FINDINGS

1. **General Plan/Charter Findings**

General Plan Land Use Designation. The project site is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, updated and adopted by the City Council on August 17, 1999. The Plan designates the subject property as Community Commercial corresponding to the CR, C2, C4, RAS3, and RAS4 Zones. The existing CR-1VLD Zone is consistent with the land use designation of Community Commercial of the General Plan as reflected in the adopted community plan. The proposed project is providing new residential and commercial opportunities to an underutilized site without displacing any existing tenants. As such, the project is consistent with General Plan land use designation of the site. Those portions of the Project Site that are zoned for commercial use are presently zoned CR, which permits an R4 residential density (1 dwelling unit per 400 square feet of lot area). R4 development of the Project Site would permit 460 apartments. The Project proposes 335 apartments (including 17 apartments set aside for Very Low Income households as defined by the State Density Bonus Law 65915(C)(2), with an additional 9 units set aside for Very Low Income households not subject to the State Density Bonus Law 65915(C)(2) pursuant to the action taken by the City Planning Commission at its November 17, 2016 meeting). However, the number of apartments (including the Projects Very Low Income set aside units) would not be feasible even with uniform CR zoning because the Project Site's corresponding Height District for the CR zone would limit the Property to a floor area ratio of 1:5:1.

a. **General Plan Text.** The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan text includes the following relevant land use issues and opportunities:

- Lack of open space in apartment projects.
- Ensure that the location of low and moderate income housing is equitably distributed throughout the Plan area predicted on a fair share basis in relationship to all other planning areas.
- Maintain access and proximity to employment.

The proposed project is required to provide 46,400 square feet of open space but will nevertheless provide approximately 51,012 square feet of open space. The proposed open space will consist of court yards, private decks, a walking trail, dog park, and seating areas within the public right-of-way.

The proposed project will provide 335 residential units of which 17 will be set-aside for Very Low Income Housing as defined by the State Density Bonus Law 65915(C)(2), with an additional 9 units set aside for Very Low Income households not subject to the State Density Bonus Law 65915(C)(2) pursuant to the action taken by the City Planning Commission at its November 17, 2016 meeting. The project will be located in the community of Woodland Hills which historically has lacked the opportunity to provide affordable housing options within its planning area. Therefore, locating affordable housing in Woodland Hills would distribute Very Low Income Housing opportunities in an equitable manner through the City of Los Angeles.

The proposed project will be located within half a mile from the intersection of Ventura Boulevard and Topanga Canyon Boulevard. In addition to providing access to employment opportunities along Ventura Boulevard, multiple transit options are located at the intersection of Ventura Boulevard and Topanga Canyon Boulevard. Transit options are provided by the Metro Rapid Bus which connects to various employment centers throughout the San Fernando Valley including, hospitals, shopping centers, colleges, and entertainment centers.

b. **General Plan Framework** The proposed project supports the following goals under the adopted General Plan Framework as adopted by City Council on August 8, 2001.

Policy 3.9.1 – Accommodate the development of commercial-serving uses and services and dwelling units in areas designated as "Commercial Center" in accordance with Tables 3-1 and 3-5. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

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

According to the General Plan Framework Long-Range Land Use Diagram, the project site, located between the U.S. 101 Freeway and Ventura Boulevard, is designated a Community Center. Currently the surrounding neighborhood is a mix of commercial retail, office and residential uses within walking distance from the Ventura Boulevard commercial corridor. Providing additional residential uses would increase the residential base thus providing housing near employment opportunities. Residential development, among commercial uses, located in proximity of these Community Centers will shorten and lessen the need for vehicle trips and vehicle miles traveled. Furthermore, the project provides 5 percent (17 units) Very Low Income affordable housing units as defined by the State Density Bonus Law 65915(C)(2), with an additional 9 units set aside for Very Low Income households not subject to the State Density Bonus Law 65915(C)(2) pursuant to the action taken by the City Planning Commission at its November 17, 2016 meeting. As such, the development of new residential units, among commercial uses, that are providing affordable units is consistent with Policy 3.9.1 and 4.2.1 of the General Plan Framework.

c. The **Mobility Element:** Mobility Plan 2035, the Mobility Element of the General Plan, will not be negatively impacted by the recommendation herein. The project is consistent with the five goals of the plan to provide:

1. Safety First
2. World Class Infrastructure
3. Access for all Angelenos
4. Collaboration, Communication and Informed Choices
5. Clean Environments & Healthy Communities

Pursuant to the Mobility Plan 2035, the designations of the project's adjacent streets are: Clarendon Street adjoining the subject site to the south, is designated as a local street dedicated with a variable width of 60 feet and is improved with curb, gutters and sidewalk. Glade Street is a local street with a variable width of 60 feet and is

improved with curb and gutters. Farralone Avenue is a local street with a variable wide of 60 feet and is improved with curbs and gutters. Topanga Canyon Boulevard is designated as a Boulevard II with a variable width between 114 to 130 feet and is improved with curb, gutters and sidewalks. Ventura Boulevard is a Boulevard II with a variable width of 120 feet and is improved with curb, gutter and sidewalks. The project will reduce the number of current driveways providing ingress and egress from six driveways to two driveways, thereby reducing pedestrian/vehicle conflicts.

The infrastructure will not be affected by the trip generation associated with the project as the project will result in a decrease in trips generated by the existing use. In addition, as the project is located in the Ventura-Cahuenga Boulevard Corridor Specific Plan, the applicant and its successor shall be responsible for payment of the Project Impact Assessment fee in accordance with the Department of Transportation Assessment letter dated August 24, 2016. Further, the project has been conditioned such that 20% of the code required parking will support electric vehicles with 5 percent to be provided with EV chargers immediately. To provide additional choices for clean environments, the project will provide 369 bicycle parking with long-term and short term parking.

In addition, the project is located with half a mile of transit options at the intersection of Ventura Boulevard and Topanga Canyon Boulevard which is well served by the following regional and local bus lines: Metro Lines 150, 161, 169, 244, 245, and LADOT Commuter Express 423, as well as a beach bus provided by the Los Angeles Department of Public Works.

d. **Housing Element**

The Housing Element of the General Plan provides land use policies and programs that encourage development of affordable housing across the City. The project is consistent with the following policies of the Housing Element of the General Plan:

Policy 1.1.2 – Promote affordable rental housing for all income groups that need assistance.

Policy 1.1.3 – Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.

An objective of the Housing Element is to promote an equitable distribution of affordable housing opportunities throughout the City by providing incentives to include affordable housing in residential development. The subject site is located on Clarendon Street within half a mile of the intersection of Topanga Canyon Boulevard and Ventura Boulevard, providing access to transit options which connect to the Orange Line Busway at Warner Center further connecting to the Redline subway to various destinations from the Valley to Downtown Los Angeles. The project would further the goals and objectives of the Housing Element by providing additional housing stock in a variety of types, along with much needed affordable housing units for Very Low Income households on a site that is within proximity to amenities and public transportation and the Ventura-Cahuenga Boulevard commercial corridor offering employment opportunities and services to the residents of the project

2. Zone Change/Height District Findings

a. Pursuant to Section 12.32.C.7 of the Los Angeles Municipal Code, the recommended action is deemed consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice.

The granting of the proposed Zone Change will result in a project that is in conformance with public necessity and convenience by providing housing that is within half a mile from public transit. The Project proposes a uniform zone of RAS4-1L across the Project Site. The Project Site is presently comprised of 14 lots/parcels, which are classified in the CR-1VLD, R1-1VL, and P-1VLD Zones. The parcel lots on which the Project Site's buildings are presently zoned CR-1VLD, although portions of the post office building extend into the P-1 and R1 zone. The RAS4 Zone would permit the construction of 335 dwelling units near the Ventura Boulevard Commercial Corridor and public transit options providing additional access to various employment centers throughout the San Fernando Valley and beyond.

The granting of proposed Zone Change will promote the general welfare by improving an area with replacement of older buildings with a well-articulated facade and landscaping to create a more aesthetically pleasing environment. Public plazas will be provided along the frontage of the building to serve as pedestrian entryways into the residential development. Further, existing driveways will be reduced to two driveways which will improve pedestrian welfare by reducing the conflicts between pedestrian and vehicles.

Good Zoning Practices: The initial purpose of the RAS zone is to encourage the revitalization of commercial corridors by encouraging the development of needed multi-family housing and by providing development standards for such existing projects. The RAS zone permits a maximum floor area ratio of 3:1. Accordingly, a zone change to RAS4 is proposed which will not permit greater density than the allowed pursuant to CR zoning, but will permit the proposed 2.1:1 floor area ratio of the Project. To enable the Project's proposed five story height (56'-0") and FAR of 2.1:1, the Project proposes a corresponding Height District of 1L.

The proposed zone RAS4 zone and height district change will bring the site into a uniform zoning pattern compatible with the Community Plan and will enable the development of much needed new, high quality multi-family rental housing (including housing set aside for Very Low Income households) in a commercial area, adjacent to transit and services, that will contribute to the revitalization of an underutilized commercial area.

Uniform RAS4 zoning will create a more viable development option for the proposed Project Site, which will increase the diversity of housing opportunities and will help meet the demand for additional housing for the area. There is a need for additional housing for all income levels and housing types, and the project will create more opportunities for high quality rental housing in the vicinity. The RAS4 zone will not increase permitted residential density over the existing CR designation that is currently applied to portions of the Project Site where buildings are located, but will provide feasible development standards to enable high quality multi-family development among the residents.

The location of the RAS4 is also consistent with the Specific Plan which seeks, among other things, to assure equilibrium between the transportation infrastructure and land use development in the Specific Plan area, and to promote an attractive pedestrian environment that will encourage pedestrian activity and reduce traffic congestion.

The Project's location proximate to public transit opportunities would also decrease vehicle trips. The Project Site is located less than half a mile from the major intersection of Topanga Canyon Boulevard and Ventura Boulevard, which is served by a Metro Rapid Stop allowing a convenient connection to the Warner Center Transit Hub located north of the subject site off Topanga Canyon Blvd. The Metro Rapid Line 750 also travels east along Ventura Blvd providing metro access to other south valley communities such as Tarzana, Encino and Sherman Oaks.

b. **Findings for T and Q Classifications**

The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" conditions that limit the scale and scope of future development on the site also are necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

3. **Affordable Housing - Density Bonus Compliance Findings**

Pursuant to Section 12.22 A.25(c) of the LAMC, the City shall approve a density bonus and requested incentive(s) unless the director finds that:

a. **The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize

restrictions on the size of the project. As such, the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. However, this list of on-menu incentives would not provide the needed relief from the Ventura-Cahuenga Boulevard Corridor Specific Plan that would be needed to construct the subject project which would require two specific plan exceptions to permit an increase in floor area from 1.5:1 to 2.1:1 and a permitted height of 56 feet in lieu of the 45-foot height limit. Therefore, the applicant has applied for two off-menu incentives for an increase in FAR and height.

The requested off-menu incentives are not expressed in the Menu of Incentives per LAMC 12.22-A,25(f) and, as such, are subject to LAMC 12.22-A,25(g)(3), which requires a pro forma or other documentation to show that the waiver or modification of any development standards are needed in order to make the Restricted Affordable Units feasible.

