAL PLAN LAND USE &

UPDATE #1 FOR THE NEW MAP (1/23/26) VAN NUYS-SEPULVEDA STATION AREA PROPOSED GENERAL PLAN LAND USE WITH ZONING CORRESPONDENCE

Dear David, Andrew, Sarah, Mashael, Jeff,

I am writing to you on behalf of the ten leaders of our Part of Sherman Oaks ("POSO") community listed below.

This is Update #2 to our POSO Recommendations originally sent 7/8/24 and there may be other Updates to come

as we become aware of new ideas or changes to the map. This memo also serves as UPDATE #1 for the new map

(1/23/26) Van Nuys – Sepulveda Station Area Proposed General Plan Land Use with Zoning Correspondence Map.

I have also attached above our Recommendations for Southeast Valley Community Plan ("SEVCP") Plan dated

1/23/25 which helps to understand our request for a Technology Campus vs an R&D Campus. POSO is a

neighborhood of approximately 6,000 residents which won its renaming to Sherman Oaks in 2009.

Our boundaries are approximately Fwy 405 to Hazeltine and approximately Oxnard to Burbank Blvd.

We appreciate the opportunity to help visualize any future rezoning.

1. **BUILDING HEIGHT:** Support concentrating taller buildings along major transit corridors, except Kester Avenue which is a neighborhood street, not a major transit corridor,

   while keeping height out of single-family neighborhoods. Jeff Kalban, Pres, SONC (Sherman Oaks Neighborhood Council) has proposed a 50 ft buffer with trees Sepulveda westside. Keep orange height on all of Halbrent across from homes, which is same orange height on Halbrent south of Hatteras. **POSO SUPPORTS**

2. **TRAFFIC CONCERNS:** The intersection of Sepulveda and Burbank is already congested due to 405 freeway access. Residents request a comprehensive traffic s during peak times and suggest reducing building height at this intersection to **3-4 stories**. Moreover, two years ago, Metro took away a northbound and southbour lane to accommodate buses and bikes along Sepulveda, reducing the number of lanes from six to four, which has already added to the traffic standstills beginning earlier in the morning, afternoons and evenings now. Burbank Blvd has been backed up to Van Nuys Blvd for years during morning and afternoon peak hours for c trying to get on/off the 405 Freeway. Not all residents near these transit stations will give up their cars, leading to traffic jams on these crucial boulevards. Please a on this crucial matter of the traffic studies since traffic greatly affects the quality of life for residents within our neighborhoods. We are also asking for your help to p cut-through traffic from Sepulveda at Hatteras, Noble, Lemona and Martha. **POSO SUPPORTS**

3. **PARKING CONCERNS:** State law does not require developers to include parking near transit. Residents fear overflow parking into neighborhood streets. Our rec is to require developers to build parking or construct a nearby parking structure with shuttle service, suggested by Jeff Kalban (SONC). **POSO SUPPORTS**

4. **TRANSITIONAL TOWNHOMES:** Residents support transitional townhomes on Califa and Halbrent under the CHIP program to benefit middle-income residents, v reduced height across from single-family homes. See attached letter from Jeff Kalban, Pres, SONC**…POSO SUPPORTS**

5. **KESTER AVENUE SETBACK:** On Kester behind the duplexes, triplexes, and other apartments, we favor the 15' setback from the alley (20') total 35' behind the apartments on the east and west of Kester to prevent sightlines into the gardens of single-family homes just behind them on Bevis and Saloma, per Jeff Kalban. **P SUPPORTS**

6. **ENVIRONMENTAL SAFETY:** Furthermore, please check the environmental safety of housing so close to the gasoline refueling plants on Oxnard and Sepulveda (Chevron Van Nuys) and the other located at Aetna and Hazeltine (Dion and Sons) before a developer buys any property there. Twenty years ago, or so, LA Fitnes built instead of homes due to concerns over the hazards of the Chevron Van Nuys refueling plant being so close to housing. Reported today from a neighbor, there ground monitoring devices running 24/7 located in the office park parking lots north of Califa east of Kester between Califa and Oxnard. He feels there is obviously contamination in this area and feels disclosure needs to be made to the existing neighbors and potential homebuyers within proximity. **POSO SUPPORTS**

