

FINDINGS

(As amended by the South Valley Area Planning Commission on April 22, 2021)

The proposed Project involves the demolition of one commercial office building totaling approximately 53,412 square feet on a 44,014 square foot lot before dedications, and the construction of a new, eight-story, approximately 85 feet in height, 166,995 square-foot in area, single-phase, multi-family residence building. The project includes a maximum of 193 dwelling units including 11 Work-Live units for a total of 161,549 square feet of Residential Floor Area. The project also includes approximately 5,446 square feet of Work-Live units as Non-Residential Floor Area according to the Warner Center 2035 Specific Plan. The Project includes four levels of parking, two of which are subterranean, 249 vehicle parking spaces, 12 short-term bicycle parking spaces, and 121 long-term bicycle parking spaces. The Project also includes approximately 6,732 square feet of Publicly Accessible Open Space (PAOS) and the removal and replacement of three Street Trees in the Public Right of Way. The project is located in the River District of the Specific Plan, is subject to the requirements of the Specific Plan for Activity Nodes and Active Street Frontages and does not claim any Incentivized Uses bonuses.

The Project also seeks a Project Permit Adjustment to permit a minimum 12 foot and six-inch floor-to-floor height for the “Work” portion of the Work-Live units in an Active Street Frontage-identified area of in lieu of the 15 feet otherwise required in Section 6.2.4.2.1(a) of the Warner Center 2035 Specific Plan.

Project Permit Compliance Findings

- 1) The Project substantially complies with the applicable regulations, findings, standards, and provisions of the Warner Center 2035 Specific Plan.**

Based on a review of the plans labeled “**Project Plans - Exhibit A**” attached to the administrative file, and as modified by the conditions contained herein, the Director of Planning makes the following findings in accordance with Section 11.5.7.C.2 of the Los Angeles Municipal Code (LAMC) and the applicable review criteria of the Warner Center 2035 Specific Plan:

Section 6.1.2.6.1: Uses

The Project’s proposes the use of a multi-family residential development with 11 Work-Live Units, both of which are permitted uses. The Project’s Work-Live units are recognized as a Residential use per Section 3 of the Specific Plan. However, for the purposes of calculating floor area, the Project is credited 50% of the Work-Live unit space as Non-Residential floor area, as per Footnote 5 of Appendix B of the Specific Plan. Thus, the project is approved for a total of 161,549 square feet of Residential Floor Area and 5,446 square feet of Non-Residential Floor Area. As such, the project complies with Section 6.1.2.6.1 of the Specific Plan.

Section 6.1.2.6.2: Intensity

The project will have a Floor Area Ratio of 4.06:1 as shown in “Exhibit A”. As per Section 6.1.2.6.2 of the Plan states, a base maximum FAR of 4.5:1 shall be permitted for all lots within the River District. Therefore, the project complies with Section 6.1.2.6.2 of the Specific Plan.

Section 6.1.2.6.3: Permitted Development by Floor Area

There are no use restrictions on any Project by floor area in the River District. The project is approved for a total of 161,549 square feet of Residential Floor Area and 5,446 square feet of Non-Residential Floor Area. Therefore, the project complies with Section 6.1.2.6.3

Section 6.1.2.6.4: Building Height

The project proposes a building height of approximately 85 feet. As per Condition of Approval Number 4, the project will have a street wall height of a minimum of 25 vertical feet along Vanowen Street.

Additionally, the project is subject to Environmental Condition AES-28 which requires that proposed structures be designed to minimize shade/shadow impacts to sensitive uses to the extent reasonable and feasible. There are currently no single-family dwellings in close proximity to the Project site. The abutting and adjacent properties to the project to the north are multi-family dwellings that are existing. The properties to the east comprise a new multi-family dwelling structure. The properties to the west are comprised of a commercial office building complex. The property to the south is a vacant, unimproved, lot that used to be an industrial use.

All projects within the River District are permitted an unlimited Building or Structure height and the street wall of all Projects with frontage along a public street or highway must have a minimum building height of 25 feet along the public street or highway. In addition, any Project over 75 feet in height is subject to additional requirements as set forth in the Mitigation Monitoring Program (MMP). As such, the project complies with Section 6.1.2.6.4 of the Specific Plan.

Section 6.1.2.6.5: River Frontage.

The Project is not on a lot with frontage along the Los Angeles River. As such, Section 6.1.2.6.5 of the Specific Plan does not apply to this Project.

Sections 6.1.2.6.6: Street Standards and 7.7: Street Improvements and Dedications

Street standards in the River District are established in Appendix H, Tables 1 and 2, of the Specific Plan. Vanowen Street is designated as a Major Highway Class II and per Condition of Approval Number 5, it will be in compliance with Table 2, which requires on the north side of the east/west section a 52-foot half right-of-way, a 40-foot half roadway, an eight-foot half sidewalk, eight-foot half parkway and a four-foot half easement. Alabama Avenue is designated as a Local Street. Conditions for both streets were directed by the Bureau of Engineering in their memo dated July 19, 2018.

As conditioned, the Project on Vanowen Street will dedicate a 9-foot wide strip of land along the property frontage to complete a 52-foot half right-of-way in accordance with Warner Center Specific Plan 2035 and a 20-foot radius property line return at the intersection with Alabama Avenue. In addition, the Project will provide a 4-foot sidewalk easement along the property frontage on Vanowen Street. The Project will also construct on Vanowen Street additional surfacing to join the existing improvements to provide a 40-foot half roadway, including asphalt pavement, integral concrete curb, 2-foot gutter and an 8-foot wide concrete sidewalk adjacent to the easement line in a 16-foot border in accordance to Warner Center Specific Plan 2035. On Alabama Avenue, the Project will reconstruct the concrete sidewalk to provide a 12-foot wide concrete sidewalk along the property frontage. If the Project relocates streetlights, it will be to the satisfaction of the Bureau of Street Lighting. The Project is also directed to contact the Department of Water and Power regarding power poles, Bureau of Sanitation for sewers, and the Fire Department regarding fire hydrants. The Project will repair on Alabama Avenue all broken and off-grade concrete curb and gutter. The Project will also upgrade all driveways to comply with ADA requirements or close unused driveways, and per Environmental Condition HYDRO-3, construct vegetated swales as appropriate in sufficient area to direct offsite runoff to existing curb and gutter or storm drains. As such, the Project complies with Section 6.1.2.6.6 of the Specific Plan and applicable parts of Section 7.7. **(BOE)**

Section 6.1.2.6.7, Section 6.1.2.6.8, and Section 6.2.4: Activity Nodes and Active Street Frontages

The proposed Project is located within an Active Street Frontage area, according to Map 10: Activity Nodes, New Streets, and Active Frontage Streets of the Specific Plan. The Specific Plan states that the requirements for Projects in an Activity Node and/or Active Street Frontages are established in Section 6.2 of the Plan.