The applicant submitted a pro forma, along with an independent third-party financial analysis of the pro forma in order to evaluate the financial feasibility of the project, attached as Exhibit D. Two scenarios were evaluated. In Scenario 1, an FAR of 1.25 was applied to the site with a height of 45 feet and configured into 195 total rental units, including 185 market rate units and 10 Very Low Income Restricted Affordable Units compared to the proposed project with an FAR of 2.1:1 and height of 56 feet. Scenario 2 evaluated a reduction of the requested FAR of 2.1:1 to 1.25 with the same number of units, 335 of which 17 would be Very Low Income Restricted Affordable Units. Both scenarios would yield an average unit size of 497 square feet. In contrast to the proposed project with incentives would yield an average unit size of 855 square feet consistent with market standards. Without the off-menu incentives the total investment required would not justify the project due to the constrained size of the units whereby the finished value of the project which would result in less than the cost of its development. Therefore the requested incentives ensure that the project as proposed is financially feasible. The requested off-menu incentives allow the developer to increase the project's FAR and height. These incentives support the applicant's decision to set aside 17 units for Very Low Income households for a period of 55 years. In addition, at its November 17, 2016 meeting, the City Planning Commission approved an additional 9 units to be set aside for Very Low Income households not subject to the State Density Bonus Law 65915(C)(2).

Requested Off-Menu Incentives

- FAR: Sec. 6.B.(a) of the Ventura-Cahuenga Boulevard Specific Plan limits the Floor Area Ratio of projects in the Community Commercial designation to 1.25:1

- Height Sec. 7.E.1(e)(3) of the Ventura-Cahuenga Boulevard Specific Plan limits the height of structures within the project site to 45 feet.

The project proposes an FAR of 2.1:1 and maximum height of 56 feet. Notwithstanding FAR and height restrictions of the Specific Plan, the proposed RAS Zone would permit a density of 460 units. The proposed project would provide a maximum 335 residential units with 5% set aside for Very Low Income units as defined by the State Density Bonus Law 65915(C)(2), with an additional 9 units set aside for Very Low Income households not subject to the State Density Bonus Law

65915(C)(2) pursuant to the action taken by the City Planning Commission at its November 17, 2016 meeting. Reducing the FAR to 1.5:1 for the 335 unit development would result in units with an average size of 497 square feet. In contrast, an FAR of 2.1:1 would result in units with an average size of 855 square feet compatible with typical market standards. Providing for a height of 56 feet provides for a building envelope that permits a higher building which allows open space amenities such as courtyards. Therefore, the off-menu housing incentives would allow the developer to build the project's building envelope so that the units being constructed are of sufficient size, configuration, and quality, while providing 17 units set aside for Very Low Income housing and an additional 9 units set aside for Very Low Income units not subject to the State Density Bonus Law 65915(C)(2).

b. The Incentive <u>will have</u> a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households; or the incentive will be contrary to state or federal law. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence in the record that the proposed incentive or waivers will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). Further there is no substantial evidence in the record that the Project will have an adverse impact on any real property that is listed in the California Register of Historical Resources, or evidence that the waiver or incentive is contrary to state or federal law.

DENSITY BONUS LEGISLATION BACKGROUND

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all low and very low income units that qualified the applicant" for the density bonus.

NOTE: California State Assembly Bill 2222 went into effect January 1, 2015. It introduces rental dwelling unit replacement requirements, which pertain to cases filed (not issued) as of January 1, 2015. This determination letter does not reflect replacement requirements because the case application was submitted to the Department of City Planning on December 22, 2014, prior to the effective date of the amended Law. The new state law also increases covenant restrictions from 30 to 55 years for cases issued (not just filed) as of January 1, 2015. This determination letter does reflect 55 year covenant restrictions, given that the case decision, or approval, as noted on the front page, is being issued after January 1, 2015. In addition, the proposed project is being developed on what is currently a vacant lot. However, this lot was previously used for commercial purposes and has never been used for residential purposes as it is located adjacent to a former railroad freight line.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify zoning code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

FINANCIAL ANALYSIS/PRO-FORMA

Pursuant to the Affordable Housing Incentive Density Bonus provisions of the LAMC (Section 12.22 A.25) proposed projects that involve off-menu incentives are required to complete the Department's Master Land Use Permit Application form and "a pro forma or other documentation." The applicant submitted a pro-forma attached as Exhibit D. However, off-menu density bonus cases do not have different findings from on-menu cases and do not require explicit financial analysis in the form of cap rates, construction costs, operating income and expenses. The City typically has the discretion to request additional information when it is needed to help make required findings.

Project Permit Compliance Findings (Ventura-Cahuenga Boulevard Corridor Specific Plan)

1. The proposed project substantially complies with the applicable regulations, findings, standards, and provisions of the Ventura-Cahuenga Boulevard Corridor Specific Plan as follows:

a. Section 5.C: Uses.
The proposed use of multi-family residential and leasing office are permitted uses under the Specific plan. As such, the proposed project uses comply with the Specific Plan.

b. Section 6.B: Floor Area Ratio (FAR).
Notwithstanding Sec. 6.B to the contrary, the FAR limitation for this site shall be 2.1:1:1 in accordance with approval of an "off-menu" incentive for providing 17 units of Very Low Income affordable housing units as defined by the State Density Bonus Law 65915(C)(2), with an additional 9 units set aside for Very Low Income households not subject to the State Density Bonus Law 65915(C)(2). As such the project has been granted a modification of the Specific Plan's floor area ratio development standards.

c. Section 7.A: Yards.
The project has a varied front yard setback of between 18 inches to 10 feet in order to provide articulation of the building facade and create interest with a line of sight into the main project courtyard. The side yard setbacks identified in Sec. 7.A.2.b. are applicable to commercial development. Projects with residential zoning, in this case, RAS4 Zone, are referred to Sec. 12.11.5 of the LAMC which requires a minimum 5 feet for side yards. The rear yard setback is proposed at 15 feet abutting the U.S. 101 Freeway. As such, the project complies with the setback requirements.

d. Section 7.B: Lot Coverage.
The Specific Plan limits lot coverage for projects within Community Commercial Plan designations to 75%. The project proposes a lot coverage of approximately 62% of the site consisting of a building footprint of 80,535 square feet, garage footprint of 33,463 square feet providing for a total footprint of 113,998 square feet. Given the total site area is 183,799 square feet, the proposed development results in a lot coverage of 62% below the maximum permitted by the Plan. Therefore, this project complies with the lot coverage restrictions.

e. Section 7.C: Driveways.
There six existing two-way driveways located along Clarendon Street. The project will reduce the number of driveways from six to two. Both driveways would be two-way driveways. The reduction in driveways will reduce pedestrian/vehicle conflicts and allow for easy ingress and egress of the site. Pursuant to Sec. 7C, the linear frontage of the lot is greater than 250 feet, therefore no project review is required for the project driveways. As such, the project complies with driveway requirements.

f. Section 7.D: Landscaping.
As per Condition of Approval Number 7, the Project will provide a total of 40 trees (34, 36-inch box size plus 6 existing) along the rear setback area of the northern property line. The landscaping requirement for surface parking lots is one (1) tree for every four (4) parking space ratio. In this case, there are 4 surface parking spaces, therefore a minimum of one (1) tree would be required. Nevertheless, the applicant has proposed three (3) 24-inch box trees to be dispersed among the four surface parking spaces. The project provides an 18 inch to 10 foot landscape buffer along the south property

line which will include a variety of trees including California Fan Palms at 18 inch Brown Truck Height, 48" Australian Willows and 36' African sumacs. In this case, there is a landscaping across the entire varied front yard setback (except for driveways and pathways) totaling approximately 4,114 square feet (71%). In addition, the project has been conditioned to provide landscaping in the amount of 1,357 (4%) on the garage roof area. As such, the project complies with the landscaping requirements.

g. Section 7.D.6: Vacant Lots.
If any lot becomes vacant with no Project, the owner shall maintain a solid, living, green ground cover of landscaping on the entire vacant lot. This requirement shall apply whether the lot is vacant by the owner's choice or because no Project is permitted by the Department of Building and Safety within 180 days of the issuance of a demolition permit.

h. Section 7.E: Height.
The height limit per the Specific Plan for the project site is 45 feet. The project's proposed height of approximately 56 feet, pursuant to approval of an "off-menu" incentive for providing 17 units of Very Low Income affordable housing units as defined by the State Density Bonus Law 65915(C)(2), with an additional 9 units set aside for Very Low Income households not subject to the State Density Bonus Law 65915(C)(2). As such, the project has been granted a modification in the Specific Plan's height development standards.

i. Section 7.F: Parking.
Per Section 7.F.1.a of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the Specific Plan defers to LAMC Sec. 12.21.A4(c) for residential parking requirements. The proposed project utilizes Parking Option 1 in accordance with Sec. 12.22A.25(d)(1). The project provides 560 parking spaces within a parking garage and 4 surface parking spaces for the leasing office. As such, the project complies with the parking requirements of the Specific Plan.

2. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.

The environmental impacts of the Project were assessed by Environmental Impact Report (EIR) ENV-2015-1853-EIR, which included a Health Risk Assessment to evaluate any impacts to residents in association with the Project's proximity to the 101 U.S. Freeway. Project design features and mitigation measures have been identified in the Mitigation Monitoring Program to ensure the Project will mitigate any potentially significant environmental effects associated with the project. All impacts have been mitigated to less than significant levels, as such, no significant and unavoidable impacts have been identified for the Project, therefore, no Statement of Overriding Considerations is required.

Site Plan Review Findings

a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Community Plan sets forth the intent to provide for the arrangement of land uses, streets, and services which will encourage and contribute to the economic, social, physical health, safety, welfare, and convenience of the people who live and work in the community. The plan also guides development to create a healthful and pleasant environment.

The Project Site is also within the Ventura/ Cahuenga Boulevard Corridor Specific Plan, the goals of which include assuring an equilibrium between transportation infrastructure and land use development. The Specific Plan provides for an effective local circulation system; which promotes attractive and harmonious site design for commercial development; provides compatible and harmonious relationships between commercial and residential areas when adjacent to each other; promotes and encourages development of pedestrian activity; and maintains the distinct character of each of the five Specific Plan communities located within its boundaries.

The Project Site is situated in the Woodland Hills community north and outside of the Ventura Boulevard commercial corridor. i.e., "off-boulevard," while still within the boundaries of the Specific Plan. The Project Site is located on Clarendon Street, which is designated a local street, and runs parallel to and north of Ventura Boulevard. The Project will meet the objectives and intent of the General Plan, Community Plan and Specific Plan by providing housing in a location that is convenient to commercial services, transit and freeway access. The proposed 335 unit project density is less than the 460 dwelling units that would be permitted under the CR zoning classification that is currently applicable to portions of the Project Site where buildings are located. The Project will also provide 17 units by covenant to be set aside for Very Low Income households in accordance with LAMC Section 12.22. A.25 and Government Code Section 65915 and an additional 9 units set aside for Very Low Income households not subject to the State Density Bonus Law 65915(C)(2). The addition of 335 residential apartment units will contribute to the pedestrian activity needed in the commercial corridor and further stimulate local business activity.

Residential

- Potential for residential and mixed-use development along commercial corridors.
- Establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Complement any unique existing developments/uses.

