



APPLICATIONS:

SITE PLAN REVIEW SUPPLEMENTAL APPLICATION

Case No. DIR _____ SPR

Project Name / Address 12507 & 12521 N. SAN FERNANDO RD SYLMAR CA 91342

SITE PLAN REVIEW APPROVAL IS REQUESTED FOR:

- A development project that results in an increase of 50,000 gross square feet of non-residential floor area.
- A development project that results in an increase of 50 or more dwelling units and/or guest rooms.
- A change of use to a fast food establishment resulting in a net increase of 500 or more average daily vehicle trips as determined by the Department of Transportation.
- A change of use other than to a fast-food establishment resulting in a net increase of 1,000 or more average daily vehicle trips as determined by the Department of Transportation.
- A single-family residential development with a cumulative Residential Floor Area of 17,500 square feet or larger located in the Hillside Construction Regulation "HCR" Supplemental Use District.

Project Description - Describe the project, listing the component uses and their floor area and/or dwelling units, for both the existing development and the total proposed project.

Height: 56" Feet 5 Stories

PROJECT	NON-RESIDENTIAL FLOOR AREA (List each USE on 1st line and Square Feet below)			RESIDENTIAL OR HOTEL (Dwelling Units/Guest Rooms)		TOTAL SQUARE FEET
	Uses			Units/Rooms	Square Feet	
Existing Development	Commercial	10,071 S.F.		0	0	
Demolition (&)		100%		0	0	
New Construction (%)	65%	6,509 S.F.		100	127,424	133,933
Net Change (∇)		35% Less				
Total Project		6509 S.F. Com			127,424	133,933

RESIDENTIAL DWELLINGS For Parking Calculation	TOTAL UNITS	UNITS BY # OF HABITABLE ROOMS (LAMC 12.03)			Within 1,500 Feet of a Mass Transit Station or Major Bus Route ?
		Less Than 3	3 Rooms	More than 3	
Standard	100	45	55		YES. TIER 1
Senior Citizen					
Affordable (LAMC 12.22A25d)	8 W/N 100				

DIR-2022 7878

PARKING (All Projects)	EXISTING PARKING SPACES	PROPOSED PROJECT	
		Spaces Required (LAMC 12.21A4)	Spaces Provided
	0-Demolition Proposed	77.5 Res. 24 Comm(TOC) Bicycle	86 Res,24 Comm, Bicycle

Long-T Req and Provided 67 Res-3 Comm - Short- Req and Provided 7 Res - 0 Commercial

Does the Project have existing non-conforming parking rights? Yes (Explain) No

Is any portion within a parking structure? Yes (Describe) No

RESIDENTIAL DWELLINGS For Open Space Calculation	TOTAL UNITS	UNITS BY # OF HABITABLE ROOMS (LAMC 12.03)		
		Less Than 3	3 Rooms	More than 3
	100	45	55	0

OPEN SPACE (LAMC 12.21G) For Residential Projects	REQUIRED (Square Feet)	PROVIDED (Square Feet)	% OF TOTAL PROVIDED
Private Open Space		8,300	
Common Open Space		2,266	
Landscaped Area In Common Open Space		5,943	
Total Open Space	11,375	16,509	100 %

Identify each area of useable Open Space on the Site Plan and/or Floor Plans, including the square footage of each area and calculations used to achieve the figures listed above.

Describe Recreational Amenities:

There is first level parking garage and 5,943 SF Courtyard, 94 Private Balconies, 3,600 SF of Rear Yards, a 1,133 SF Recreation Room, 1,133 SF Gym Room with Height 56"-0 consisting of (45" to 56" with TOC)

Site Plan Review Findings:

A Site Plan Review determination requires the decision-maker to make findings relative to the project request. The applicant must assist the decision-maker by attaching information supporting the following findings:

1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan. (See Attached)
2. 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, that is or will be compatible with existing and future development on adjacent properties and neighboring properties. (See Attached)
3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties. (See Attached)

FINDINGS: SITE PLAN REVIEW FOR 100 UNIT MIXED USE RESIDENTIAL AND COMMERCIAL PROJECT LOCATED AT 12507 & 12521 SAN FERNANDO RD SYLMAR CA 91342

THE APPLICANT IS PROPOSING A NEW 5 -STORY MIXED USE (100 Units) APARTMENT AND COMMERCIAL BUILDING WITH A PARKING GARAGE BY RIGHT at one level of Garage within the **C2-1VL-CPIO, Tier 1 TOC Area** and pursuant to **CPIO and Tier One Compliance** with a request for a **Class 32 Exemption** in lieu of the Environmental Assessment.