7. **TECHNOLOGY CAMPUS PREFERENCE:** POSO supports the development of a modern technology campus (e.g., Snap, Google, Meta, Nvidia-type firms) betwe Oxnard/Califa between Halbrent and Kester (approx.). We oppose any R&D campus uses involving biotechnology experimentation due to contamination concerns are also concerned about any contaminated or chemical products that a research and development firm might be working with in such close proximity to our home also would be strongly opposed to any noisy data centers built in this area for powering future AI. We learned from David Olivo and Eric Felix at our meeting on 5/ that Technology is already an "approved use" and that the State "CAN" mandate the City to build parking for the Technology Campus on Oxnard between Halbrent Kester. Our idea comes from wanting to create good new jobs in the Valley that wouldn't require commuting to the Westside or DTLA and lead to more walkable work/live kind of neighborhoods and the creation of more intern opportunities for Van Nuys HS students. Technology is already allowed at this site. It's an attractiv since the location would be close to the Orange Line Stations, Lite Rail down Van Nuys Blvd, underground train below Van Nuys Blvd to Westside and UCLA. It cc much like the Metro Expo E Line attracting riders to the various Culver City Tech companies. One of Culver City's key niches has become its bubbling technology entertainment community, most of which are in the abundance of creative office space: "The opening of the Expo Line has offered further incentive to companies b providing access to larger labor pools." Mayor Bass created a department within her office, a year or so ago, a "business strike team" of talented business executi who focus on creating more economic impact and keeping more businesses here in LA. She has suggested to me that we reach out to that team, and a letter will sent. All of Oxnard could be transformed as a result over the years.

We have also learned from Jeff Kalban that the Live/Work Concept is heavily regulated by the State and we, therefore, prefer townhomes to the Live/Work Conc We would like to recommend that the height of the Technology Campus be 3 stories. If the townhomes are not possible, we would recommend the Technology C be stepped back 75' feet from Califa homes preventing a sightline into the single-family homes and gardens on Califa. **POSO SUPPORTS**

The Land-Use Themes and Approaches states "The Southeast Valley Community Plans Update will work to maintain and preserve this industrial space for small businesses to limit relocation out of this area. Additionally, the Plan will incorporate various zoning tools to buffer abutting communities from impactful industrial u Planning has called the existing manufacturing zone area between Califa and Oxnard a "21st Century Research and Development Park," however, we in POSO w prefer a Technology Campus, think…Snap, Google, Meta, Nvidia due to possible environmental contamination risks posed by a Research and Development Cam Brian Chun (SEVCP) defined R&D as "biotechnology and experimental" and we are concerned. See attached POSO's SEVCP Recommendations dated 1/23/25 Please let us know the guidelines specifying open space, landscaping, building height, parking criteria, etc. It states in the CHIP Land Use Themes and Approach Industrial Preservation "the Plan will incorporate various zoning tools to buffer abutting communities from impactful industrial uses." We would like that to be the r income townhomes (on Halbrent between Hatteras and Califa and on Califa between Halbrent and Kester) as per Jeff Kalban's presentation. Also, the tall buildin proposed on Van Nuys Blvd at the site of the car dealerships on west side, since these are large properties, they should have the 100' landscaped setback from t single-family property line and a stepping-back of the red (unlimited) and magenta 8-story buildings. The other alternative transitional buffer could be a townhome criterion with access to the alley.

POSO SUPPORTS

8. **HEIGHT CONCERNS NEXT TO ONE HOUSE ON CEDROS:** One of our leaders, Jon Burk, in the Vista Oaks neighborhood (bound by Kester to Van Nuys Blvd a Oxnard to Burbank) is requesting the height on the southeast corner building at Cedros and Oxnard be reduced to magenta eight stories or less since it overlooks single family home. My understanding from Sarah Hounsell is that the owner of the home next door has contacted her for assistance with a lower height and she v handle this request. **POSO SUPPORTS**