By providing a range of housing opportunities, the project accommodates an adequate supply of housing units by type and cost. When combined with the established uses near the site, this project contributes significantly to a range of housing opportunities in terms of type and cost.

The 2006-2014 Housing Element of the General Plan is the City's blueprint for meeting the housing and growth challenge. The Housing Element of the General Plan consists of goals, objectives, policy, and design guidelines that pertain to multiple family residential developments, relevant to the proposed project. These include:

Objective 1.1: Plan the capacity and develop incentives for the production of an adequate supply of rental and ownership housing for households of all income levels and needs.

Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.

Objective 2.4: Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

b. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, which is or will be compatible with existing and future development on neighboring properties.

The proposed project has been designed with open space, landscaping, outdoor recreation amenities and articulated building elevations. All of the proposed units have been considered with respect to light and ventilation. The 51,012 square feet of usable open space provided by the Project exceeds the 46,400 square feet of open space required by the Municipal Code.

The Project will have two outdoor courtyards, a dog park area, basketball court, walking trail and communal amenities including benches, BBQs and an entertainment terrace. The open spaces will contain a pool and spa, gym, indoor recreation room, as well as substantial amount of landscaping.

The Project's use and contemporary five-story design is compatible with surrounding development, which includes office, commercial and multi-family housing which ranges from one to five stories. The design is compatible with the Residential Design Guidelines which include elements such as minimal driveway curb cuts, integrated usable open spaces and a high degree of architectural compatibility with articulated landscaping. The site plan design provides large courtyard areas open to solar access to the south, with large section of building setback providing dramatic articulation viewed from all sides. The Project will comply with the RAS and Specific Plan setback requirements. The Project's building mass will buffer the Project's outdoor courtyards from the freeway to the north of the Project Site.

The Project's northern façade is well articulated, including the parking garage element, which provides a pleasing visual element as viewed from the 101 freeway. The height and bulk of the building will be compatible with the existing development along the street.

The Project will provide 564 automobile parking spaces, which exceeds the 486 parking spaces required under Parking Option 1 of the Density Bonus Ordinance. Automobile parking will also be concealed from Clarendon Street, and the Project will provide 369 bicycle parking spaces in accordance with the City's Bicycle Parking Ordinance. The parking garage entry will be accessible from two different locations on Clarendon, one will be west of the terminus of Glade Avenue and the other on the

east end of the project. In addition, there is a fire lane provided for emergency access at the west end of the site giving access to the rear of the site.

Height

Section 7.E.1.e of the Specific Plan states that buildings shall be limited to a height of 45 feet. The proposed building height is 56 feet as measured from the lowest point of grade to the tallest point of the building. The Project includes a 5% set aside for Very Low Income households and has requested an off-menu waiver of development standards to permit the 11 additional feet in height. This additional height is necessary to allow the Project to provide units with 9 foot ceilings, which is a feature that has become expected in the apartment rental market, and to avoid the loss of significant open space and amenities that would occur if the Project were to eliminate the building's fifth story. Loss of either the 9 foot ceilings or the open space and amenities would significantly reduce the rental value of the Project's 5% Very Low Income set-aside. In addition, at its November 17, 2016 meeting, the City Planning Commission approved an additional 2.5% (9 units) to be set aside for Very Low Income households, not subject to the State Density Bonus Law, 65915(C)(2). With the waiver of development standards pursuant to LAMC Section 12.22.A.25(g)(3) and Government Code Section 65915(e), the Project is not required to comply with Section 7.E.1.e of the Specific Plan.

Bulk/Massing

The subject property is located in an urbanized area characterized by buildings ranging from one story single family homes, one to three story office buildings and an a three-story, 85 unit apartment building. The 56-foot tall building would will be provide side yards set back from adjacent residential single family homes approximately 33 feet, 8 inches from the west and approximately 33 feet from the east to the nearest building. The proposed RAS Zone would permit 460 residential units, however, the project proposes 335 residential units, 17 of which would be set aside for Very Low Income units. The project has requested off-menu waivers for the FAR and height to permit a 2.1:1 FAR and a height of 56 feet. The building is further located "off-boulevard" within the Ventura-Cahuenga Boulevard Specific Plan which permits variable front yard setbacks to break up the building frontage and provide articulation. The project provides a variable front yard of between 18 inches and 10 feet.

The façade of the proposed building is highly articulated with balconies, railings, and varied building materials. Furthermore, the project includes a ground floor leasing office and a "Hub" flex- space to provide office amenities to residents while creating visual interest along the street frontage.

Building Materials

The proposed design is a contemporary style. The primary components of the exterior façade consist of painted plaster finish, metal, and windows of varying sizes. Large glass storefront windows, open balconies, patio doors, and entrances are integrated into the main façades. Glass and metal screenings are used for all balcony areas. The architectural components of the building are defined by a change in building material and through a change in architectural details. Similarly, the ground floor of the building is defined by the use of large vertical windows and horizontal awning.

Setbacks

The Project is subject to Section 7.A of the Specific Plan which addresses Yards and Setbacks. The proposed project complies with the requirements of Section 7.A.2.a which provides that lots in the Community Commercial Plan Designation area shall have a maximum front yard setback of 10 feet, and a minimum 18 inch landscaped front yard setback. All side yards and rear yards of the proposed project are provided in conformance with the Specific Plan requirements, and LAMC 12.11.5.

Parking

Specific Plan Section 7.F. specifies minimum parking standards, however, the Project includes a 5% set-aside for Very Low Income households and will utilize Parking Option 1 in accordance with LAMC Section 12.22.A.25 and Government Code Section 65915(p)(1), which preempt other applicable parking requirements and would require 486 parking spaces for the Project. The Project will provide 564 automobile parking spaces, which is 78 spaces more than required by Parking Option 1The Project will also provide 369 total bicycle parking spaces. In addition, at its November 17, 2016 meeting, the City Planning Commission approved an additional 2.5% (9 units) to be set aside for Very Low Income households, not subject to the State Density Bonus Law, 65915(C)(2). Therefore the Project complies with the parking requirements of the Specific Plan.

Driveways

The Project is not subject to Section 7.C. which requires a project review for sites with multiple driveways and a linear lot frontage less than 250 feet. The Project includes two driveways providing vehicular access to the site, which will reduce the number of existing driveways from six to two, increasing pedestrian safety by minimizing pedestrian/vehicle conflicts.

Landscaping

The Project is subject to Section 7.D.2 and 7.D.3 which specify landscaping requirements for parking structures, yards setbacks and frontages. Section 7.D.2 requires parking structures screen automobiles in the garage from view by pedestrians and adjacent buildings, except as recommended by the Los Angeles Police Department for safety purposes. The Project will be served by a 5 story 6-level garage that will be screened and hidden from street view by a residential building designed to wrap around the parking structure and thus complies with this requirement. Section 7.D.2 also provides landscaping requirements for the parking structure perimeter and roof. As shown on the Project's conceptual landscape plan, the Project's parking structure includes rooftop trellises with vine plantings in compliance with Section 7.D.2.c. Specific Plan Section 7.D.2.b does not require the Project to provide a ten foot landscape buffer around the parking structure's surface perimeter because the structure is wrapped by the residential building and thus is located immediately adjacent to other structures. Section 7.D.3 requires that at least 60 percent of all front yards or front yard setbacks in excess of 18 inches be landscaped and the remainder finished to City standards for sidewalks or with other paving materials. The Project complies with these requirements, as shown on the conceptual landscape plan.

Equipment/Trash Collection

Roof-top mechanical equipment, will be screened from adjacent residential uses and will be enclosed. Refuse and recycling containers will be enclosed and not visible from, or located adjacent to residential uses.

c. The project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The Project will provide open space and recreational opportunities in excess of City requirements. While a total of 46,400 square feet of open space is required, the Project will provide 51,012 square feet including, three courtyards (approximately 1,101 square feet, 4,631 square feet and 15,730 square feet, respectively) perimeter open space, amenities and private decks. The courtyards will be open to solar access to the south and will be buffered from the freeway by Project's building mass to the north. The Project contains an amenities including an entertainment terrace with fireplace and lounge, communal dining tables, bbq center, specimen trees, walking trail, play area with benches and shade structure, swimming pool, spa, lawn furniture and dog park. There is also an approximately, 3,400 square foot clubhouse and fitness center provided for additional recreational opportunities.

CEQA STATEMENT OF FACTS AND FINDINGS

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires a Lead Agency to issue one set of findings prior to approving a Project that will not have a significant impact on the environment. The Statement of Facts and Findings is the set of findings where the Lead Agency identifies the significant impacts, presents facts supporting the conclusions reached in the analysis, makes one or more of three findings for each impact, and explains the reasoning behind the agency's findings.

The following statement of facts and findings has been prepared in accordance with CEQA and Public Resources Code Section 21081. *CEQA Guidelines* Section 15091 (a) provides that:

> *No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.*

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 15091 (a) of the *CEQA Guidelines*.

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

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

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers,

make infeasible the mitigation measures or project alternatives identified in the final EIR.

The findings relevant to the Clarendon Street Apartments Development Project are presented in Sections III, IV, and V.

The City of Los Angeles, the Lead Agency for this Project under CEQA, finds and declares that the Clarendon Street Apartments Development Project Final Environmental Impact Report (EIR) and Errata, have been completed in compliance with CEQA and the CEQA Guidelines. The City of Los Angeles finds and certifies that the Final EIR was reviewed and information contained in the EIR was considered prior to any approval associated with the proposed Clarendon Street Apartments Development Project, herein referred to as the "Project."

Based upon its review of the Final EIR, the Lead Agency finds that the EIR is an adequate assessment of the potentially significant environmental impacts of the proposed project and represents the independent judgment of the City.

The remainder of this document is organized as follows:

II. Description of Proposed Project

III. Effects Determined to be Less than Significant in the Revised Initial Study

IV. Effects Determined to be Less than Significant with Mitigation in the Revised Initial Study

V. Effects Determined to be Less than Significant in the EIR

VI. Effects Determined to be Less than Significant in the EIR with Mitigation and Findings

VII. Environmental Effects that Remain Significant and Unavoidable After Mitigation and Findings

II. DESCRIPTION OF PROPOSED PROJECT

The Project would involve demolition of existing on-site structures (post office and office building) and development of a multi-family housing project involving a five-story building with 335 residential units, 17 of which would be set aside for very low income families. It would also include a five-story, six-level parking garage with 560 parking spaces. An additional four on-grade vehicular parking spaces would be provided as well. The Project would include trellis and vine plantings on the rooftop of the parking structure. In addition, the Project would provide 15% of the total roof area as a location for a future photovoltaic array. The Project would also include 335 long-term and 34 short-term bicycle parking spaces, for a total of 369 on-site bicycle parking spaces. The Project would include recreational facilities, including courtyards with amenities such as a pool, entertainment patio, and dog run, as well as an indoor gym, that would comply with the City's open space ordinance.

Outdoor common, open space areas, including first-level courtyards, would face south toward Clarendon Street, with the residential buildings and landscaping providing a buffer from U.S. Highway 101 (US-101). In addition, the Proposed Project would include indoor air filtration at MERV level 16 for each dwelling unit in the Proposed Project. The residential structures would have balconies facing south, east, and west, and may include some balconies facing US-101. Pedestrian pathways, courtyards, the parking garage, and building facades would be lighted with a variety of fixture styles to provide levels of lighting that are sufficient to meet safety and orientation needs.