The building at this site has served as a Commercial Building for well over 60 years within the City of Los Angeles and has been serviced by all LA City Utilities and City Departments during this time.

The applicant seeks to build by right within the existing **C2-1VL-CPIO Zone** without any zone change or plan amendment and pursuant to the existing C2 zoning within the updated Sylmar Community Plan and pursuant to its **Tier One Designation** and current **CPIO Mixed Use Corridor** classification.

The project is consistent with all underlying zoning regulations and all its pertinent improvements will be compatible with neighboring properties. The project is only subject to discretionary approval because of the regulations in LAMC 16.05 in which it is building a mixed use commercial and residential building beyond 50 residential units.

Per Building and Safety Application 20010-20000-04982, an application was submitted over the counter to Building and Safety for this New 5 Story Mixed Use Building and parking garage, 4 Story Type – VA Apt over 1 story Type 1 Parking for both Residential and Commercial.

The Mixed-Use Project is located within the Community Plan Implementation Overlay (CPIO) - **Commercial Subarea E - Mixed Use Commercial Corridor Sylmar CPIO** and a geographic project planning referral form was submitted to CPIO Planner Kora McNaughton with all documents concerning a Mixed-Use Project within the Sylmar Community Plan **Subarea E- Mixed Use Commercial Corridor**.

The project was submitted to Ms. McNaughton on **7-6-2021** and she had been working on all our plans for CPIO Approval.

Over a year later on March 2nd, 2022 she confirmed that the project is subject to Site Plan Review pursuant to **LA Municipal Code 16.05**.

For purposes of making up lost time, Ms. McNaughton advised the following:

It is a director-level case for which a hearing is optional and they may determine that a hearing isn't warranted that would reduce the processing time.

She further advised that another alternative is to file the case with the Expedited Processing Unit. Per Ms. McNaughton that unit don't always take cases in overlays (like the Sylmar CPIO) but they may agree to take it because it is a housing project.

Therefore, this application is requesting hearing waiver and the opportunity to submit through the Expedite Unit Section 16.05 to avoid further delay and economic hardship due to increased construction and financing cost.

An Environmental Application was submitted on 8-5-2021 as well because the applicant will be grading and exporting 2,240 Sq. Ft of Dirt and was seeking an Exemption in order to continue forward to Building and Safety for a Hauling Route hearing and approval.

Case Number ENV-2021-6675-EAF was filed on 8-5-2021.

A Soils Report Approval Letter was also issued by the Grading Division of Building and Safety whereby the Department reviewed the applicants Soils Report prepared by Subsurface Design Inc. and determined that this structure can be built with conventional foundations on native undisturbed soils.

The project would proceed pursuant to the latest 2020 Los Angeles Building Code and would not result in any significant effects to the surrounding community relating to traffic, noise, air quality, or water quality and therefore this was the objective to seek the Class 32 Exemption.

Attached and within the EAF Application were supporting technical reports to corroborate that the proposed project is eligible for the Class 32 Exemption as follows:

- 1. EAF Application**
- 2. City of Los Angeles Soils Report Approval Letter issued by the Grading Division with Building and Safety;**
- 3. Soils Report prepared for the LA City by Subsurface Design Inc.**

However, upon notice by Ms. McNaughton for a Site Plan Review, planning advised that the Class 32 CE for this Site Plan Review application, ENV-2021-6675-EAF required to further be updated with further findings to justify the Class 32 CE.

- [REDACTED]
1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any application specific plan.

[REDACTED]

SYLMAR FRAMEWORK ELEMENTS

The Sylmar Community General Plan contains Eight Framework Elements. Each of these Elements establishes policies that provide for a framework for managing and addressing environmental concerns and issues. Most of the policies derived from these Elements are codified in the Los Angeles Municipal Code and adopted within the Sylmar Community Plan as adopted in June 10, 2015 (Council File No. 15-0622).