The Project requested a Specific Plan Adjustment for the height requirements of Section 6.2.4, and the findings required for the Adjustment are found later in this determination. As per Condition of Approval Number 6 and the regulations of Section 6.2.4 of the Specific Plan on Activity Nodes and Active Street Frontage, the Project along Vanowen Street will be limited to Non-Residential uses to a depth of 25 feet from the building frontage along the street. The Project is granted a Specific Plan Adjustment for floor to floor height on the ground floor as follows: starting from the southwestern point of the building, and moving east, for the first approximately 105 feet and four inches, the Project shall have a minimum floor-to-floor height of 12 feet and six inches; for the next approximately 133 feet and four inches of the property to the east, the Project shall have a minimum floor-to-floor height of 13 feet and six inches; for the last approximately 71 feet and six inches of the property to the east, the Project shall have a minimum floor-to-floor height of 14 feet. Also, per Condition of Approval Number 6, the Project will have at least 75 percent of the building facade along Vanowen Street located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted reflective or opaque glazing will not be counted towards the minimum percentage. Additionally, ground floor Work-Live units oriented to Vanowen Street will be accessed individually and directly from Vanowen Street with individual front stoops or porches, and fence and wall heights along Vanowen Street will not exceed 42 inches, as measured from the highest adjacent grade. Finally, the Project will have a primary entrance for the building located on a public street that is connected and visible from the street.

Section 6.2.4 requires that parking on the ground floor will be permitted so long as at least eighty percent (80%) of the ground floor frontage on any side of the above-grade parking structure, which is adjacent to a public street (except an alley) or adjacent to a public open space/plaza, includes ground floor non-residential use subject to the provisions of Section 6.1.2.2.4 (a) and (b). As such, the Project is condition to the following additional regulations for the remaining portions where residential use on the ground floor is permitted:

- a) Permitted Residential uses in the Ground Floor shall be limited to Work-Live Units professional offices or residential common spaces and shall be designed to include wall openings comprised of a minimum of fifty percent (50%) of the street level Building Facade located between 30 inches and 84 inches from the ground floor.
- b) Ground floor Work-Live units oriented to Vanowen Street shall be accessed individually and directly from Vanowen Street with individual front stoops or porches.
- c) Fence and wall heights along Vanowen Street shall not exceed 42 inches, as measured from the highest adjacent grade. Fences and walls shall include latticework, ornamental fences, screen walls, hedges or thick growth of shrubs or trees.

As such, the Project complies with Sections 6.1.2.6.7, 6.1.2.6.8, and 6.2.4 of the Specific Plan.

Section 6.1.2.6.9: Setbacks

Per Section 6.1.2.6.9, all Projects in the River District with an Active Street Frontage shall have a front setback of no less than 12 feet, and no more than 15 feet. Per "Exhibit A", the Project proposes a setback of 12 to 15 feet along Vanowen Street. Lastly, Condition of

Approval Number 12 requires the Project to submit an updated landscape plan which shows a minimum of 30% of the required setback areas landscaped. As such the Project complies with Section 6.1.2.6.9 of the Specific Plan.

Section 6.2.2: Publicly Accessible Open Space (PAOS)

The Project is required to provide PAOS that has a minimum square-footage equal to 15 percent of the net site area after dedication, and which satisfies a set of required standards set forth in Section 6.2.2.2. Per this Section, the Project would be required to dedicate a minimum of 6,170 square feet, based on a site that is 41,132 square feet after dedications. The Project proposes 6,732 square feet of PAOS per "Exhibit A" and per Condition of Approval Number 8. Additionally, the project complies per "Exhibit A" and Condition of Approval Number 8 with Section 6.2.2.2 as follows:

- a. The PAOS will be contiguous and internally integrated into the overall design of the Project and is directly accessible from Vanowen Street and Alabama Avenue. To maintain contiguity, the PAOS is conditioned to remain unfenced and ungated.
- b. The PAOS will be internally and externally integrated with neighboring buildings or structures and any existing, or approved, PAOS.
- c. The PAOS will be accessible to the public from 6:00 am to 10:00 pm seven days a week, with two signs posted that are unobstructed from public view indicating public accessibility as per Condition of Approval Number 10;
- d. The Project will have a minimum of 6,588 square feet of PAOS, or approximately 98% of the total provided, open to the sky, which complies with the requirement that 90% of PAOS be open to the sky;
- e. The Project will have a minimum of 3,376 square feet of PAOS, or 50%, landscaped., which complies with the requirement that at least 50 percent of the PAOS be landscaped.
- f. The Project is conditioned to provide a minimum of 14 seats for the 6,732 square feet of PAOS, which complies with the requirement to provide at least one (1) seat per 500 square feet of PAOS, per Section 6.2.2.2.7 of the Specific Plan. Additionally, the Project will count two linear square feet of bench or seat wall as equal to one (1) seat;

As per Condition of Approval Number 9, in addition to the PAOS requirement, the Project will satisfy the LAMC, Section 12.33 Park Fees and Land Dedication requirement as applicable.

The Project, per Condition of Approval Number 8 and in satisfaction of Section 6.2.2.4.1, will prepare and execute a Covenant and Agreement that will bind the land for the Project and all successors to ensure the PAOS area will be maintained and made available and accessible to the public. Additionally, the per Condition of Approval Number 8 and in satisfaction of Section 6.2.2.4.4, setbacks required along the right of way will be counted as PAOS.

The PAOS will include a focal point of 1,099 square feet near the southwester portion of the property as shown in Exhibit A, which satisfies the requirement of Section 6.2.2.4.3, that states that the PAOS have at least one focal point or gathering space with a minimum of 500 square feet.

Furthermore, per Condition of Approval Number 8, the Project does not count toward the PAOS requirement any of the following: surface parking areas, open storage areas, private open space areas not accessible to the general public, swimming pools and spas not open to

the general public, loading docks and parking, driveway entrances and exits, sidewalks and parkways that are already in the public right of way, and detached or attached utility areas or pads, therefore satisfying Section 6.2.2.5 of the Specific Plan.

As such, the Project complies with Section 6.2.2 of the Specific Plan.

Section 6.2.3: Parking

All parking spaces will be in compliance with applicable parking provisions set forth in the Section 6.2.3 of the Specific Plan and LAMC Section 12.21 A.4. The Project is designed with four levels of parking, two of which are subterranean parking, one on the ground floor and the other on the second level. The Project proposes to provide 249 parking spaces per "Exhibit A" and per Condition of Approval Number 10.