The Project site is bordered by US-101 to the north, Clarendon Street to the south, existing commercial development to the west and southeast, and the US-101 southbound on-ramp from State Route 27 (Topanga Canyon Boulevard) to the east. There are also single family residences directly adjacent to the east and west of the Proposed Project site, one of which is currently used as commercial space, and the other of which is vacant.

The objectives of the proposed project are as follows:

1) Provide additional housing opportunities and contribute to the residential development of mixed-use areas by incorporating residential uses into an existing core of nearby community facilities, employment centers, retail goods and services, and restaurants to enhance the area's overall urban character.
2) Provide rental housing to satisfy the varying needs and desires of all economic segments of the community, including very-low-income and market-rate households, maximizing the opportunity for individual choices, and contributing to the City of Los Angeles' housing stock.
3) Develop the site in accordance with the City of Los Angeles policies and designations while furthering the goals and objectives of the Housing Element of the General Plan.
4) Create a modern, high-quality, development that offers unique living experiences near regional transit to encourage alternative forms of transportation.
5) Establish uniform zoning across the Project site consistent with its current Community Commercial General Plan and Specific Plan designations as required by California Planning (Government Code Sections 65860, 66473.5, and 65647.4).

A. Environmental Documentation Background

The project proposal was reviewed by the Los Angeles Department of City Planning (serving as lead agency) in accordance with the requirements of the California Environmental Quality Act ("CEQA") (Public Resources Code § 21000 *et seq.*; 14 Cal. Code Regs. § 15000 *et seq.*). An initial study was prepared for the project in July 2015 and a Revised Initial Study was subsequently issued in October 2015. The Revised Initial Study is attached to the Draft EIR in Appendix A. In compliance with CEQA Section 21080.4, a Notice of Preparation ("NOP") was prepared by the City of Los Angeles Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies and other interested parties. The NOP identified specific areas where the proposed project could have adverse environmental effects and determined that an EIR would need to be prepared to document these effects. The Department of City Planning issued the original NOP on July 10, 2015. A public scoping meeting was held on July 22, 2015, at Fire Station #84, 21050 Burbank Boulevard, Woodland Hills, California, 91367, to receive community input on the proposed project and the scope of the EIR. Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through the NOP process. Refer to Appendix A of the Draft EIR for a copy of the NOP and written comments submitted to the Department of City Planning in response to the NOP and scoping meeting.

Based on comments received at the scoping meeting, a subsequent Revised and Recirculated NOP was issued on November 3, 2015 describing modifications to the Project regarding 1) Requests of permits/approvals; 2) Increase in square-footage for covered, non-livable open space and reconfiguration of units; 3) Reduction of proposed building height; 4) Clarification of parking structure levels; 5) Reduction in parking spaces proposed; 6) Increase in bicycle parking and 6) Technical corrections. The Revised and Recirculated NOP was circulated for a period of 30 days between November 3, 2015 and December 3, 2015.

The Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research, and was circulated for public review and comment for a 46-day review period commencing on June 2, 2016 and ending July 18, 2016. Pursuant to Section 15088 of the CEQA Guidelines, the City of Los Angeles, as lead agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section III of the Final EIR.

The Department of City Planning prepared a Final EIR for the project, which was completed on September 2, 2016, and is hereby incorporated by reference in full. The Final EIR was made available for review on the City's website [http://planning.lacity.org/eir/clarendon/ClarendonCoverPg.html]. The Final EIR was also made available at libraries and the Department of City Planning. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the proposed Project. The Final EIR addresses the environmental effects associated with implementation of the proposed Project, identifies feasible mitigation measures and alternatives that may be

adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the Project Site as well as individuals who attended the scoping meeting and provided comments during the NOP and Draft EIR comment periods.

The Department of City Planning subsequently issued Errata No. 1 and No. 2 in July 2016 and September 2016, respectively, to provide minor technical corrections to the Alternatives Section of the Draft EIR related to Air Quality impacts and mitigations, and to include mitigation measures identified in the Revised Initial Study but inadvertently omitted from the Mitigation Monitoring Program. Both Errata No. 1 and No. 2 were posted on the Department's website prior to the public hearing on September 27, 2016 [http://planning.lacity.org/eir/clarendon/ClarendonCoverPg.html] and available for public review. Given the Erratas provided only technical corrections to the EIR, consequently, the EIR did not require recirculation as no new significant Environmental Impacts were identified and no new information was submitted which would warrant such recirculation.

B. Record of Proceedings

The City of Los Angeles Department of City Planning Deputy Advisory Agency and Hearing Officer conducted a duly noticed concurrent public hearing on September 27, 2016, to receive public testimony on the proposed entitlements and environmental documents. Pursuant to Sec. 17.03 and 17.06 of the Los Angeles Municipal Code (LAMC), the Deputy Advisory Agency issued its letter of determination on October 13, 2016, for Vesting Tentative Tract 74170 approving a reversion to acreage of 14 lots to 1 lot on approximately 4.22 net acres, and as the initial decision-maker on a multiple approval process in accordance with Sec. 12.26 of the LAMC, certified the EIR (including Draft EIR, Final EIR and Erratas), adopted the Mitigation Monitoring Program (MMP), including project design features and mitigation measures and adopted these Findings. The City Planning Commission will consider the remaining entitlements under their authority, including a Zone Change and Height District Change, Waivers of Development Standards pursuant to a Density Bonus, a Project Permit Compliance for the Ventura-Cahuenga Boulevard Specific Plan, Site Plan Review, and any additional findings related to the certification of the EIR, including the Errata, adoption of the Mitigation Monitoring Program (MMP), including project design features and mitigation measures, and these Findings.

The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA findings are based, are located at the Department of City Planning, 6262 Van Nuys Boulevard, Room 351, Van Nuys, California 91401. This information is provided in compliance with CEQA Section 21081.6(a)(2).

III. EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE CLARENDON STREET APARTMENT PROJECT REVISED INITIAL STUDY

The Revised Initial Study prepared for the Clarendon Street Apartments Development Project and circulated on November 3, 2015 with a Notice of Preparation (NOP) of a Draft EIR made either a less than significant environmental impact or a no impact determination for each topic area listed below. Those less than significant impacts identified in the Clarendon Street Apartment Revised Initial Study are discussed below.

AESTHETICS

Scenic vista. The Initial Study completed for the Clarendon Street Apartments Development Project determined that the Project would not block any scenic vistas because there are no views of scenic vistas from the Project site. The Project site is relatively flat and is surrounded on all sides by development and mature trees that block views from the site and surrounding areas. North of the Project site is US-101, which is elevated. Views to the north from the Project site and areas to the south of the site are blocked by the elevated US-101. In addition, views from US-101 to areas south of the Project site are limited because US-101 is lined with mature trees that block views. Therefore, impacts with regard to scenic vistas would be less than significant and no mitigation measures are required.

Scenic resources and historic buildings within a state scenic highway. The Project site does not include any scenic resources. There are no scenic rock outcroppings on the Project site. The Project site contains mature trees, but the trees are typical landscape trees and do not have exceptional aesthetic or scenic value. The Project site is located adjacent to US-101, which is eligible, but not officially designated a scenic highway by the California Department of Transportation (Caltrans). However, the City of Los Angeles General Plan designates US-101 as a scenic highway. The Transportation Element of the City of Los Angeles General Plan established guidelines for designated scenic highways. These guidelines are designed to be interim, utilized until a Scenic Corridor Plan is established in accordance with the individual scenic character or concept associated with the specific designated highway. The Corridor Specific Plan does not outline requirements regarding scenic highways, so the interim guidelines outlined in the Transportation Element are utilized. The interim guidelines include requirements regarding (1) roadway, (2) earthwork/grading, (3) planting/landscaping, (4) signs/outdoor advertising, and (5) utilities.

The Proposed Project would involve removal of a one-story post office and two-story office building and the construction of a residential building, with no changes proposed to the freeway design characteristics. Earthwork and grading would take place only on the proposed project site, and not on the adjacent US-101. Likewise, tree removal would take place at the project site; however, no trees along the US-101 frontage would be removed. The Proposed Project does not include integration of signage or outdoor advertising, and the existing utilities in place would not need to be expanded to accommodate the Project. Additionally, the Proposed Project would replace the existing commercial structures and parking areas with structures of scale and density similar to that of surrounding properties. Therefore, the view from US-101 would not be significantly altered by the Project. Therefore, impacts with regard to scenic resources and historic buildings within a State scenic highway would be less than significant and no mitigation measures are required.

Existing visual character or quality of the site and its surroundings. The new residential building would be generally compatible in scale with the office and residential

buildings located on the south side of Clarendon Street, which range from one to five stories and include an eclectic range of architectural styles. The proposed structure would not conflict with these surrounding styles. Therefore, impacts with regard to existing visual character or quality of the site and its surroundings would be less than significant and no mitigation measures are required.

Shade created by Project-related structures on shadow-sensitive uses. A shade study (completed June 2015) evaluated the potential shade impact that the Proposed Project would have on the surrounding uses. The study found that the Proposed Project would not create a significant shadow impact because the Proposed Project would only create an estimated 1.5 hours of shade during summer, with the shadow beginning to affect the adjacent residential property to the east at 3:30 PM and an estimated 1.75 hours of shade during the winter, with the shadow beginning to affect the property to the east at 1:45 PM. Therefore, impacts with regard to shade created by Project-related structures on shadow-sensitive uses would be less than significant and no mitigation measures are required.

AGRICULTURE RESOURCES

No agricultural zones. The California Department of Conservation's 2010 map of Los Angeles County Important Farmland shows that the Project site is within an area of "urban and built-up land" and not within an area of "prime farmland". The Project site is not under Williamson Act contract. In addition, the Project site is not located on agricultural land and the Project would not involve any development that could result in the conversion of farmland to non-agricultural uses. For these reasons, the Project would have no impact with respect to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; conflict with existing agricultural zoning or Williamson Act contract; or other conversion of farmland to non-agricultural use. Therefore, no impacts with regard to agriculture would occur and no mitigation measures are required.

AIR QUALITY

Applicable air quality plan. The 2012 Air Quality Management Plan (AQMP) relied upon the projections developed by the Southern California Association of Governments (SCAG). According to SCAG growth forecasts, the City of Los Angeles will have a population of 3,991,700 in 2020, an increase of 87,043 over the current City population of 3,904,657. Development of 335 dwelling units on the Project site could cause an increase in the City's population. Using the California Department of Finance average household size for Los Angeles of 2.85 persons, the 335 dwelling units would generate an average resident population of 955 persons (335 units x 2.85 persons/unit). Therefore, construction of the Proposed Project would result in a citywide population of approximately 3,905,612 persons (3,904,657 + 955). This increase in population would be within the City's projected 2020 population of 3,991,700. Since Project-related population growth would be within SCAG population growth forecasts, the Project would be consistent with the AQMP. Therefore, impacts with regard to applicable air quality plans would be less than significant and no mitigation measures are required.