The project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code.

SYLMAR COMMUNITY PLAN

The Subject Property is also within one of the City's 35 General Community Plans. The Property is currently zoned **C2-1VL-CPIO** within the Sylmar Community Plan and is currently designated Commercial Community under the Community Plan.

The Community Commercial Land Use Designation permits the corresponding zones to include either C2, C4, RAS3. The Sylmar Community Plan was adopted by the Los Angeles City Council on June 10, 2015 with specific Community Plan Implementation Overlay District Boundaries (**CPIO**) and the **CPIO** District boundaries are identical to the boundaries within the Sylmar Community Plan Area as adopted on June 10, 2015 (Council File No. 15-0622).

This site has operated as a Commercial Building within the C2 Designation for well over 50 years within the City of Los Angeles and has been serviced by City Utilities and all City Departments during this time. The applicant seeks to build by right within the existing **C2-1VL-CPIO Zone** without any zone change or plan amendment and pursuant to the existing **C2** zoning within the updated Sylmar Community Plan and pursuant to its Tier One Designation and current **CPIO Mixed Use Corridor** classification.

The project is consistent with all underlying zoning regulations and all its pertinent improvements will be compatible with neighboring properties. The project is only subject to discretionary approval because of the regulations in LAMC 16.05.

The project will incorporate a Mixed Use Commercial and Residential building with 100 Apartment Units all within the existing **C2 Zone** without a zone change. The project will incorporate a mixed use 100-unit residential apartment building with ground level commercial space into an area that is already developed with a diversity of uses.

To the west of the subject property are single family homes within the **RS-1 Zone**. To the north and adjoining the subject property are commercial buildings within the **C2-1VL-CPIO** zone. East of the subject property is San Fernando Road and across San Fernando Road is both the MTA Right of Way and the Southern Pacific Railroad Corridor within the **PF-VL Zone**.

The project is an opportunity to provide much needed new housing while offering commercial services in the immediate vicinity of a multitude of neighborhood uses. Specifically, the project is located adjacent to local Metro bus lines and other commuter bus lines in route to the Sylmar/San Fernando Metrolink Station and its location helps to facilitate easy access to the public transportation network.

Therefore, the project is consistent with the applicable zoning designation for the Community Plan while simultaneously helps contribute and supply the need for more housing stock while improving the quality of life for all existing and future residents, visitors and businesses within the Northeast San Fernando Valley.

SYLMAR CPIO DISTRICT: (Subarea E: Mixed-Use Corridor)

The Sylmar CPIO District provides Supplemental Development Regulations tailored to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Sylmar Community Plan.

The Sylmar CPIO District establishes eight CPIO Subareas that are both contiguous and noncontiguous parcels characterized by common Community Plan goals, themes, and policies, and grouped by a common boundary. These eight subareas fall into three categories: the **Commercial District**, which contains six commercial subareas, a **single Industrial subarea**, and a **single Multiple Family Residential subarea**.

The subject project site is located within the boundaries of **Subarea E: Mixed-Use Corridor** and is one of two Sylmar Mixed Use Corridors and this San Fernando Road Mixed-Use Corridor is the area between Astoria Street and Roxford Street.

As applicable to corner lots within this corridor, this **Subarea** is required to provide ground floor commercial uses along a Primary Frontage, at a minimum depth of 25 feet or the entire depth of the building (whichever is less), for a minimum of 75% of the

length of the Primary Frontage, excluding the area used for pedestrian and vehicular circulation. In addition, dwelling units are limited to upper floors above non-residential uses, or behind non-residential uses that are at least 25 feet in depth on **Sylmar Community Plan Implementation Overlay (CPIO)** corner lots.

Therefore, the subject site is within a Community Plan Overlay area known as Subarea E: Mixed-Use Corridor. This subarea allows for a gradual development of mixed-use, moderate-density residential and commercial areas where people can enjoy walking, shopping, working, and living.

This subarea is intended to allow for select commercial uses and residential development in a manner that serves the needs of the surrounding neighborhoods and enhances the appearance and identity of San Fernando Road.