The project complies per "Exhibit A" and Condition of Approval Number 10 with Section 6.2.3 as follows:

- a) Residential Automotive Parking (Including Work-Live Units). The Project is approved for 249 Residential parking spaces and will provide a minimum of 193 and no more than 386 Residential parking spaces for the 193 Residential units proposed. Therefore, the Project complies with Section 6.2.3.2.1(a), which requires that the Project provide parking for residents at the rate of at least one parking space per unit but not more than two spaces per unit.
- b) Non-Residential Automotive Parking. The Project has 5,446 square feet of Non-Residential Floor Area in eleven Work-Live units. The Project's Work-Live units are recognized as a Residential use per Section 3 of the Specific Plan. However, for the purposes of calculating floor area, the Project is credited 50% of the Work-Live unit space as Non-Residential floor area, as per Footnote 5 of Appendix B of the Specific Plan. As such, there is no official Non-Residential use for which to calculate parking at the time of issuance of this Letter of Determination. If at a point in the future the "work" portion of the Work-Live units were to be granted a new Certificate of Occupancy for a use other than Residential, that portion of the unit dedicated to the Non-Residential uses shall be required to provide parking in the amounts required per the Specific Plan regulation in effect at such time. Sizes of spaces shall follow the Los Angeles Municipal Code requirements at the time of the issuance of the new Certificate of Occupancy. These spaces shall be counted separately from the Residential spaces. As such, the Project complies with Section 6.2.3.2.2 of the Specific Plan.
- c) General Parking Provisions. The Project complies as follows with Section 6.2.3.3 of the Specific Plan, which contains provisions that establish parking standards for all Projects in the Plan.
 - i) *Alternative Fuel Vehicle Parking*. Condition of Approval Number 10 allows for Electric Vehicle parking spaces to be counted concurrently with the total number of parking spots. Overall, the Project proposes 249 parking spaces, which is less than the maximum of 386 parking spaces allowed for this Project based on use. Therefore, the Project complies with Section 6.2.3.3(a) of the Specific Plan which states that the Alternative Fuel Vehicle Parking can be counted above the total maximum parking allowed for the site by 10% or less.
 - ii) *Tandem Parking*. The Project does not propose tandem parking and as such, Section 6.2.3.3(b) of the Specific Plan does not apply.

- iii) *Unbundled Parking*. The Project does not propose off-street parking for other projects within the same or adjacent Districts within the Plan. As such, Section 6.2.3.3(c) of the Specific Plan does not apply to this Project.
- iv) *New Street Parking*. The Project does not propose any new streets. As such, Section 6.2.3.3(d) of the Specific Plan does not apply to this project.
- v) *Disabled Parking*. The Project proposes overall 249 parking spaces, below the maximum of 386 parking spaces allowed for the site for the uses proposed. Nonetheless, Condition of Approval Number 10 includes provisions to exclude the counting of disabled parking spaces from the total numbers should the total amount of parking spaces being provided equal the maximum amount of parking allowed for the Project. As such, the Project complies with Section 6.2.3.3(e).
- vi) *Bicycle Parking*. Per Condition of Approval Number 11, the Project will provide 12 short-term and 121 long-term bicycle parking spaces for Residential use. The Project has 5,446 square feet of Non-Residential Floor Area in eleven Work-Live units. The Project's Work-Live units are recognized as a Residential use per Section 3 of the Specific Plan. However, for the purposes of calculating floor area, the Project is credited 50% of the Work-Live unit space as Non-Residential floor area, as per Footnote 5 of Appendix B of the Specific Plan. As such, there is no official Non-Residential use for which to calculate bicycle parking at the time of issuance of this Letter of Determination. If at a point in the future the "work" portion of the Work-Live units were to be granted a new Certificate of Occupancy for a use other than Residential, that portion of the unit dedicated to the Non-Residential uses shall be required to provide bicycle parking in the amounts required per the Specific Plan regulation in effect at such time. Sizes of spaces shall follow the Los Angeles Municipal Code requirements at the time of the issuance of the new Certificate of Occupancy. These spaces shall be counted separately from the Residential spaces and follow size and design regulations as outlined in the LAMC. As such, the Project complies with Section 6.2.3.3(f).

Per the reasons stated above, the Project complies with Section 6.2.3 of the Specific Plan on Parking.

Section 6.2.5: New Streets and Pedestrian Adapted Pathways

The Project is not located in the area where new streets are noted on Map 10 of the Specific Plan. Additionally, the Project does not propose any Pedestrian Adapted Pathways. As such, the Project is not subject to Section 6.2.5 of the Specific Plan.

Section 6.2.6: Urban Design Guidelines and Supplemental Urban Design Standards

Section 6.2.6 requires that projects comply with a set of Supplemental Urban Design Standards. The Project is also encouraged to comply with Urban Design Guidelines, and the optional Design Guidelines that the project incorporates into the design are addressed in a separate section herein. The applicable required standards and the Project's compliance with them are as follows:

- a) Parking in Required Setbacks. Per "Exhibit A", the Project does not propose surface parking. Condition of Approval Number 10 also does not permit the Project to provide surface parking in the setbacks. As such, the Project is not subject to Section 6.2.6.2.1, which limits surface parking in the front setback area.
- b) Architecture. Per "Exhibit A", the Project has a variety of architectural treatments that break up the façade, using materials such as laminated panel cladding, glass, and medium

dash exterior plaster on the first two floors, as well as detailing like storefront window systems on the first floor, recessed balconies on floors above the first floor, and articulation. As such, the Project complies with Section 6.2.6.2.2, which requires projects that are three or more stories in height to have a different architectural treatment on the ground floor than the upper floors of the building.

- c) Lighting and Security. Per Condition of Approval Number 13, the Project will submit revised elevations that show all and any exterior lighting as integrated with design of the structure(s), shielded to reduce glare for all sides of the building, and pointed away from the sky and windows of residential units. As such, the Project complies with Section 6.2.6.2.3, which requires projects to integrate exterior lighting with the building's design and shield it to reduce glare.
- d) Utilities. As the Project is not a Master Planned Project as defined by the Specific Plan, it is not subject to Section 6.2.6.2.4, which regulates the placement of utilities.
- e) Articulation of Building Facades. The Project proposes a building horizontal length of approximately 310 feet and two inches on the south and north elevations each. Therefore, the Project is subject to Section 6.2.6.2.5 of the Specific Plan, which regulates the articulation of buildings over 250 feet measured horizontally.

Per Condition of Approval Number 13, the Project will submit revised elevations that show the parking structure on the north elevation with a change of depth for at least 15% of the length of the facade and at least 5 feet in horizontal length. The facade shall incorporate ornamentation techniques such as materials, textures, apparent wall thickness, or fenestration.

Additionally, per "Exhibit A" on Vanowen Street, the first floor uses a storefront window system broken up by the laminated panel cladding as offsets, and per Condition of Approval Number 13, the second floor uses a storefront of opaque glass. Per "Exhibit A," the third through eighth floors feature recessed bays of balconies alternating with bays of floor-to-ceiling glass windows, and alternating as a unit as slightly projecting and recessing from the facade, as well as additional variation where the building steps back to accommodate the third-floor's south courtyard.

On the north elevation, per Condition of Approval Number 12 and per "Exhibit A", the Project will provide a green screen with a climbing vine to disguise the portion of the building dedicated parking on the first floor. Additionally, per "Exhibit A," the Project proposes a natural fiber compound screen on the second floor where the exterior wall encloses that level's parking. Additionally, on the north elevation the third through eighth floors feature recessed bays of balconies alternating with bays of floor-to-ceiling glass windows as well as an additional variation where the building steps back to accommodate the third-floor's north courtyard.