Odors affecting a substantial number of people. The 1993 SCAQMD CEQA Air Quality Handbook identifies land uses associated with odor complaints. Residential uses are not identified on Figure 5-5, Land Uses Associated with Odor Complaints, of the 1993 SCAQMD CEQA Air Quality Handbook. Therefore, the Proposed Project would not generate objectionable odors affecting a substantial number of

people. Therefore, impacts with regard to odors would be less than significant and no mitigation measures are required.

CULTURAL RESOURCES

Historical Resources. The Project site is developed with a post office, a commercial building, and surface parking lots. It has not been identified by Survey LA or listed on any local register or historic resources survey. The post office is a concrete tilt-up building and does not embody distinctive design. It is not associated with significant events or the lives of significant persons. Additionally, the buildings on-site are not owned by the federal government and as such are not required to comply with the Section 106 National Historic Preservation Act requirements. Therefore, impacts with regard to historic resources would be less than significant and no mitigation measures are required.

Archaeological resources, paleontological resources, geological resources, and human remains. The Project site is located in an urbanized area that has been previously disturbed by past activities, specifically construction of existing on-site structures. Given that the Project site has been substantially disturbed by previous construction, any archaeological or paleontological resources that may have existed at one time likely have been previously unearthed, collected, and/or destroyed. In addition, disturbed soils typically eliminate the original stratigraphic/geologic context for paleontological and archaeological resources so that they are therefore not considered "significant" or "unique." The likelihood for unknown archaeological resources, paleontological resources, or unique geologic resources to be present within the area of proposed disturbance is low. Therefore, impacts with regard to archaeological, paleontological, and unique geological resources would be less than significant and no mitigation measures are required.

The Project site is developed and does not contain any evidence of human remains, however, grading and excavation is necessary and may reveal new information. Adherence to Section 7050.5(b) of the California Health and Safety Code would protect any previously unidentified buried human remains. In accordance with these codified requirements, in the event that human bone or bone of unknown origin is found during construction, all work is required to stop in the vicinity of the find and the County Coroner must be contacted immediately. If the remains are determined to be Native American, the Coroner is required to notify the Native American Heritage Commission, who then notifies the person it believes to be the most likely descendent. The most likely descendant would work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. Therefore, impacts with regard to human remains would be less than significant and no mitigation measures are required.

GEOLOGY AND SEISMICITY

Rupture of known earthquake fault or strong seismic ground shaking. No faults have been mapped across the Project site; however, similar to all of Southern California, active and/or potentially active faults in the region could generate strong ground shaking on the Project site. The Proposed Project would involve the replacement of existing retail structures with newer structures. These newer facilities must be constructed in compliance with modern building codes, including the Los Angeles Building Code, which adopts the California Building Code by reference in Chapter IX, Article 1, Section 91.1010.1 of the Los Angeles Municipal Code. The California Building Code contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake.

Therefore, impacts with regard to fault rupture or seismic shaking would be less than significant and no mitigation measures are required.

Landslides. The Project site is flat. According to Exhibit C (Landslide Inventory & Hillside Area) of the City of Los Angeles General Plan Safety Element the Project site is not located in a landslide or hillside area. Therefore, no landslide impacts would occur and no mitigation measures are required.

On- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, and expansive soils. The project applicant would be required to prepare and adhere to the recommendations of a geotechnical report that complies with California Building Code (CBC) requirements related to these areas. Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. Expansive soils may be present on the project site. CBC Section 1808.6 requires special foundation design for buildings constructed on expansive soils. If the soil is not removed or stabilized, then foundations must be designed to prevent uplift of the supported structure or to resist forces exerted on the foundation due to soil volume changes or shall be isolated from the expansive soil. Compliance with CBC requirements would protect structures and occupants from hazards involving expansive soils. Therefore, impacts with regard to landslides, lateral spreading, subsidence, liquefaction, collapse, and expansive soils would be less than significant and no mitigation measures are required.

On-site septic systems. The Project site is already connected to the City's sewer and wastewater disposal system and the Proposed Project would not involve the use of septic tanks. Therefore, no impacts would occur regarding septic systems and no mitigation measures are required.

HAZARDS AND HAZARDOUS MATERIALS

Transport, use, or disposal hazardous materials. The Proposed Project would involve replacement of an existing post office and office building with residential uses. The proposed residential uses would not involve the routine transport, use, or disposal of hazardous substances, other than minor amounts typically used for maintenance. Therefore, impacts with regard to transport, use, or disposal of hazardous materials would be less than significant and no mitigation measures are required.

Release of hazardous material substances, or waste within ¼ mile of an existing or proposed school. The Proposed Project would not emit hazardous materials with compliance with existing regulations. In addition, the closest school to the Project site is the Woodland Hills Private School, located approximately 0.35 miles northwest of the Project site. There would be no impact related to the release of hazardous materials within ¼ mile of a school and no mitigation measures are required.

Airport safety hazards. The airport closest to the Project site is the Van Nuys airport located approximately seven miles to the northeast. The Project site is not located within an airport influence area or near a private airstrip. Therefore, no impact related to airport safety would occur and no mitigation measures are required.

Emergency plans. The City of Los Angeles Department of Emergency Management is responsible for the development of citywide emergency plans. The Proposed Project would include replacement of commercial buildings with a residential project. The Proposed Project would not interfere with the City's emergency plans developed by the Department of Emergency Management. Therefore, impacts with regard to emergency plans would be less than significant and no mitigation measures are required.

Wildland fire hazard. The Project site is within a developed part of Woodland Hills and does not include wildlands or high fire hazard terrain or vegetation. Additionally, according to the City of Los Angeles General Plan Safety Element Exhibit D, the Project site is not located within a wildfire hazard area. Therefore, impacts with regard to wildland fire hazards would be less than significant and no mitigation measures are required.

HYDROLOGY AND WATER QUALITY

Water quality. With compliance with applicable state, regional, and City policies and the following regulations, General Construction Permit, NPDES Multiple Separate Storm Sewer System (MS4) permit, CWA, City stormwater ordinances, the Proposed Project would not significantly impact water quality. Therefore, impacts with regard to water quality would be less than significant and no mitigation measures are required.

Groundwater supplies and groundwater recharge. The Proposed Project would receive its water supply from the Los Angeles Department of Water and Power (LADWP). Approximately 12% of LADWP's water supply comes from local groundwater. The City owns water rights in basins adjudicated by decree through Superior Court Judgments (LA UWMP, 2010). The adjudication limits groundwater pumping to safe yield amounts (safe yield based upon a calculation of rate of groundwater replenishment). Therefore, the proposed project would not result in an exceedance of safe yield or a significant depletion of groundwater supplies. Therefore, impacts with regard to groundwater supplies or recharge would be less than significant and no mitigation measures are required.

Drainage pattern. The Project site is generally flat and already developed; therefore, changes to the hydrological conditions of the site would be minimal and impacts to the existing drainage pattern or surface runoff as a result of the Project would be minimal. In addition, as mentioned, the Los Angeles County MS4 permit requires that all post-development stormwater runoff shall not exceed the predevelopment peak flow. The Project would not alter the course of any stream or other drainage, would not increase the potential for flooding, and would not result in increased erosion. Adherence to the City's urban runoff programs and implementation of design features to capture and treat stormwater runoff would reduce the quantity and level of pollutants within runoff leaving the site. Therefore, impacts with regard to drainage pattern would be less than significant and no mitigation measures are required.

Stormwater drainage systems and runoff. The Project site is urbanized and almost entirely covered with impervious surfaces, and would remain so under the Proposed Project. Therefore, the Project would not substantially alter surface runoff from the site. In addition, the Project would be required to comply with the NPDES MS4 Permit issued by the Los Angeles Regional Water Quality Control Board, which would require implementation of Best Management Practices (BMPs). Therefore, impacts with regard to stormwater drainage systems and runoff would be less than significant and no mitigation measures are required.

100-year flood zone/flooding. According to the Federal Emergency Management Agency (FEMA), the Project site is located in Zone X, which is characterized by a minimal risk of flooding and located outside the 100-year flood hazard area (FEMA FIRM # 06037C1290F, 2008). According to Exhibit F of the City of Los Angeles General Plan Safety Element, the Project site is not within a 100-year or 500-year flood plain. Therefore, development of the Proposed Project would not expose people or structures to significant flood hazards and would not impede or redirect flood flows. Therefore, no

impacts with regard to flooding or 100-year flood zones would be occur and no mitigation measures are required.

Dam or levee failure. There are no dams or levees located within the vicinity of the Project site. Therefore, no impacts with regard to dam or levee failure would occur and no mitigation measures are required.

Seiches and tsunamis. According to the Exhibit G of the Los Angeles General Plan Safety Element, the project site is not within an area potentially impacted by a tsunami. The project site is not in proximity to a large body of water therefore would not be subject to inundation by seiche. Additionally, the project site is not located near a hillside area and would not be susceptible to mudslides or mudflows. Therefore, no impacts with regard to seiches or tsunamis would be occur and no mitigation measures are required.

LAND USE AND PLANNING

Divide an established community. The Project site is located on a developed parcel within an urbanized area in the Woodland Hills neighborhood in the City of Los Angeles. The Proposed Project would not create a physical barrier that would divide an established community. The Proposed Project would preserve the local vehicular circulation system and, thus, would not physically divide an established community. Therefore, impacts with regard to established community division would be less than significant and no mitigation measures are required.

Conflict with the local Habitat Conservation Plan. No habitat conservation plan applies to the Project area. Therefore, no impacts with regard to a Habitat Conservation Plan would occur and no mitigation measures are required.

MINERAL RESOURCES

Loss of known or locally important mineral resources. The Project site is a not located in an area designated as Oil Drilling District or Surface Mining District by Los Angeles City Comprehensive Zoning Ordinance. Additionally, the Project does not involve the use or mining of mineral resources. Therefore, no impacts with regard to mineral resources would occur and no mitigation measures are required.

NOISE

Aircraft noise. The Project site is not within an airport land use plan or within two miles of a public or private airport. The airport closest to the Project site, Van Nuys Airport, is located approximately seven miles to the northeast. Therefore, the Proposed Project would not expose people to excessive noise levels related to airports for people living or working at the project site and its vicinity. Therefore, no impacts with regard to aircraft noise would occur and no mitigation measures are required.

POPULATION AND HOUSING

Population growth. The level of population increase potentially associated with the Proposed Project is within the population forecast. Because the Project would not substantially increase population above anticipated growth, and the physical environmental impacts associated with the project were addressed in the individual resources sections of the Initial Study, impacts related to population growth would be less than significant. Therefore, impacts with regard to population growth would be less than significant and no mitigation measures are required.

Displaced houses and people. The Project site currently contains a post office, an office building, and parking areas. The Proposed Project would not involve demolition of any residential units. Thus, the Project would not displace housing units or people, or necessitate the construction of replacement housing. Therefore, no impacts with regard to displaced houses or people would occur and no mitigation measures are required.