9. David, in our 5/15/24 meeting, you asked us what we'd like to see in our neighborhood. A few things we would like to see in the neighborhood on the west and eas sides of Sepulveda include publicly accessible open spaces between buildings or courtyards, small-scale tenant spaces, a small market, a coffeehouse and/or coff shop like Starbucks/Coffee Bean or Boy and the Bear Coffee Bakery inside the Litt Concept House or a different concept house. An ice cream or yogurt shop, unic gift boutique, Carpet One, Petco, FedEx, BevMo, Vista Paints, Lifestyle Outdoors, Casa Where Design Begins, Target, a small ACE hardware store like the one in Encino on Ventura (recently closed, but very convenient to their neighborhood), and small eateries (like Crave on Ventura) set around a courtyard with umbrellas w be nice. We also envision creative spaces like the pottery ceramics studio currently on Califa, or painting/arts/dance studios. Further, it was discussed to create a Live/Work district on Oxnard between Sepulveda and Kester possibly in connection with the proposed Technology Campus, but we would prefer townhomes to the Live/Work Concept, which we've learned is heavily regulated. Number 7 above states**…**From CHIP, Industrial Preservation: "the Plan will incorporate various zonii tools to buffer abutting communities from the impact of industrial uses." We would like to see townhomes as that buffer on Halbrent and Califa. We would like to re that BevMo and the other retail stores in that mall on the west side of Halbrent from Hatteras to Califa be reduced to orange 4 or 5-story, the same as Halbrent sou Hatteras, since they also face single-family homes on the east side of Halbrent. **POSO SUPPORTS**

10. Please notify POSO leaders (emails above) of dates, times and place of upcoming hearings. We were always planning to attend the hearings and give comments

11. We are not requesting a POPS park at Califa and Halbrent and I have informed Sarah Housell of this park and the reasons why (homeless, criminal activity, etc.).

12. I have attached our Southeast Valley Community Plan Recommendations SEVCP dated 1/23/25, which most of you were all copied on originally. Also attached is Kalban's support letter of townhomes on Halbrent and Califa in POSO.

We are the residents directly impacted by these rezoning changes, and we have attended all the scheduled meetings, including the one on 5/15/24 & 3/3/26 requested b with City Planning. While we are not experts or professionals on the rezoning process, based on aesthetics, common sense and much advice from Jeff Kalban, Chair of Use at the Sherman Oaks Neighborhood Council (SONC) and Kalban Architects, we have asked many questions and tried our best for the residents of POSO. These ar understandings and requests so far. Thank you so much, David, Sarah, Andrew, Brian, Jeff and your staff for your patience, advice and willingness to work with us. Sinc

Ann O'Connor	Mel Liberatore	Kathy Gardner
Karen Perea	Karen Cini	Jon Burk
Jason Walley	Leslie Young	Lorraine Bartlett
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VNNC Comments on the Orange Line Transportation Network Plan (OLTNP) around Van Nuys and Sepulveda Stations to be submitted to the City Planning Department

Overview:

The focus of the OLTNP is an application of zoning and incentives to promote a dramatic increase in the number of housing units in central Van Nuys and along Sepulveda Blvd. The zoning reflected in the plan is intended to encourage the building of mixed-use developments (i.e., buildings that include housing) on major corridors that are currently primarily commercial. These mixed-use developments will involve significantly greater density and height than is found in most of these locations today. The plan encourages incorporation of affordable housing in both mixed-use and residential developments by allowing more stories to be added to buildings that meet established targets for affordable housing. Incentives in the form of more stories in height are also permitted for including residential units with 3 or more bedrooms.

Impact:

The allowable density in the core of Van Nuys (from Victory Blvd. on the north to the G Line on the south, and from Hazeltine on the east to Kester on the west) will be up to 8 stories on most parcels, with even higher buildings on Van Nuys Blvd. Sepulveda Blvd. will also be lined with tall buildings (8 stories and higher).

While we support the intent of increasing housing near high-quality transit, the Council has concerns that a uniform ½-mile application of increased density may not adequately reflect the varied conditions along these corridors. Without a calibrated framework, this approach could result in abrupt transitions in scale and intensity that are inconsistent with the existing urban fabric and surrounding neighborhoods.