The variation in the depth of the facade continues above 35 feet in height as shown in "Exhibit A." The facades incorporate ornamental techniques in their design for example, using a variety of materials like plaster, glass, aluminum window bays, backlit opaque glass, and laminated panel cladding. The Project's use of opaque glass on the second floor and laminated panels also offers subtle accents to add depth and a pop of color. Fenestration is used to change the articulation vertically and horizontally. Additionally, the parking structure is designed to be incorporated into the building, wrapping parts of it with usable spaces like work-live units and common areas. For the areas where it is not wrapped into the structure, it is shielded from public view using materials that are

compatible with the overall design of the building, including opaque glass, green screen, climbing vines, and a natural fiber compound screen.

As such, the Project complies with Section 6.2.6.2.5, which regulates the articulation of the building facade.

- f) General Landscape Requirements for all Projects – Landscape and Irrigation Plans. Per Condition of Approval Number 12, the applicant will submit revised landscape plans that show all planted areas within the Project serviced by automatic irrigation systems and conforming to the City's water conservation requirements as prepared by a licensed landscape architect. Additionally, per Environmental Condition HYDRO-3, the Project will dedicate area in the parkway so that runoff can be collected in vegetated swales and directed to existing curb and gutter or storm drains. As such, the Project complies with Section 6.2.6.2.6, which requires automatic irrigation systems that conformance to the City's water conservation requirements.
- g) Landscaping Requirements for Parking Facilities. Section 6.2.6.2.7 of the Specific Plan states that any building or structure used for parking shall have a minimum landscaped setback of five feet on any portion of a building used for parking at or above grade when it is not next to a street. Any portion of a structure used for parking adjacent to a street shall meet the requirements for setbacks for the District in which it resides. The area within the setbacks shall be landscaped with a berm and/or hedge of at least 36 inches in height. Additionally, trees shall be planted in the setback at a ratio of one tree every 30 linear feet for the length of the parking area. Finally, the parking areas in the structure that are at or above grade shall be designed with screening techniques to minimize vehicle headlight and noise impacts on adjacent properties and include climbing vines to provide landscaped screening and exterior amelioration to the walls.

Per Condition of Approval Number 13, the applicant will submit revised plans and elevations that show for the parking structure on the west, north, and east elevations on the first and second floors a width of at least five feet in the landscaped setbacks. Per "Exhibit A," the Project shows a screening material of laminated panel cladding for the areas dedicated to parking at or above grade in the structure. Per Condition of Approval Number 12, the applicant will submit revised landscape plans that show all plants proposed, trees planted at a ratio of every 30 linear feet in the setback area adjacent to the parking structure on the north, west, and east elevations of the structure dedicated to parking; the species of climbing vines planted on the facade of the parking structure on the north elevation; the use of shrubs, vines, green, screen, or trees to screen blank walls at the north elevation for the portion of the structure above-grade and dedicated to parking. With the clarification of landscape plans through the two aforementioned Conditions of Approvals, the Project complies with Section 6.2.6.2.7.

- h) Street Trees. Section 6.2.6.2.8 requires that new street trees be of the species indicated for street trees as set forth in Appendix F of the Specific Plan. The Specific Plan, however, is silent on the replacement ratio for street trees that are to be removed as part of a Project. When the Specific Plan is silent on a regulation that occurs in the LAMC, the LAMC prevails. As such, the Project is subject to the Street Tree requirements placed upon the project from the Urban Forestry Division. In this instance, the Urban Forestry Division will require a two to one replacement as appropriate. Appendix F of the Specific Plan requires street trees on Vanowen Avenue to be either *Tabebuia impetiginosa* (Pink Trumpet Tree) and/or *Quercus ilex* (Holly Oak) and has no such requirement for what species street trees shall be on Alabama Avenue. Condition of Approval Number 5 directs the Project to preserve street trees to the greatest extent possible, as the Tree Report submitted

February 12, 2017 states three Street Trees are proposed for removal, but only one with a diameter of 4 inches or greater; the Landscape Plans in “Exhibit A” show a planting plan for new street trees. Existing Street Trees will be removed, and new ones planted only if the removal is necessary for sidewalk widening. If the Project requires the removal and replacement of street trees, according to “Exhibit A” Street trees will be planted with Holly Oak on Vanowen Street and a species to be determined on Alabama Avenue. Conditions were also directed by the Bureau of Engineering in their memo dated July 19, 2018 that include the installation of tree wells with root barriers and the planting of street trees. As such, Condition of Approval Number 5 requires the applicant to seek approval from the Division of Urban Forestry for compliance with their requirements. With further review and approval from the Division of Urban Forestry, the project will comply with Section 6.2.6.2.8 of the Specific Plan.

- i) Application of the Urban Design Guidelines and the Supplemental Urban Design Standards. Section 6.2.6.3 of the Specific Plan requires that Projects have a consultation with the City’s Urban Design Studio before a Letter of Determination is to be issued. The Project had a review with the Urban Design Studio on August 22, 2018, and as such complies with Section 6.2.6.3 of the Specific Plan.

As such, the Project complies with Section 6.2.6 of the Specific Plan.

Section 6.2.7: Hybrid Industrial

The Project does not propose Hybrid Industrial uses. The Project therefore is not subject to Section 6.2.7 of the Specific Plan which regulates Hybrid Industrial use.

Section 6.2.8: Automobile Uses

The Project does not propose uses that include the servicing, purchasing, or maintenance of automobiles. The Project is therefore not subject to Section 6.2.8 of the Specific Plan which regulates auto-oriented uses.

Section 6.2.9: Establishment of Entertainment Uses

The Project does not propose Entertainment Uses, and it is not located in the Downtown or Uptown Districts of the Specific Plan. The Project is therefore not subject to Section 6.2.9 of the Specific Plan which regulates entertainment and nightlife uses in the Downtown and Uptown Districts of the Specific Plan.

Section 6.2.10: Sustainability Requirements for the Entire Plan Area

Per Condition of Approval Number 14, the Project will submit evidence the project is designed to meet the equivalent green standards of LEED (Leadership in Energy and Environmental Design) at the Silver Level, in addition to the City’s Green Building and any other applicable regulations relating to sustainability standards. Additionally, per Conditions of Approval 15 and 16, the Project will submit evidence showing that it complies with the City’s Green Building Ordinance and that the roof complies with the Solar Reflectance Index requirement in Appendix G of the Specific Plan. Appendix G provides three options for roofs to meet compliance with Section 6.2.10 according to the slope of the roof and the materials used. As such, the Project complies with Section 6.2.10, which requires Projects to incorporate environmentally-conscience design and construction.