PUBLIC SERVICES

Fire protection. The Los Angeles Fire Department (LAFD) provides fire protection services in Los Angeles. Development of the Proposed Project would incrementally increase demand for fire protection services compared to existing conditions due to the addition of 335 residential units. The LAFD would review site plans, site construction, and the actual structure prior to occupancy to ensure that required fire protection safety features in accordance with LAMC Chapter V, Article 7 (Fire Protection and Prevention) are implemented. Development with modern materials and in accordance with current standards, inclusive of fire resistant materials, fire alarms and detection systems, automatic fire sprinklers, would enhance safety from fire in comparison to the existing older units that would be removed, and would support fire protection services. The Proposed Project would not affect fire protection services such that new or altered fire protection facilities are needed. Therefore, impacts with regard to fire protection would be less than significant and no mitigation measures are required.

Police protection. The Los Angeles Police Department (LAPD) provides police protection services in the City. The Project would incrementally increase the demand for police protection services compared to existing conditions due to the addition of approximately 955 new residents. However, this increase would not significantly affect the Police Department's ability to respond to emergency situations or substantially decrease the level of service in the City, thereby resulting in the need to construct new facilities. The project would not require the construction of new or physically altered police protection facilities which could have an environmental impact. Therefore, impacts with regard to police protection would be less than significant and no mitigation measures are required.

Schools. The Los Angeles Unified School District (LAUSD) would provide public school service for the Project. The Proposed Project would be served by Woodland Hills Charter Elementary (K-5), Woodland Hills Academy (6-8) and William Howard Taft Charter High School (9-12). In accordance with state law, the applicant would be required to pay school impact fees. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Therefore, impacts with regard to schools would be less than significant and no mitigation measures are required.

Parks. The Proposed Project would involve the addition of 955 residents and would increase the demand for use of existing parks in the City. However, the Project would not increase demand on parks and recreational facilities to the extent that they would suffer substantial physical deterioration or that new park facilities would need to be built to accommodate the demand. Therefore, impacts with regard to parks would be less than significant and no mitigation measures are required.

Libraries and other public facilities. The Proposed Project would contribute incrementally toward impacts to City Public Services and facilities such as libraries. The Project's contribution would be offset through the Project specific features described in the individual resource section analyses described in the Initial Study.

The Proposed Project would involve removal of a USPS post office building. USPS is planning on establishing an alternative site for the existing post office prior to the current lease termination, and does not expect to impact the neighboring postal facilities through any consolidations. Therefore, USPS services would not be significantly affected such that additional post office buildings beyond the replacement site would be needed. Therefore, impacts with regard to libraries and other public facilities would be less than significant and no mitigation measures are required.

RECREATION

Parks and recreational facilities. A number of City park facilities are located within a short distance of the Project site. These include Warner Ranch Park and the Woodland Hills Recreation Center. The Proposed Project would also include recreational facilities, including courtyards, a pool, and a gym, and would comply with the City's open space ordinance. The Project would not increase demand on parks and recreational facilities to the extent that they would suffer substantial physical deterioration or that new park facilities would need to be built to accommodate the demand. Therefore, impacts with regard to parks and recreational facilities would be less than significant and no mitigation measures are required.

TRANSPORTATION AND TRAFFIC

Applicable plan, ordinance, or policy; congestion management program. The trip generation analysis for the Proposed Project indicated that it would result in a net decrease of 1,142 daily trips, 93 AM peak hour trips, and 129 PM peak hour trips. As the Proposed Project would result in a net decrease in vehicle trips, the Proposed Project would be below the thresholds outlined in the City's traffic study guidelines for preparing a formal traffic study. Therefore, impacts with regard to applicable transportation plans, ordinances, or policies, or a congestion management program, would be less than significant and no mitigation measures are required.

Air traffic patterns. The Project site is located about seven miles from the nearest airport (Van Nuys Airport) and is not located within a designated fly zone or airport influence area. Therefore, no impacts with regard to air traffic patterns would occur and no mitigation measures are required.

Emergency access. The Project site is currently accessible via Clarendon Street and Glade Avenue. The Proposed Project would be accessed via two driveways on Clarendon Street that would lead to the parking structure. An additional fire lane/access point would be provided from Clarendon Street on the western boundary of the site. The Project would not result in any new roadways, alter site access, or result in levels of traffic congestion that would impede emergency access as the Proposed Project does not involve any new development. The Proposed Project would meet all LAFD site access requirements. Therefore, impacts with regard to emergency access would be less than significant and no mitigation measures are required.

Alternative transportation. The Proposed Project would involve construction of a multi-family residential use on a currently developed site. The Proposed Project would be limited to site-specific improvements and would not damage the performance or safety of any public transit, bikeway, or pedestrian facilities. Conversely, the Proposed Project would maintain the quality of the pedestrian environment with landscaping along Clarendon Street. The project site is transit-accessible and within walking distance of Metro Lines 150/240, 161, 169, 245/244, and 750. Sidewalks are provided along all key roadways in the project site vicinity and pedestrian crosswalks with walk lights are

provided at signalized intersections in the project area. The proposed project would provide 369 bicycle parking spaces. The project would have no impact with respect to adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, and would not otherwise substantially reduce the performance or safety of such facilities. Therefore, impacts with regard to alternative transportation would be less than significant and no mitigation measures are required.

UTILITIES AND SERVICE SYSTEMS

Wastewater treatment. The Proposed Project would generate a net increase of approximately 38,515 gallons of wastewater per day. This increase would be well within the existing unused capacity of the wastewater treatment plants that serve the Project site, the Tillman Water Reclamation Plant and Hyperion Treatment Plant. In addition, the Proposed Project would replace older existing inefficient fixtures with modern water efficient fixtures (e.g., low flow toilets) as required for new development under the California Plumbing Code (Title 24, Cal. Code Regs., Part 5, Chapter 4). Therefore, impacts with regard to wastewater treatment would be less than significant and no mitigation measures are required.

Stormwater. The Project site is currently paved and thus impermeable. The overall surface stormwater quantity that would flow into the City's stormdrain system would be the same compared to existing conditions. Therefore, impacts with regard to stormwater would be less than significant and no mitigation measures are required.

Landfill and solid waste. The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939, the County Integrated Waste Management Summary Plan, and the City's recycling program. There is adequate landfill capacity in the region to accommodate project-generated waste. Based on the availability of landfill capacity project solid waste disposal needs can be adequately met without a significant impact on the capacity of the landfills. Therefore, impacts with regard to landfills and solid waste would be less than significant and no mitigation measures are required.

IV. EFFECTS DETERMINED TO LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED IN THE CLARENDON STREET APARTMENT PROJECT INITIAL STUDY

The Revised Initial Study prepared for the Clarendon Street Apartments Development Project and circulated with a Notice of Preparation (NOP) of a Draft EIR made a determination that each topic area listed below would be less than significant with mitigation incorporated. Those potentially significant impacts identified in the Clarendon Street Apartment Revised Initial Study are discussed below.

AESTHETICS

Source of substantial light and glare. The Project would include the replacement of an existing post office, office building, and parking areas with residential uses. The existing structures and parking lot include outdoor lighting. Parking lot lighting is oriented towards the ground. Lighting associated with the existing buildings on-site includes both shielded and unshielded lighting. Additionally, the adjacent commercial, residential, and roadway uses generate nighttime light and daytime glare along all sides of the property. The Proposed Project would be subject to the City's Green Building Code (Chapter IX, Article 9) which includes provisions for light and glare reduction (LAMC Section 99.05.106.8). Table 5.106.8 in the LAMC sets maximum allowable backlight, uplight, and glare ratings. Therefore, lighting impacts are not expected to be significant, but in accordance with City policies the following mitigation has been incorporated into the MMP to further reduce spillover lighting effects:

IS MM AES-1 Lighting. The proposed project shall include measures to reduce nighttime lighting spillover. These may include, but are not limited to:

- Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting;
- Prohibit or limit signs with flashing, mechanical, strobe, or blinking lights; moving parts; or lighted monument signs;
- Provide structural and/or vegetative screening from sensitive uses;
- Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses; and
- Restrict the operation of outdoor lighting for recreational activities to the hours of 7:00 AM to 10:00 PM

BIOLOGICAL RESOURCES

Native biological resources or habitats. The Project site is centrally located in a developed area of Woodland Hills. The Project site and surrounding properties are developed with urban land uses. Due to the developed nature of the site, the Project site lacks significant native vegetation that would provide habitat for any unique, rare, or endangered plant or animal species. On-site landscaping consists of ornamental species that lack habitat value. Additionally, no wetlands are located on or adjacent to the Project site. Therefore, the Proposed Project would not have an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, because no listed species are known or expected to occur at the Project site.

The Proposed Project would involve removal of the mature landscape trees on the Project site but would not involve the removal of any trees that are protected under the

City's Native Tree Protection Ordinance. There are no known nests and no native biological habitat on-site and it is unlikely that the Project would present a significant impact on biological resources. However, the Project site contains non-native trees and other non-native landscaping that would be removed as part of the Project. The trees and shrubs within the Project site provide potentially suitable nesting habitat for a variety of bird species that are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16 United States Code Section 703-711) and California Fish and Game Code (CFGC) Section 3503. Due to the limited number of existing larger trees and shrubs, the Proposed Project has minimal potential to impact migratory and other bird species. Nevertheless, construction-related disturbance could result in nest abandonment or premature fledging of the young. The Proposed Project would be required to comply with the MBTA 16 United States Code Section 703-711, CFGC Section 3503, and mitigation measure IS-BIO-1 to avoid construction-related disturbance of nesting birds.

IS MM BIO-1 Nesting/Breeding Native Bird Protection. To avoid impacts to nesting birds, all initial ground disturbing activities, including tree removal, shall be limited to the time period between August 16 and January 31 (i.e., outside the nesting season) if feasible. If initial site disturbance, grading, and vegetation removal cannot be conducted during this time period, a pre-construction survey for active nests within the project site shall be conducted by a qualified biologist at the site no more than two weeks prior to any construction activities. If active nests are identified, species specific exclusion buffers shall be determined by the biologist, and construction timing and location adjusted accordingly. The buffer shall be adhered to until the adults and young are no longer reliant on the nest site, as determined by the biologist. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area.

Following compliance with MBTA and CFGC requirements, impacts related to Biology are not expected to be significant, but in accordance with City policies, mitigation measure IS-BIO-1 has been included to further reduce impacts related to nesting birds. In addition, LAMC Section 62.169 requires a permit in order to prune, remove, or plant any native or non-native tree or shrub in any City street (i.e., within the public right of way associated with the street). The Proposed Project would involve removal of street trees on the sidewalks adjacent to the Project site in order to repave the sidewalks. The developer would be required to obtain approval and permits to remove street tress in accordance with LAMC Section 62.169.