Concerns about Building Height and Density

- Dramatic increases in maximum height and density will totally change the central Van Nuys area. It will look more like downtown Los Angeles – with rows and rows of very tall buildings -- than the current collection of low to medium height buildings.
  - It is understandable that the greatest height and density would be allowed on the major north-south transit corridors in the area: Van Nuys Blvd. and Sepulveda Blvd. The development of more tall buildings was expected. The maximum height is not specified because it is to be calculated based on bonuses and overall FAR (Floor Area Ratio). However, a height of 9 or more stories seems likely.
  - However, the designation of east-west Victory Blvd. to permit the tallest buildings and greatest density is a surprise – especially since it is not an easily walkable distance from the G Line. Perhaps the designation reflects the fact that there will be a station on the ESFV Light Rail Transit Line near the intersection of Victory and Van Nuys.
  - Similarly, east-west Burbank Blvd. is designated for the highest buildings.
- While narrative in the videos about the plan says that there is a "transition" or "tapering" of density from major corridors to "existing residential neighborhoods", these are not meaningful transitions if the residential neighborhoods east and west of Van Nuys Blvd can have buildings that are up to 8 stories high.
  - Nearly every parcel in the "residential" areas more than two blocks east of Van Nuys Blvd. to Hazeltine and west of Van Nuys Blvd. to Kester can have a building that is up to 8 stories high, if all bonuses are used.
  - The only break in height is for the areas already developed as "public space" in the Van Nuys Civic Center Area.
  - Even the current multifamily buildings in these areas are not more than 3 or 4 stories in height. It is hard to imagine that these areas will really feel like "neighborhoods" or "community."
- North-south streets Kester and Hazeltine will also have buildings up to 8 stories in height – a big change from the current building profile on these streets.

Requests related to Density and Height

- That a significant differential be made between building height actually on the main north-south transit corridors and within two blocks east and west of the main transit corridors – vs. the buildings on the blocks that make up the "interior" of the Van Nuys central district.
- That east-west main streets such as Victory and Burbank be designated for a lower maximum height than is specified for the main north-south transit corridors (Van Nuys and Sepulveda).
- That Kester and Hazeltine be designated for buildings of a more moderate height.

Concerns about comfort, greenery, and public amenities

- The primary provision with regard to shade for pedestrians is a new frontage district that will require buildings on main transit corridors to use one of three options to provide shade: colonnades, awnings, or recessed courtyards. It is said that City Planning cannot require more planting of street trees. It seems unlikely that these façade frontages will provide meaningful shade for pedestrians who are walking to and from transit stations on hot sunny days in Van Nuys.
- Some trees will be required to be planted on private properties. However, these will provide minimal shade for the many residents in these high-rise housing developments.
- There is no explicit attention provided to mapping areas for more green spaces and community gathering spaces. The only "open space" designated in the plan is the existing Delano Recreation Center.
- While the OLTNP for the North Hollywood station offers incentives for development of artist studios and performing arts venues, there are no comparable incentives to develop cultural or public amenities in the Van Nuys and Sepulveda station areas.

Requests related to comfort, greenery, and public amenities

- The plan should make a meaningful addition to street trees and other tree canopy elements throughout the plan area.
- The plan should incorporate parks of different sizes with significant green space.
- The plan should place an emphasis on more green spaces and community gathering spaces throughout the plan area.
- The plan should incorporate gardens, landscape structures, tree canopy expansion, climate-responsive architecture, public art integration, and accessible gathering spaces to address heat mitigation and community activation near transit stops.
- The plan should provide incentives for cultural amenities and gathering spaces.

Concerns about industrial areas and opportunities for more jobs in the area

- The plan does not address any opportunities for business development and job creation in the plan area. Apparently, the reason for this is "the OLTNP will not rezone industrially-used lands and single-unit residential parcels. The industrially-used properties that were previously in the plan have been removed to streamline environmental review. Industrially-used lands and single-unit residential parcels will be comprehensively reviewed and rezoned along with the greater Southeast Valley as part of the Southeast Valley Community Plans Update, which will also capture any areas not rezoned by the OLTNP."