Section 7.2: Department of Transportation Review

In Condition of Approval Number 5 in “Additional Requirements”, the applicant is made aware that the Department of Transportation (DOT) may have additional requirements for dedication and improvements. As per Condition of Approval Number 18, the applicant will submit a site plan to

DOT for review and approval. Additionally, the applicant at the time application is required to submit an Initial Site Assessment Form, which was signed as required by City Planning staff on May 11, 2018. As such, the Project complies with Section 7.2 on Transportation Review.

Section 7.3: Mobility Fee

As required, the Applicant concurrently filed the Warner Center 2035 Plan Preliminary WC2035 Plan Mobility Fee Calculation Application Form with the Department of City Planning and the Department of Transportation, signed on May 11, 2018 by City Planning staff.

The Specific Plan allows credit for any uses that were occupied on or subsequent to January 1, 2008 to be deducted from a Project's Mobility Fee. The Project Site is currently improved with a commercial office building totaling approximately 53,412 square feet on a 44,014 square foot lot. The existing building has a FAR of approximately 1.2:1 and falls within Category D of the Warner Center 2035 Plan – Mobility Fee Table (Appendix D).

The proposed Project includes a total of approximately 166,995 square feet of Floor Area with a FAR of approximately 4.06:1. According to the 2020 Mobility Fee Rate Table, the proposed use falls within Category A of Appendix D.

The Applicant anticipates that the proposed Project will be required to contribute to the traffic mitigation measures, if/where applicable as determined by the Department of City Planning and DOT, as outlined in Appendix E of the Specific Plan, and that the Project would be required to dedicate a nine-foot strip of land on Vanowen Street and a four-foot easement, as shown in Condition of Approval Number 5. Please refer to the associated Preliminary Mobility Fee Application for the Project for more details on the Preliminary Mobility Fee estimation. Per Condition of Approval Number 19, the final Mobility Fee, including any credits, will be calculated by DCP after the final square footage totals for the Project uses are determined through the Plan Check process by Building and Safety. With further review by the Department of Building and Safety and the Department of Transportation, and approval from the Department of City Planning, the project will comply with Section 7.3 of the Specific Plan.

Section 7.8: Transportation Demand Management Program

Per Condition of Approval Number 20, the Applicant and/or property owner(s) will provide a Transportation Demand Management Plan or proof of membership in good standing for a Transportation Management Organization (TMO). As such, the Project complies with Section 7.8 which requires that Projects greater than 30,000 square feet submit a Transportation Demand Management plan to the City or join a TMO.

Section 9: Cultural Amenities

Per Condition of Approval Number 21, the Project will be assessed a Warner Center Cultural Amenities Development Fee if the valuation of the Project's building permit is \$500,000 or more. The rate at which it will be assessed will be at the rate set by LAMC Section 91.107.4.6. Prior to the issuance of building permits, should the project wish to provide on-site cultural amenities in-lieu of the fee, per Condition of Approval Number 21, the Project will have to demonstrate that the cultural amenities proposed at that time are consistent with the Warner Center Cultural Affairs Master Plan, and are being provided at a value equal to or greater than the amount of the Warner Center Cultural Amenities Development Fee. Should on-site cultural amenities be proposed, the Project is required to work with the Director of Planning and the Department of Cultural Affairs to determine consistency with the Master Plan. If, at the time prior to building permit issuance, there is no Master Plan with which to determine consistency with the proposed on-site cultural amenities, the Project will pay the set fee. As such, the Project complies with Section 9 of the Specific Plan.

Urban Design Guideline Section 2.5: Blocks and Height

Per “Exhibit A,” the eight-story structure, a tall structure for the area, is located along Vanowen Street, a major corridor designated as a Modified Avenue I in the Mobility Plan. As such, the Project complies with Urban Design Guideline Section 2.5 which states that Projects should site taller structures along the major corridors where their visual presence can serve as focal points within the district and reinforce the street wall.

Urban Design Guideline Section 2.6: Blocks and Density

Per “Exhibit A,” the Project is located approximately 0.25 miles from the Canoga Bus Rapid Transit Orange Line Station, which is defined as a major transit stop per Section 21064.3 of the California Public Resources Code and includes 193 dwelling units. As such, the Project complies with Urban Design Guideline Section 2.6, which states that Projects of greatest density, residential units, and employment centers should be located as close to a fixed transit station as possible.

Urban Design Guideline Section 2.7: Blocks

Per “Exhibit A,” the parking garage that serves the development is wrapped by habitable uses along the street frontage of Vanowen Street. As such, the Project complies with Urban Design Guideline Section 2.7 which states that Projects should locate parking garages that serve the development or district underground, in a podium wrapped by habitable uses.

Urban Design Guideline Section 3.B.6: Street Standards Improvements

Per Condition of Approval Number 5, the Project will be making improvements to the street like installing tree wells and providing parkways. As such, the Project complies with Urban Design Guideline Section 3.B.6 which states that Projects should provide parkways, tree wells, street trees, and other streetscape improvements.

Urban Design Guideline Section 3.C.5: Street Setbacks

Per Condition of Approval Number 12, the project will include on the south elevation at the live-work units, landscaped setbacks with any or all of the following: walkways, porches, raised planters and other solid walls up to three feet above sidewalk elevation, and transparent fences up to four feet above sidewalk elevation. As such, the Project complies with Urban Design Guideline Section 3.C.5, which states that adjacent to ground-floor residential units with individual entries or residential common areas the setbacks shall be landscaped with certain features.

Urban Design Guideline Section 3.C.6: Streets Setback Landscaping

Per Condition of Approval Number 12, the Project will provide updated plans that show landscaping in a minimum of 30% of the required setback areas. As such, the Project complies with Urban Design Guideline Section 3.C.6 which states that Projects should landscape setbacks adjacent to non-residential ground floor use.

Urban Design Guideline Section 3.C.7: Streets Setbacks

Per Condition of Approval Number 10, and per “Exhibit A”, the project will not include surface parking in the setbacks. As such, the Project complies with Urban Design Guideline Section 3.C.7, which states that surface parking should not be located in the setbacks.

Urban Design Guideline Section 4.C.3: Active Ground Floor Retail

Per Condition of Approval Number 17, the Project will locate the primary entrance to each street-level tenant space that has its frontage along Vanowen Street from that street. As such, the Project complies with Urban Design Guideline Section 4.C.3, which states that projects should locate the primary entrance to each street-level tenant space that has its frontage along a public street from that street.

Urban Design Guideline Section 4.D.1: Street Wall and Ground Floor Uses

Per Condition of Approval Number 17, the project will have a primary entrance for the building located on Vanowen Street, a public street, that is connected and visible from said street. The entrance on Vanowen Street, as shown on "Exhibit A," is located on the street frontage of Vanowen Street towards the west side of the building and is directly accessible from the adjacent sidewalk and easement. As such, the Project complies with Urban Design Guideline Section 4.D.1, which states that a building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours, should be located on a public street or on a courtyard, plaza, or pathway that is connected to and visible from a public street.