This Project Site conforms to the Land Use Goals of the Sylmar Commercial Plan and is consistent with the Commercial Objectives of the Community Plan **CPIO** because the subject property is situated along San Fernando Road Mixed Use Corridor and this Arterial is designated as along the transit corridor in route to the Sylmar/San Fernando Metrolink Station and is within the mixed-use boulevard identified as Roxford Street and Astoria.

Goal LU19

The goal of the Sylmar Community Plan within their Mixed Used Corridor is vibrant Transit-Oriented District and Mixed-Use Boulevards that build upon the existing residential core and Sylmar's Metrolink station, and provide a mix of commercial and residential uses, shopping and employment opportunities, open spaces, and civic uses.

LU19.3

Within **LU19.3** the Community Plan further aims to promote mixed-use projects in proximity to the Sylmar/San Fernando Metrolink Station, along transit corridors, and in identified mixed-use boulevards.

This Project Site conforms to the Land Use Goals of the Sylmar Commercial Plan and is consistent with the Commercial Objectives of the Community Plan **CPIO** because the applicants are situated along San Fernando Road Mixed Use Corridor and this Arterial is designated as along the transit corridor in route to the Sylmar/San Fernando Metrolink Station and is within the mixed-use boulevard identified as Roxford Street and Astoria.

The Community Plan further emphasizes Incentives to encourage **higher Floor Area Ratio (FAR) projects with Higher Residential Densities** near and along corridors leading to the Sylmar/San Fernando Metrolink Station. The Community Plan seeks to promote mixed-use projects in proximity to the Sylmar/San Fernando Metrolink Station, along transit corridors, and in identified mixed-use boulevards.

LU19.3 Mixed-Use Development.

This goal promotes mixed-use projects in proximity to the Sylmar/San Fernando Metrolink Station, along transit corridors, and in identified mixed-use boulevards.

LU19.4 Incentives. Projects are encouraged and allowed to utilize higher Floor Area Ratio (FAR) to incentivize mixed-use development and residential growth near the Sylmar/San Fernando Metrolink Station.

LU19.5 Density. The plan further allows higher density residential development which includes neighborhood service tenants, such as grocery stores and coffee shops, within the project site so that residents have access to everyday uses and minimize automobile

Therefore, this project site undoubtedly conforms to the Land Use Goals of the Sylmar Commercial Plan and is consistent with the Commercial Objectives of the Community Plan because the applicants is situated along the San Fernando Road Mixed Use Corridor and this Arterial is designated as along the transit corridor in route to the Sylmar/San Fernando Metrolink Station and is within the mixed-use boulevard identified as Roxford Street and Astoria. The Project is on a corner lot with ground floor commercial uses along the corridor frontage and all 100 residential apartment units are limited to the upper floors above the commercial uses as required by the CPIO guidelines. The project is indeed a Mixed Use Commercial and Residential building with 100 Apartment Units to an area in proximity to by Metro local bus lines and other commuter bus lines in route to the Sylmar/San Fernando Metrolink Station and its location helps to facilitate easy access to the public transportation network

Consistent with the Community Plan and Mixed-Use Corridor objectives the project seeks to optimize the **FAR and Density incentives** required and encouraged by the use of the land for residential apartments that will benefit from transit, services, and retail in proximity, subsequently reducing overall reliance on vehicle trips and ensuring that a larger proportion of households are within one mile of transit

Mobility Element: Mobility Plan 2035

The Mobility Element for Mobility Plan 2035 provides a roadmap for development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods.

The Mobility Element recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The project as designed and conditioned meets the following policies of the Mobility Plan 2035:

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

Consistent with the Mobility Plan, this project will result and promote an equitable land use decision that results in fewer vehicle trips and provide greater access to jobs and destinations because this project is a new Mixed Use Commercial and Residential building with 100 Apartment Units in an area in proximity to Metro local bus lines and other feeder commuter bus lines in route to the Sylmar/San Fernando Metrolink Station and its location helps to facilitate easy access to the public transportation network.