Requests related to industrial areas and opportunities for more jobs in the area

- Provide meaningful planning that will enable Van Nuys to develop a more diverse business base and provide more jobs that will attract new residents to the housing that will be available.

Positive elements in the OLTNP

1. There is a proposal to standardize bike lanes across Burbank Blvd. from Sepulveda to Hazeltine.
2. There is a proposal to designate Van Nuys Blvd. from Vanowen to Aetna as "Modified Blvd. II", which would provide the potential for wider sidewalks (20 feet – vs. current 6 to 16 feet). This might also create more opportunities for trees and other plants to shade the sidewalk.
3. The plan would allow inclusion of community serving businesses in buildings in Medium Neighborhood Residential areas.
4. It is helpful that there will be incentives for including larger housing units (3 BR and up) in new buildings – since there is a need for larger units to accommodate families.
5. It is helpful that there will be Incentives for building more affordable housing in both mixed use and residential buildings.

Conclusion

The Planning Department OLTNP website has the following statement:

> "The OLTNP aims to promote a variety of housing options for people of various income levels near transit, create mixed use neighborhoods with community serving businesses and amenities, connect people to a variety of mobility options, and facilitate transit ridership. Additionally, the OLTNP proposes to implement design standards that support a healthy and safe public realm, and support strategies that promote sustainable and resilient communities.

The Van Nuys Neighborhood Council does not feel that the draft OLTNP delivers on these concepts. We hope that more input will be sought from the people who will be most directly impacted by these plans.

Subject: Comments on the G Line Transit Neighborhood Plan (TNP) –

A Livable City Framework for Van Nuys

Dear Los Angeles City Planning GLTNP staff,

I am writing to provide comments on the proposed G Line Transit Neighborhood Plan (TNP), with a focus on its alignment with SB 79, the ongoing updates to the Southeast Valley Community Plans, and the broader goal of creating a more livable, equitable, and economically resilient city.

The G Line corridor represents a critical opportunity to redefine transit-oriented development (TOD) in the Southeast Valley. This effort should not be approached as a standalone zoning update, but as a comprehensive planning framework that integrates land use, mobility, economic development, urban design, and public realm investment.

1. Alignment with SB 79 and Transit-Oriented Development Goals

SB 79 provides a framework for increasing housing capacity and density near major transit corridors. The G Line TNP should leverage this framework to not only meet housing production targets, but to create complete, transit-supportive communities.

Transit-Oriented Incentive Areas should:

- Promote mixed-use development that supports active, walkable environments
- Prioritize pedestrian, bicycle, and transit access over auto-oriented design
- Integrate open space, civic uses, and community-serving amenities within higher-density areas. Density must be paired with intentional planning to ensure long-term livability and functionality.

2. Integration with Southeast Valley Community Plan Updates

The TNP must be fully coordinated with the Southeast Valley Community Plan updates to ensure consistency across policies, zoning, and infrastructure planning.

This integrated approach will:

- Prevent fragmented or conflicting land use decisions.
- Promote integration of different uses in TNP areas in medium residential zone areas on the TNP map of uses. More amenities should be encourage in a dominated residential-zoned areas.
- Provide a path for residents, businesses, and developers in inquiring on the vision for a certain area based on community needs assessment.

- Support a unified long-term vision for neighborhoods such as Van Nuys and the broader Southeast Valley Community Plans update. Coordination between planning efforts is essential to achieving equitable and balanced growth.

3. Economic Development and Small Business Retention

Transit-oriented development along the G Line must include a comprehensive economic development strategy that supports both local businesses and emerging industries.

The City should:

- Implement policies that **protect and retain small, locally owned businesses**, which are vital to the cultural and economic fabric of the Southeast Valley
- Encourage **flexible commercial spaces** that support entrepreneurship and local economic activity including in residential zoned areas.
- Attract **higher-paying industries**, including technology, media, and creative sectors, reducing the need for long commutes to job centers such as the western part of the Los Angeles basin. A balanced economic strategy will strengthen both local identity and regional competitiveness in the San Fernando Valley.