Urban Design Guideline Section 5.A.3: Parking and Access - Visibility

Per Condition of Approval Number 17, except for the ground-level frontage required for access to parking, no parking or loading will be visible on the ground floor of the Project's facade that faces the public right-of-way. As such, the Project complies with Urban Design Guideline Section 5.A.3 which states that except for the ground-level frontage required for access to parking, no parking or loading should be visible on the ground floor of any building facade that faces a public right-of-way or the Los Angeles River Greenway.

Urban Design Guideline Section 5.A.15: Parking and Access - Location

Per Condition of Approval Number 17, the Project will locate parking and loading access a minimum of 25 feet from the primary building entrance on Vanowen Street. As such, the Project complies with Urban Design Guideline Section 5.A.15 which states that Parking and loading access should be located a minimum of 25 feet from a primary building entrance, pedestrian pathway, or public outdoor gathering area.

Urban Design Guideline Sections 6.B.10, 6.B.13, and 6.B.19 : Architecture – Horizontal and Vertical Variation

Per Condition of Approval Number 17, the Project will Vary details and materials horizontally to provide scale and three-dimensional qualities to the building; have a ground floor of the building with different architectural treatment than the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level; and use materials and color to reinforce the building's massing and not just be applied as unrelated surface treatment. As such, the Project complies with Urban Design Guideline Sections 6.B.10, 6.B.13, and 6.B.19 which deals with the use of materials to create variation in forms throughout the structure.

Urban Design Guideline Section 6.B.21: Color Palette

Per "Exhibit A," the Project uses a color palette of white and neutral tones throughout the structure that blends into the different forms and doesn't clash with them. As such, the Project complies with Urban Design Guideline Section 6.B.21 which states that projects should establish a simple color palette that reinforces the design concept and is not independent of the structural form.

Urban Design Guideline Section 6.B.29: Glazing

Per Condition of Approval Number 6, the Project will use transparent, non-reflective glazing on the ground floor windows and doors. As such, the Project complies with Urban Design Guideline Section 6.B.29 which states that Projects should Use transparent, non-reflective glazing in ground-floor windows and doors.

Urban Design Guideline Sections 6.B.35, 6.B.36, and 6.B.44: Lighting and Security

Per Condition of Approval Number 13, the applicant will submit revised elevations that show all and any exterior lighting as integrated with design of the structure(s), shielded to reduce glare for all sides of the building, and pointed away from the sky and windows of residential units. As such, the Project complies with Urban Design Guideline Sections 6.B.35, 6.B.36, and 6.B.44 which states that exterior lighting should be shielded to reduce glare and eliminate light being cast into

the night sky, nearby properties, and roadways; and integrated into the architectural and landscape lighting system and indistinguishable from it.

Urban Design Guideline Sections 6.B.38 and 6.B.41: Architecture Minimization of Impacts on Neighbors

Per Condition of Approval Number 17, prior to final signoff, the Project will submit revised plans showing the location on the exterior of all mechanical equipment including the roof, with screens shielding it from public view, and the location of the ventilation intakes and exhausts on the exterior located more than 20 vertical and horizontal feet from the sidewalk and directing air flow away from the public realm. As such, the Project complies with Urban Design Guideline Sections 6.B.38 and 6.B.41 which state that mechanical equipment should be screened or integrated with the design of the building and that intake and exhaust vents should be located to minimize effects on pedestrian comfort.

Urban Design Guideline Section 6.B.43: Architecture Screening of Telecommunications

Per Condition of Approval Number 17, prior to final signoff, the Project will submit revised plans showing antennas and satellite dishes screened and Cable and satellite services encouraged to be provided through a single source. As such, the Project complies with Urban Design Guideline Section 6.B.43, which states that antennas and satellite dishes should be screened.

Urban Design Guideline Section 6.B.45: Architecture Minimization of Glare on Neighbors

Per Condition of Approval Number 17, the Project will submit revised plans showing metal surfaces on the exterior noted as having a matte finish or other finish that minimizes glare or reflection. As such, the Project complies with Urban Design Guideline Section 6.B.45, which states that reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to avoid impacts on views and measurable heat gain on surrounding windows either within or adjacent to a project.

Urban Design Guideline Sections 6.D.3 and 6.D.9: Architectural Design – Mid Rise Buildings

Per Condition of Approval Number 17, the Project's balconies will be a minimum of 50% transparent and may integrate metal railing or glass guardrail systems and will integrate glass window bay systems to add variation in the facade where appropriate. As such, the Project complies with Urban Design Guideline Sections 6.D.3 and 6.D.9, which states that balconies should be a minimum of 50% transparent and that projects should integrate glass window bay systems to add variation in the facade where appropriate.

Urban Design Guideline Section 7.2: On-Site Open Space

Per Condition of Approval Number 8, the Project will include in its PAOS 90% of the designated space open to the sky, a minimum of 50% of the designated space as landscaped, and a focal point designed as a gathering place. Additionally, per Condition of Approval Number 12, The Project is required to use permeable pavers for at least 75% of all hardscaped areas. As such, the Project complies with Urban Design Guideline Section 7.2.

Urban Design Guideline Section 7.5: On-Site Open Space Landscaping

Per Condition of Approval Number 12, prior to signoff, revised landscape plans or proof of compliance will be provided to show 50% of the trees as canopy trees that provide shade. As such, the Project complies with Urban Design Guideline Section 7.5, which states that at least 50% of the required trees should be canopy trees that shade open spaces, sidewalks and buildings, unless City Planning approves a less percentage to accommodate recreational facilities.

Urban Design Guideline Section 7.10: On-Site Open Space Seating

Per Condition of Approval Number 12, the Project will provide seating placed with consideration to noontime sun and shade. Additionally, the Project is encouraged in the PAOS areas to plant deciduous trees as the most effective means of providing comfortable access to sun and shade. As such, the Project complies with Urban Design Guideline Section 7.10, which states that plazas and courtyards are encouraged to incorporate seating to facilitate their enjoyment and use, with consideration paid toward the noontime sun and shade, and to use deciduous trees.

Urban Design Guideline Section 7.13: On-Site Open Space Scale and Continuity

Per Condition of Approval Number 12, the Project will provide updated landscape plans according to the instructions on CP-6730 that include: a revised north arrow pointing north and not west; the name, address, phone number and email address of the landscape professional who prepared the plans; the denotation of street trees existing and replacement; the dimensions of all open space areas; height at planting; and a portion of the proposed trees showing a height of at least 35 feet at 10 years from the time of planting, denoting the height at and age to maturity. As such, the Project complies with Urban Design Guideline Section 7.13, which states that landscape elements should establish scale and reinforce continuity between indoor and outdoor spaces, as well as Projects should plant canopy trees that will achieve a height of 35 feet in 10 years in open spaces.

Urban Design Guideline Section 7.15: On-Site Open Space Screening

Per Condition of Approval Number 12, the Project will provide updated landscape plans that show the use of shrubs, vines, green, screen, or trees to screen blank walls at the north elevation at the above grade parking level. As such, the Project complies with Urban Design Guideline Section 7.15, which states Landscaping should be used to screen or break up the mass of blank walls.