GEOLOGY AND SEISMICITY

Seismic-related ground failure including liquefaction. The Revised Initial Study completed for the Clarendon Street Apartments Development Project determined that the Project would have a significant but mitigable impact on seismic-related ground failure, including liquefaction. This determination was due to the fact that the Project site is located in a Liquefiable Area according to Exhibit B, Areas Susceptible to Liquefaction, of the City of Los Angeles General Plan Safety Element, which includes recent alluvial deposits and groundwater less than 30 feet deep. Likewise, a review of the State of California Seismic Hazard Zone Map for the Canoga Park Quadrangle also indicates that the site is located in an area designated as having the potential for liquefaction. The Proposed Project would be required to comply with applicable provisions of the most recently adopted version of the CBC and the City's building regulations. Therefore, impacts related to liquefaction are not expected to be significant, but in accordance with

City policies the following mitigation has been incorporated into the MMP to further reduce the risk of liquefaction impacts:

IS MM GEO-1 Geotechnical Engineering Study Requirements. The project design, site preparation, and construction shall incorporate and implement all of the provisions, as outlined in Section 7 of the Geotechnical Investigation Study prepared by Geocon West, Inc., dated June 2, 2015. These include but are not limited to:

- Based on the potential for liquefaction affecting the site, and the resulting potential for liquefaction-induced settlement, the proposed structure shall be designed for a combined static and seismically induced differential settlement of 2/3 inch over a distance of 30 feet, with the central and easternmost residential structures being designed for a combined static and seismically induced differential settlement of 1.3 inches over a distance of 30 feet.
- Remove the upper six feet of existing soils within the proposed on-grade building footprint, and properly compact it for foundation and slab support.
- Excavate and remove all existing fill and soft alluvial soils.
- Based on the potential for liquefaction affecting the site, and the resulting potential for liquefaction-induced settlement, a mat foundation shall be utilized for support of the proposed structures. The mat foundation shall be underlain by a minimum of three feet of newly placed compacted fill.
- Utilize a seismic separation or flexible connection where the apartment structures and parking structure may be attached.
- Utilize flexible utility connections for all rigid utilities.
- Construct the parking structure prior to residential structures in order to allow the majority of static settlement to take place in the parking structure and help minimize differential settlements between the two structures.

Soil erosion/loss of top soil. The Initial Study completed for the Clarendon Street Apartments Development Project determined that the Project would have a significant but mitigable impact on soil erosion/loss of top soil. This determination was based on the fact that construction activities have the potential to expose surficial soils to wind and water erosion. However, the Proposed Project would comply with SCAQMD Rule 403 regarding incorporation of measures to reduce fugitive dust, which would also help reduce the potential for construction related erosion. Because the Project site is currently developed with a post office and office building, is flat (reducing the potential for high speed stormwater flows during construction), would comply with SCAQMD Rule 403, and the Project would not increase storm flows during operations above existing conditions, Project development would not have the potential to cause substantial erosion or the loss of topsoil. While compliance with General Construction Activities Stormwater Permit and SCAQMD Rule 403 would reduce potential impacts related to soil erosion to less than significant levels, but in accordance with City policies the following mitigation has been incorporated into the MMP to further reduce the risk of soil erosion impacts.

IS MM GEO-2 Erosion Control. The proposed project shall implement measures to reduce erosion during construction. These may include, but are not limited to:

- Establish an erosion control plan prior to construction;
- Revegetate cleared areas as soon as feasible after grading or construction with temporary seeding, permanent seeding, mulching, stabilization, vegetative buffer strips, protection of trees, or other soil stabilization practices; reduce sedimentation by using detention basins, straw bale dikes, silt fences, earth dikes, brush barriers, velocity dissipation devices, drainage swales, check dams, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, sediment traps, temporary sediment basins, or other controls; and
- Incorporate permeable paving materials that permit water penetration.

UTILITIES AND SERVICE SYSTEMS

Water Supplies. Assuming that water use is 120% of wastewater generation, existing uses on site demand approximately 7,372.6 gallons per day or 8.3 acre feet per year (AFY). The proposed project would demand approximately 54,672 gallons per day, or 61.2 AFY. Therefore, net new water demand associated with the proposed project would be approximately 47,299.4 gallons per day or 52.9 AFY. LADWP projects that adequate water supplies will be available even in the multi-dry year scenario. Therefore, impacts related to water supply are not expected to be significant, but in accordance with City policies the following mitigation has been incorporated into the MMP to further reduce water supply impacts:

IS MM U-1 Water Reduction. The proposed project shall implement measures to reduce water use. These may include, but are not limited to:

- Incorporate a recirculating hot water system to reduce waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet. Use tankless water heaters;
- Retrofit other buildings within the City to offset the net water consumption induced by the proposed project;
- Use reclaimed water as a source for project irrigation systems;
- Set automatic irrigation systems to irrigate during early morning or evening hours to minimize water loss due to evaporation and reset to water less in cooler months and during rainfall season;
- Use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray;
- Practice xeriscaping that exceeds City requirements;
- Recycle all water used in cooling systems to the maximum extent possible;
- If a fleet will be maintained, incorporate a water recycling system in on-site facilities for washing vehicles; and
- Perform regular preventive maintenance on all pumps, valves, and piping, in the project's water system to minimize water waste.

V. EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE CLARENDON STREET APARTMENT PROJECT'S FINAL EIR

The Clarendon Street Apartment Project's Final EIR studied several issues identified in the Initial Study as having potentially significant impacts, but for which the EIR determined that they would be less than significant. Those less than significant impacts identified in the Clarendon Street Apartment Final EIR are discussed below.

AIR QUALITY

Air quality standards and carbon monoxide levels. According to the traffic study the Project would result in a net decrease of 90 vehicle trips (108 fewer inbound trips and 18 outbound trips) during the AM peak hour and a net decrease of 141 vehicle trips (38 fewer inbound trips and 103 fewer outbound trips) during the PM peak hour. Over a 24-hour period the Proposed Project would result in a net decrease of approximately 1,100 trips per day. Therefore, impacts with regard to air quality standards and CO levels would be less than significant and no mitigation measures are required.

Operational air quality emissions. Operation of the Proposed Project would generate air pollutant emissions, but emissions would not exceed SCAQMD operational significance thresholds. Therefore, impacts with regard to operational air quality emissions would be less than significant and no mitigation measures are required.

Expose sensitive receptors to substantial pollutant concentrations. Based on the health risk assessment (HRA) prepared for the Proposed Project, the proposed use of the site for multi-family residential development would potentially expose on-site residents to significant carcinogenic health risks associated with vehicle emissions, specifically diesel exhaust particulates, based upon SCAQMD health risk guidelines and current vehicle travel characteristics for US-101. However, use of MERV filtration at MERV level 16 throughout the Proposed Project, included in the Proposed Project as a project design feature (PDF), would reduce health risks to sensitive receptors to a level that is less than significant. Therefore, impacts with regard to exposure of sensitive receptors to pollutants would be less than significant and no mitigation measures are required.

GREENHOUSE GAS EMISSIONS

Generate GHG emissions. The Proposed Project would generate short-term as well as long-term GHG emissions. These emissions would incrementally contribute to climate change. However, the Proposed Project emissions would not exceed the 3,000 MT CO_2e/year threshold. Therefore, impacts with regard to greenhouse gas emissions would be less than significant and no mitigation measures are required.

Conflict with an applicable plan, policy, or regulation. The Proposed Project is consistent with applicable plans and policies adopted for the purpose of reducing GHG emissions, including SB 375 and the City of Los Angeles Sustainability Plan. Therefore, impacts with regard to greenhouse gas plans, policies, or regulations would be less than significant and no mitigation measures are required.

LAND USE AND PLANNING

Applicability with land use plan, policy, or regulation. On-site development would be consistent with applicable land use plans, policies, and regulations, including the City of Los Angeles General Plan Framework Element and the Canoga Park–Winnetka–

Woodland Hills–West Hills Community Plan. On-site development would involve a zone change to RAS4-1L. With approval of the zone change, development would be consistent with the Proposed Project's site Community Commercial General Plan and Specific Plan land use designation. Therefore, impacts with regard to land use plans, policies, or regulations would be less than significant and no mitigation measures are required.

UTILITIES

Water Demand. The Proposed Project would increase on-site water demand by an estimated 52.9 acre-feet per year (AFY). Water would be provided by the LADWP, which has sufficient water supplies available through 2035, based on population projections in LADWP's 2010 Urban Water Management Plan (UWMP). The Proposed Project would implement PDF U-1, outlined below, to minimize water supply requirements. Therefore, impacts with regard to water demand would be less than significant and no mitigation measures are required.

PDF U-1 Water Reduction. The Proposed Project shall implement the following PDF to reduce water use. This shall include, but is not limited to:

- Use tankless water heaters;
- Prepare site for reclaimed water use to accommodate the future availability of recycled water as a source for Project irrigation systems;
- Set automatic irrigation systems to irrigate during early morning or evening hours to minimize water loss due to evaporation and reset to water less in cooler months and during rainfall season;
- Use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray;
- Recycle all water used in cooling systems to extent feasible; and
- Perform regular preventive maintenance on all pumps, valves, and piping, in the Project's water system to minimize water waste.

VI. EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE CLARENDON STREET APARTMENT PROJECT'S FINAL EIR WITH MITIGATION AND FINDINGS

The City of Los Angeles, having reviewed and considered the information contained in the Clarendon Street Apartment Project's Final EIR, finds, pursuant to California Public Resources Code 21081 (a)(1) and *CEQA Guidelines* 15091 (a)(1), that changes or alterations have been required in, or incorporated into, the Project to avoid or substantially lessen impacts to below a level of significance. The following potentially significant environmental effects identified in the Clarendon Street Apartment Project's Final EIR are discussed below.

AIR QUALITY

Project construction and localized air pollutant emissions. Project construction would generate temporary increases in localized air pollutant emissions. Such emissions may result in temporary adverse impacts to local air quality and ROG emissions would exceed SCAQMD thresholds. The architectural coating phase involves the greatest release of ROG and the emissions modeling includes the use of low-volatile organic compound (VOC) paint (50 g/L for non-flat coatings) as required by SCAQMD Rule 1113. Nonetheless, maximum daily ROG emissions associated with application of architectural coatings would exceed SCAQMD regional thresholds. Because ROG emissions would exceed SCAQMD regional thresholds, impacts would be potentially significant and Mitigation Measure AQ-1 is required.

MM AQ-1 Low-VOC architectural coatings shall be used for all buildings, including the proposed parking levels. In addition, no more than 88 gallons of paint shall be used per day for architectural coatings, including both interior and exterior surfaces. SCAQMD is the enforcement agency.

The maximum daily emissions of ROG shown in Table 4.1-4 of Section 4.1, *Air Quality*, of the FEIR are based on an assumption that architectural coatings would be applied over a period of 18 days (the default phase length in CalEEMod for application of architectural coatings). Further extending the duration of this phase of development would distribute the associated ROG emissions over a greater number of days, resulting in lower daily emissions of ROG. A maximum area of 30,768 square feet of architectural coatings per day, which would require approximately 88 gallons of paint per day, was determined to result in maximum daily ROG emissions below the SCAQMD regional threshold of 75 pounds per day. With implementation of Mitigation Measure AQ-1 set forth in the MMP, any potential impacts related to project construction and localized air pollutant emissions would be reduced to a less than significant level.

HAZARDS AND HAZARDOUS MATERIALS

Hazardous material sites compiled pursuant to Government Code Section 65962.5. Historic activity on-site and in the Proposed Project vicinity may have adversely affected soil and groundwater quality at the Proposed Project site. A Phase II Environmental Site Assessment (ESA), completed in June 2015, revealed that the concentration of TPHg in RB2-15 was detected at a concentration that exceeds the established SSL for residential properties. In addition, the detected concentration of ethylbenzene and xylenes exceeded the SSLs in RB2-15. In accordance with the recommendations of the first Phase II ESA, the second Phase II ESA included additional sampling in the vicinity of RB2-15 to delineate the extent of the contamination both laterally and vertically. From the analysis of the boreholes, concentrations of ethylbenzene, 1,2,4 trimethylbenzene, and xylenes were detected at 10 feet and 15 feet below-grade that exceed established RSLs for residential scenarios and SSLs in RB5. Analysis of the

boreholes detected TPHg above the SSL at two feet, 10 feet, and 15 feet for RB5. It was also determined that the SV8 soil gas sample at five feet below grade exceeds established CHHSL for benzene.