4. Anti-Displacement and Community Stability

As new development and increased density are introduced, the City must proactively address displacement risks and gentrification pressures.

The TNP should incorporate:

- Strong tenant protections and affordability requirements
- Anti-displacement strategies tied to new development incentives
- Programs that support legacy businesses and long-term residents. Growth should enhance existing communities, not displace them.

5. Open Space, Urban Design, and the Public Realm

Livability depends on access to high-quality open space and well-designed public environments. The G Line TNP should treat design as a fundamental component of planning.

The City should:

- Integrate new parks, plazas, and green corridors within Transit-Oriented Incentive Areas
- Encourage development that contributes to a cohesive and human-scaled public realm
- Leverage both new development and existing structures to create social, cultural, and civic spaces. Design excellence is essential to creating places that are not only dense living, but also a livable and meaningful places to congregate and celebrate.

6. Implementation, Phasing, and Design Identity Requirements

The success of the TNP will depend on clear implementation strategies and the establishment of a strong, enforceable design framework that shapes the identity of transit-oriented neighborhoods along the G Line corridor.

The City should:

- Institute a **design requirement** for Transit-Oriented Incentive Areas to ensure that new development contributes to a area, reflecting the character or not, a new identity with the history of the San Fernando Valley.
- Utilize and expand the City's **form-based code approach**, emphasizing building form, massing, frontage, and the relationship between buildings and the public realm, rather than relying solely on traditional use-based zoning
- Develop **urban design standards and guidelines** addressing ground-floor activation, materials, scale transitions, and integration of open space
- Require **context-sensitive, transit-supportive design** that strengthens connections between transit stations, streets, and surrounding neighborhoods

Given the **broad geographic scope of the TNP corridor**, the City should:

- Establish a **Design Review Area (or Design Review District)** encompassing the G Line Transit Neighborhood Plan area to ensure consistent design quality across multiple neighborhoods and station areas
- Create a **dedicated urban design/planning oversight structure** within this district that monitors development activity at a corridor-wide scale while responding to local context
- Ensure this body has a **comprehensive understanding of planning mechanisms, adopted design standards, and ongoing community feedback**, allowing for informed and consistent decision-making
- Function as a **continuous design arbiter**, providing oversight across projects, resolving inconsistencies, and maintaining alignment with the TNP vision, Community Plan policies, and adopted guidelines
- Coordinate across City departments and stakeholders to ensure that **infrastructure, streetscape improvements, and private development contribute to a unified corridor identity**, rather than fragmented outcomes

To ensure enforceability and accountability, the City should:

- Establish a **compliance provision requiring that all projects** within the TNP area demonstrate conformance with adopted plans, design standards, and approvals prior to final sign-off
- Require that **final inspection and issuance of a Certificate of Occupancy be contingent upon verified compliance** with all approved entitlements, design guidelines, and conditions of approval
- Empower the Design Review Area oversight body to **verify implementation consistency** between approved plans and constructed outcomes

- Implement **clear documentation and sign-off procedures** to ensure that deviations from approved designs are reviewed and corrected prior to project completion.

Equally important, implementation must embed **community-based design practices**:

- Community engagement should be an **essential, ongoing component** of the planning and design process, not a one-time requirement
- Establish **clear feedback mechanisms** where community input directly informs project outcomes at both the local and corridor scale
- Promote **collaborative, community design-based approaches** that elevate local knowledge, lived experience, and cultural identity in shaping development.

In addition, the City should outline:

- Phasing strategies tied to infrastructure capacity and service levels
- Funding mechanisms for public realm and infrastructure improvements
- Ongoing monitoring, transparency, and reporting processes

Conclusion

The G Line Transit Neighborhood Plan represents a pivotal opportunity to guide the future of the Southeast Valley. By aligning with SB 79, coordinating with Community Plan updates, prioritizing economic inclusion, and embedding strong design and community-based planning principles, Los Angeles can deliver a model for transit-oriented communities that is both forward-looking and grounded in local context.

A successful TNP must go beyond accommodating growth—it must shape places that are equitable, identifiable, and livable for current and future residents.

Thank you for your consideration.

Sincerely,

Quirino de la Cuesta