Urban Design Guideline Section 8.A.1: Landscape and Stormwater Treatment and Management

Per Condition of Approval Number 12, the Project will provide updated landscape plans that show that the Project treats 100 percent of the 85th percentile storm and provides detentions capacity to retain a rainfall intensity of 0.5 inches/hour or other Code requirement if the latter is more restrictive, to the satisfaction of the Bureau of Sanitation. On-site infiltration is the preferred method of treatment. As such, the Project complies with Urban Design Guideline Section 8.A.1 which encourages Projects to reduce storm water runoff entering the storm drainage system and increase on-site treatment and infiltration of storm water.

Urban Design Guideline Section 8.B.2: Landscape and Stormwater Treatment

Per Condition of Approval Number 12, the Project will provide updated landscape plans that show use of a variety of 50% of the plants have a low or very low WUCOLS classification or are identified as California Friendly on www.bewaterwise.com. As such, the Project complies with Urban Design Guideline Section 8.B.2 which encourages all projects to select and install plants identified as California Friendly by the Metropolitan Water District's Be Water Wise program (www.bewaterwise.com) for at least 50% of the plant materials used.

Urban Design Guideline Section 8.B.3: Landscape and Stormwater Treatment - Indigenous Plants

Per Condition of Approval Number 12, the Project will submit revised plans that show the use of indigenous plants per the County's Los Angeles River Master Plan (LARMP) Landscaping Guidelines and Plant Palettes' short list for at least 25% of the plant materials used. As such, the Project complies with Urban Design Guideline Section 8.B.3 which states that projects located north of Victory Boulevard are encouraged to select and install indigenous Plants per the County's Los Angeles River Master Plan (LARMP) Landscaping Guidelines and Plant Palettes' short list for at least 25% of the plant materials used.

Urban Design Guideline Section 8.B.5: Landscape and Stormwater Treatment – Irrigation

Per Condition of Approval Number 12, the Project will provide updated landscape plans that show use of a high-efficiency "smart" irrigation system, which includes a weather-based controller, and, where feasible, in-line drip and bubblers, rather than overhead spray. As such, the Project complies with Urban Design Guideline Section 8.B.5 which encourages use of a high-efficiency "smart" irrigation system.

Urban Design Guideline Section 8.B.6: Landscape and Stormwater Treatment – Permeable Paving

Per Condition of Approval Number 12, the Project is encouraged to provide updated landscape plans that show the use of permeable paving for at least 75 percent of all hardscape areas. As such, the Project should comply with Urban Design Guideline Section 8.B.5 which encourages the use of use permeable paving.

Urban Design Guideline Section 9.B.3: Streetscape Improvements – Responsibilities of Developer

Per Condition of Approval Number 8, prior to the issuance of any building permit, the applicant will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department that includes information regarding the ongoing maintenance and operation of the PAOS areas. Additionally, per Condition of Approval Number 5, the applicant will post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of street trees required to be maintained, replaced, or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new protected tree bond to the satisfaction of the Bureau of Engineering. As such, the Project complies with Urban Design Guideline Section 9.B.3, which states that applicants should Execute a Maintenance Agreement with the City by which the Applicant agrees to maintain the streetscape improvements and accepts liability for them.

On-Site Trees. The Project proposes to remove 11 on-site trees as shown in the Tree Report, dated February 12, 2017, and "Exhibit A." Per the Specific Plan, the Project will replace any loss of on-site trees by replacement greater than 10 centimeters (4 inches) in diameter at breast height (DBH) (4.5 feet above surrounding grade) with native or non-native (non-invasive) trees of appropriate local climate tolerance at a 2:1 ratio to show compliance with this mitigation measure. Per Condition of Approval Number 17, prior to Planning clearance, an updated tree report of less than a year old will be provided by a Landscape Architect or Certified Arborist showing trees and to be removed and their corresponding DBH, and updated landscape plan that shows a replacement ratio of 2:1 to replace the on-site trees proposed for removal in "Exhibit A" that have a DBH of 4 inches or greater. In addition, prior to the issuance of a permit for the project, satisfactory arrangements will be made with the Urban Forestry Division of the Bureau of Street Services for the construction of tree wells and planting of on-site trees.

Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan

The Project as proposed will provide 193 new multifamily residential units approximately 0.25 miles from a fixed transit station and within Warner Center, a Specific Plan overlay area focused on providing residential and non-residential on mixed use lots in a Regional Center Commercial land use designation. As such, the Project conforms to the local Community Plan's objectives to 1) achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010, and 2) reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.

Project Permit Adjustment Findings**2) There are special circumstances applicable to the project or project site which make the strict application of the specific plan regulation(s) impractical.**

The Project is situated on a wide lot with a very narrow depth, with approximately 312 feet of frontage along Vanowen Street and a depth of approximately 133 feet. The Subject property is bounded by two public rights of way, Vanowen Street and Alabama Avenue to the south and east, a private drive, Remmet Avenue, to the west, and a multi-family residential development to the north. Additionally, the Project is located within an Active Street Frontage along Vanowen Street, and per Section 6.2.4.2 of the Specific Plan, the Project is required to provide Non-Residential uses that are at least 15 feet in height as measured from floor-to-floor and to a depth of 25 feet as measured from the building line. Additionally, the topography of the site has a gradual slope, with the site sloping down from the west (Remmet Avenue) to the east (Alabama Avenue).

Given the narrow depth of the lot, as well as the requirement that ground floor parking be wrapped by non-residential uses to a minimum depth of 25 feet in an Active Street Frontage, and in order to scale the building appropriately to the adjacent multi-family use, parking for the proposed Project is provided across two subterranean levels, one partial on grade level, and one above grade level, with access from both Alabama Avenue and Remmet Avenue. Subterranean parking is accessed directly from Alabama Avenue, with above grade parking accessed directly from Remmet Avenue. Dual access to the provided parking is proposed in consideration of neighboring and adjacent residential uses.

The varying reduction in required ground floor height by approximately 6.6% to 16.6% as it relates to the sloping of the lot permits an average ground floor height of approximately 13 feet and 6 inches. At its lowest, the floor-to-floor height is measured at approximately 12 feet and 6 inches, and at its greatest extent it measures in height at approximately 14 feet. The reduced floor-to-floor height at the ground floor from the 15-foot standard provides a necessary accommodation to the structure's ramping system that provides access to and across the levels of parking proposed to serve the Project, taking into account the slope of the property. Specifically, approximately 34% of the Vanowen Street frontage will have a ground floor, floor-to-floor height of approximately 12 feet and 6 inches, approximately 43% of the Vanowen Street frontage will have a ground floor, floor-to-floor height of approximately 13 feet and 6 inches, and approximately 23% of the Vanowen Street frontage will have a ground floor, floor-to-floor height of approximately 14 feet. As the lot slopes from Remmet Avenue down to Alabama Avenue, the ground floor, floor-to-floor height of the Project will increase commensurate with the slope of the lot.