Due to the presence of contaminated soil and groundwater on the Project site, Mitigation Measures HAZ-1 through HAZ-3 shall be incorporated to reduce the severity of potential impacts to less than significant.

MM HAZ-1 Prior to issuance of a building, grading, or demolition permit, the developer shall prepare a soil management plan for all excavation projects conducted on the Project site, to be implemented in the event that excavation occurs in an area documented to contain contaminants and for situations when contaminants that were not previously identified are suspected or discovered. The plan shall identify appropriate measures to be followed if contaminants are encountered during excavation. The appropriate measures shall identify personnel to be notified, emergency contacts, and a sampling protocol. The excavation and demolition contractors shall be made aware of the possibility of encountering known and unknown hazardous materials, and shall be provided with appropriate contact and notification information. The plan shall include a provision stating at what point it is safe to continue with the excavation or demolition, and identify the person authorized to make that determination. Removal, transportation, and disposal of impacted soil shall be performed in accordance with applicable federal, state, and local laws, regulations, and ordinances. The plan shall be submitted for City of Los Angeles, RWQCB, or DTSC review and approval.

MM HAZ-2 Soil materials on the Project site shall be evaluated, profiled, and remediated either prior to construction of structures or concurrent with excavation. The contaminated materials shall be profiled for disposal and remedial excavation shall proceed under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall also be approved by a regulatory oversight agency, such as the City of Los Angeles, County of Los Angeles Department of Environmental Health, Los Angeles Fire Department Health and Hazardous Materials Division, RWQCB, or DTSC. The developer shall submit all correspondence to the City of Los Angeles prior to issuance of grading or building permits. Upon completion of the remediation, a qualified environmental consultant shall prepare a report summarizing the Project, the remediation approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests. The report shall be submitted to the appropriate regulatory oversite agency for their approval. Site construction shall be held until the regulatory oversite agency and City of Los Angeles have approved the remediation report and determined the site condition is appropriate for development.

MM HAZ-3 Prior to issuance of building permits, the applicant shall submit for City of Los Angeles review, the design of engineering controls, and sufficient information about construction and operation

parameters as are determined necessary by the County of Los Angeles Department of Environmental Health, Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control to assure that the future occupants would not be impacted by current or future soil vapor intrusion resulting from soil or groundwater contamination. Common engineering controls that could be installed beneath the proposed structures and within the underground parking garages to prevent soil vapor intrusion into the structures include soil vapor barriers placed beneath the proposed structure and installation of an exhaust ventilation system in the parking garage, engineered to ventilate VOCs in addition to vehicle exhaust.

Implementation of Mitigation Measures HAZ-1 through HAZ-3 set forth in the MMP would reduce any potential impacts related to potential contamination of soil and groundwater due to hazardous materials to a less than significant level.

NOISE

Construction noise, including excessive ground-borne vibration and substantial increases in temporary or periodic noise levels. Construction of the Proposed Project would intermittently generate high noise levels and groundborne vibration where residential land uses may be exposed to noise levels that exceed City of Los Angeles standards. LAMC Section 41.40 prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday and federal holidays. All such activities are also prohibited on Sundays. Required compliance with these time restrictions would limit construction noise to times when people are generally less sensitive to noise and reduce construction equipment noise. Nevertheless, because Project construction would be a substantial source of noise and would occur in close proximity to adjacent single and multi-family residences, noise reduction measures are required for construction activities associated with the Project.

MM N-1 Noise and groundborne vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

MM N-2 Construction activities shall be planned to minimize the operation of several pieces of equipment simultaneously, which causes high noise levels.

MM N-3 Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

MM N-4 The Project contractor shall use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

MM N-5 The local power grid shall be used for all feasible equipment to limit generator noise. No generators larger than 25 KVA shall be used and, in cases where a generator is necessary, it shall have a maximum noise muffling capacity and be operated at the lowest power setting required

to minimize the resulting noise. All variable message/sign boards shall be solar powered or connected to the local power grid.

MM N-6 Temporary noise barriers shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 30 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (we recommend a standard minimum height of 8 feet) to completely block the line-of-sight between the noise source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier.

MM N-7 All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

MM N-8 Two weeks prior to the commencement of construction at the Project site, notification shall be provided to immediately adjacent off-site residential properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

MM N-9 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 45 feet from abutting sensitive receptors as feasible.

Project construction would represent a temporary source of noise at the Project site. Mitigation Measures N-1 through N-9 require implementation of noise reduction devices and techniques during construction, and would reduce the noise levels associated with construction of the Project to the maximum extent feasible. Thus, the Project would be in compliance with the LAMC with respect to construction and would not violate the noise standards established in the LAMC. With implementation of Mitigation Measures N-1 through N-9 set forth in the MMP, any potential impacts related to construction noise would be reduced to a less than significant level.

Operational Noise. The Noise Element of the City of Los Angeles General Plan recognizes 60 dBA CNEL or less as the most desirable target for the exterior of noise-sensitive land uses, and up to 70 dBA CNEL conditionally acceptable if all measures to reduce such exposure have been taken. The anticipated noise level from traffic on US-101 at the private balconies of the western residences is 68.8 dBA, which exceeds the City's 60 dBA acceptable standard, but is below the 70 dBA conditionally acceptable standard. Exterior noise levels at the western balconies would be exposed to noise in the "conditionally acceptable" range, and residents can choose to go indoors if exterior levels are too high. Nonetheless, interior noise would further be reduced through implementation of Mitigation Measures N-10 and N-11.

MM N-10 All on-site residential structures facing US-101 shall include windows and exterior doors that have a minimum STC rating of 30 STC or higher. Exterior doors shall be solid core and be installed with weather stripping. In addition, the windows will be non-operable.

MM N-11 All on-site residential structures facing US-101 shall include exterior wall assemblies which shall have a STC rating of 45 or higher.

The noise levels in the Project units would fall within acceptable levels. Noise levels within the Project's recreational courtyards will also fall within acceptable levels. Noise on the Project's west facing private balconies would fall below the 70 dBA conditionally acceptable standard and noise Reduction Measures N-10 through N-11 would further reduce noise levels at the residential use areas facing US-101 to the maximum extent feasible. Traffic noise from the Project would be reduced below existing levels and would remain below the City's 70 dBA conditionally acceptable standard. With implementation of Mitigation Measures N-10 and N-11 set forth in the MMP, any potential impacts related to operational noise would be reduced to a less than significant level.

VII. ENVIRONMENTAL EFFECTS THAT REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION AND FINDINGS

The Clarendon Street Apartment Project EIR determined that all potentially significant environmental impacts can be reduced to a less than significant level with proposed mitigation measures. Thus, the Project would not result in any unavoidably significant environmental effects, and as such, no Statement of Overriding Considerations is required

VIII. ALTERNATIVES

The Clarendon Street Apartment Project's Final EIR studied three alternatives to the Project and examined the potential of each alternative to avoid or substantially lessen its potential environmental impacts. The following alternatives are evaluated in this EIR:

- Alternative 1: No Project
- Alternative 2: Commercial Development In Accordance with Current General Plan Designation
- Alternative 3: Mixed-Use

The findings for the alternatives analyzed in the Clarendon Street Apartment Final EIR are discussed below.

ALTERNATIVE 1: NO PROJECT ALTERNATIVE

This alternative assumes that the Proposed Project is not implemented. It is assumed that the Project site would remain in its current condition without new construction or discretionary approvals. The existing U.S. Postal Service (USPS) post office and distribution center would remain in operation until the end of 2016, at which time a new commercial tenant (e.g., a logistics or delivery business) would occupy this space. In addition, the two-story commercial building on-site would remain in its current use.

Finding: It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative described in the EIR.

Rationale for Finding: The No Project Alternative is not feasible because the existing tenants on the Project site are terminating their lease with the property owner and would not continue to operate on-site in the future. Furthermore, the No Project Alternative would not achieve any of the objectives for the Proposed Project because it would not provide housing as stated in Section 2.0, Project Description, of the Final EIR.

ALTERNATIVE 2: COMMERCIAL DEVELOPMENT IN ACCORDANCE WITH CURRENT GENERAL PLAN DESIGNATION

The Commercial Development Alternative ("Alternative 2") would redevelop the site consistent with its current Community Commercial Community Plan and Specific Plan designation with commercial uses only. The floor area of potential development would be limited to 229,750 square feet (for a floor area ratio of 1.25:1 on the 4.22-acre Project site), and the 45-foot height limitation would be observed. A mix of commercial uses would be included: offices (120,000 square feet), retail uses (52,700 square feet), a health club (32,000 square feet), and restaurants (25,050 square feet). Similar to the Proposed Project, this alternative would involve demolition of the existing U.S. Post Office and distribution center and commercial offices, as well as grading of the entire Project site. The maximum height of new commercial buildings would be four stories, or 45 feet above grade. Alternative 2 would include rezoning to bring about uniform commercial zoning of the Project site consistent with its current Community Commercial designation under the Community and Specific Plans.

Finding: It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations make infeasible the Commercial Development in Accordance with Current General Plan Designation Alternative described in the EIR

Rationale for Finding: Alternative 2 would involve the development of less overall building area than the Proposed Project; however, it would have additional impacts related to greenhouse gas emissions that exceed SCAQMD thresholds and would increase traffic generation and impacts as compared to the Proposed Project. This alternative would not reduce any impacts relative to the Proposed Project. Furthermore, Alternative 2 would not achieve the basic Project objectives, as stated in Section 2.0, *Project Description*, of the Final EIR, because it would not provide housing.

ALTERNATIVE 3: MIXED-USE

The Mixed-Use Alternative ("Alternative 3") would provide a mix of residential and commercial uses at the Project site with an overall floor area ratio of 1.25:1. Additionally, the total floor area of 229,750 square feet would represent a 40.5% reduction in the square footage of development relative to the Proposed Project. Alternative 3 would include rezoning to bring about uniform CR zoning of the Project site. The CR zone allows multi-family apartments, as well as a range of commercial uses, which would be consistent with the site's current Community Commercial designation under the Community and Specific Plans. The maximum height of new buildings would be four stories, or 45 feet above grade. See Figures 6.2a and 6.2b for the conceptual site plans of Alternative 3.

Finding: It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations make infeasible the Mixed-Use Alternative described in the EIR.

Rationale for Finding: Alternative 3 would still have a significant, but mitigable impact related to exposure of on-site sensitive receptors to traffic noise. While Alternative 3 would involve the development of less overall building area than the Proposed Project, it would not reduce any impacts relative to the Proposed Project and would have additional significant impacts related to greenhouse gas emissions, noise, air quality and traffic. Additionally, Alternative 3 would not provide below market-rate housing, which is a basic Project objective as stated in Section 2.0, *Project Description*, of the Final EIR.