A 15-foot minimum floor-to-floor height at the ground floor would result in an infeasible, steep ramp connecting the ground floor with the above-grade parking level. The reduction in floor-to-floor height at the ground floor eases the angle of the ramp ensuring appropriate ingress and egress as well as vehicular circulation within the proposed parking. The variable ground floor, floor-to-floor height has been designed to accommodate the slope of the site as well as to assure that the ramping system be angled appropriately. Due to the unique geographic constraints of the lot and the narrow envelope within which parking can be provided within the proposed structure, as well as the provision of dual ingress/egress from Alabama Avenue and Remmet Avenue, it is infeasible to incorporate a regulation ramp angle without the granting of a reduction in floor-to-floor height.

- 3) **In granting the Project Permit Adjustment, the Director has imposed project requirements and/or decided that the proposed project will substantially comply with all applicable specific plan regulations.**

Active Street Frontages are defined by the Specific Plan as “designated streets where buildings incorporate features and elements that are human scaled and can be used and enjoyed by pedestrians.” The Project has been designed with a 15-foot regulating line, created through the use of varied building materials strategically placed to create the appearance of additional height, between the first and second levels. The provision of the proposed regulating line creates a 15-foot ground floor, floor-to-floor façade delineation, maintaining the desired pedestrian scaled environment despite the reduction in the floor-to-floor height at the ground floor. The pedestrian environment is further enhanced through the provision of 11 work-live units on the ground floor along Vanowen Street, which will activate the Vanowen Street frontage while providing the opportunity for local serving commercial uses and businesses. It also creates an incentive for commercial uses at the ground floor through the 15-foot in height floor-to-floor regulation, as that is seen as an industry standard for commercial use.

The approval of the Project includes that the Project be in substantial conformance with “Exhibit A” during the permit and inspection process. Additionally, Condition of Approval Number 6 requires that the Project maintain the proposed 15-foot regulating line demonstrated in “Exhibit A,” as well as a condition that prohibits the use of features that artificially lower the ceiling on the interior. Furthermore, conditions of approval have been added to the Letter of Determination to “lock in” project design features so that the 15-foot regulating line is adhered to in materials and design during the Plan Check process. Per the Conditions of Approval and findings made in the preceding sections of this Letter of Determination, the Director of Planning has determined that, aside from the height requested to be adjusted, the Project substantially complies with the regulations of the Warner Center 2035 Specific Plan, and that the granting of the adjustment does not cause other parts of the Project to be out of conformance with the Specific Plan’s regulations.

- 4) **In granting the Project Permit Adjustment, the Director has considered and found no detrimental effects of the adjustment on surrounding properties and public right-of way.**

The Active Street Frontage regulation was added to the Specific Plan to create a human-scaled, walkable environment for visitors and residents of Warner Center. By adding the regulating line to the exterior of the Project, the Project proposes an appearance for the project that accomplishes the same goal. Additionally, the 15-foot regulation height was put in place because of industry standards of said height for commercial use.

The granting of a Specific Plan Project Permit Adjustment allows the Project to accommodate the slope of the site while providing a parking system of two subterranean levels, one partial on grade parking level, and one level of above -grade parking, as well as dual ingress/egress from Alabama Avenue and Remmet Avenue. The proposed parking configuration responds to adjacent uses and the input and request of the abutting residential condominium association, providing dual ingress and egress and limiting the number of above grade parking levels, while maintaining the desired pedestrian scaled environment along the Active Street frontage through the use of a 15-foot regulating line along the Vanowen Street frontage. The Conditions of Approval imposed on the project create an environment so that the goals of the original regulation that required a 15-foot floor-to-floor height at the ground floor are realized through other means.

Environmental Findings

- 5) **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.**

In compliance with requirements of the California Environmental Quality Act (CEQA), the Project is within the scope of the Warner Center 2035 Program EIR No. ENV-2008-3471-EIR; SCH No. 1990011055 ("Program EIR"), certified on April 23, 2013 and recertified on October 23, 2013, for the General Plan Amendment to the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan and related Transportation Element amendments to allow for the implementation of the Warner Center 2035 Plan covering approximately 924 acres bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard to the west. The environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur, and no new mitigation is required.

In general, the Program EIR identified measures to mitigate impacts in terms of aesthetics, light and glare, air pollution and noise during construction, nesting bird protection, archaeological and paleontological resource preservation, soil stability, seismic safety, hazard assessment, water quality and drainage, city services, water conservation, energy conservation, and waste reduction.

As part of the hazard assessment mitigation measures for the Project site, a Phase 1 Environmental Site Assessment (and Addendum), and Phase 2 Environmental Site Assessment (and Addendum) were prepared. Upon review of these materials and analyses contained therein, the City finds that: (1) none of the triggers under PRC 21166 and CEQA Guidelines Section 15162 have occurred; (2) the scope of the Project falls within the four corners of what are previously contemplated and analyzed for the subject site as part of the Program EIR; (3) the proposed Phase 3 Mitigation Plan (ie., the installation of the soil vapor intrusion barrier), to be implemented through Conditions of Approval HAZ-2, HAZ-2A, HAZ-2B, and HAZ-2C will adequately mitigate any potential environmental impacts related to hazards and contaminated soils associated with the subject site, including during the construction phase of the Project; and, (4) none of the site-specific design, conditions, or operations will result in more significant environmental impacts. Lastly, (per HAZ-2C) the applicant will identify a contact person and provide a 24-hour "hotline" telephone number for any inquiries or complaints from the community regarding construction related activities, which will be posted on-site in a conspicuous place so that it is readily visible to any interested party. Furthermore, there is no substantial evidence that the design and installation

of the vapor intrusion barrier will result in any additional environmental impacts not previously analyzed in the Program EIR.

In addition, the Specific Plan sets sustainable building standards for LEED-certification at the Silver Level (or equivalent) and for rooftop Solar Reflectance. Conditions of approval require the Project to comply with these standards and all applicable mitigation measures and monitoring as set forth in the Program EIR, which would mitigate the Project's potential significant environmental impacts to the extent physically feasible. As stated on page 1-8 of the Certified EIR, the EIR is intended to function as a project-specific EIR for those projects that are consistent with the WC2035 Plan.

The Project has also been designed to substantially comply with the Warner Center 2035 Specific Plan's Section 6.2.6 Supplemental Urban Design Standards and Appendix F Urban Design Guidelines, which will help mitigate any potential impacts to adjacent properties and the environment.

Additionally as a designee of the Director of Planning, I have determined based on the whole of the administrative record, that the Project is statutorily exempt from CEQA pursuant California Government Code Section 65457 because it is a residential project consistent with the Warner Center Specific Plan Program EIR, certified on April 23, 2013 and recertified on October 23, 2013, and no event as specified in Public Resources Code Section 21166 has occurred that would require a supplemental EIR to be prepared prior to approval of the Project.