The project is situated in proximity to Metro local bus lines and other commuter bus lines in route to the Sylmar/San Fernando Metrolink Station with the opportunities to travel to other destinations such as employment and other amenities such as restaurant, retail, office, and entertainment uses throughout the City of Los Angeles. This project will encourage residents and visitors to avoid extraneous vehicle trips to shopping, employment, or other destinations. The project seeks to optimize the use of the land for mixed use commercial and residential apartments that will benefit from accessible transit services, retail and therefore reduce overall reliance on vehicle trips and ensuring that a larger number of households are **within the Subarea E: Mixed-Use Corridor** within the Sylmar Community Plan.

Housing Element

As required in all Cities within the State of California, the 2021-2029 Housing Element of the General Plan establishes a housing blueprint to meet housing and growth challenges in the City of Los Angeles.

For this current 2021-2029 Housing Element 6th cycle, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles.

These figures are more than five times higher than the prior 5th cycle allocation. The Housing Element defines goals, objectives, and policies relating to housing production and preservation; safe, livable, and sustainable neighborhoods; housing opportunities without discrimination and ending and preventing homelessness.

This Mixed Use Commercial and Residential building with 100 Apartment Units is in proximity to Metro local bus lines and other commuter bus lines in route to the Sylmar/San Fernando Metrolink network and is consistent with the following goals, objectives, and policies of the Housing Element:

Goal 1:

This goal is a city where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

This project will meet the Housing Element's goals of providing new housing and a variety of types of housing, while promoting safe, livable, and sustainable neighborhoods. The project will provide an additional 100 residential units in an area where there is a shortage of rental housing. This 100-unit project will serve supplement the city's overall housing stock because it helps increase the supply of housing.

The project will introduce a multifamily residential building with 350 units to an area in proximity to major employment centers and its location helps to facilitate easy access to the public transportation network. A multifamily residential building with 350 units is compatible with the variety of surrounding uses such as the Northridge Fashion Center, a regional shopping, dining, and entertainment complex. Therefore, the project seeks to optimize the use of the land for residential apartment units that will benefit from abutting and accessible transit services while reducing overall reliance on vehicular trips and ensuring that a larger proportion of households utilize public transit within this accessible transit corridor to the Sylmar/San Fernando Metrolink Station

2. 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, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

The subject property is **53,448.5 Square Feet or approximately (1.2 acres)**. The subject property is a flat square rectangular lot at the intersection of San Fernando Rd and Oro Grande Street with 225.18 Linear Feet along San Fernando Rd and 238 Square Feet along Oro Grande Street. Improvements upon the subject property for the last 50 years have included a Single-Story Commercial Building with City Utilities, Driveway Entrances from both San Fernando Road and Oro Grande Street as well as an asphalt surface automobile parking lot. However, the subject project includes the complete demolition and removal of the entire commercial building and surface parking lot.

The Proposed new construction includes **A NEW 5 -Story 100 UNIT MIXED USE APARTMENT Building with 6,509 COMMERCIAL Square Feet and an 86 Unit Parking Stall garage above-grade. The proposed project parking also includes**

bicycle parking with long-term parking consisting of 67 Residential Bike Spaces and three commercial parking spaces and short-term bike parking consisting of 7 Residential spaces with three (3) commercial Long Term parking spaces.

The project is consistent with all underlying zoning regulations and all its pertinent improvements will be compatible with neighboring properties. The project is only subject to discretionary approval because of the regulations in LAMC 16.05.

The project will incorporate a Mixed Use Commercial and Residential building with 100 Apartment Units all within the existing C2 Zone without a zone change. The project will incorporate a mixed use 100-unit residential apartment building with ground level commercial space into an area that is already developed with a diversity of uses.

Therefore, the project is consistent with all underlying zoning regulations and all its pertinent improvements will be compatible with neighboring properties. This project site undoubtedly conforms to the Land Use Goals of the Sylmar Commercial Plan and is consistent with the Commercial Objectives of the Community Plan because the applicants is situated along the San Fernando Road Mixed Use Corridor and this Arterial is designated as along the transit corridor in route to the Sylmar/San Fernando Metrolink Station and is within the mixed-use boulevard identified as Roxford Street and Astoria.

The Project is on a corner lot with ground floor commercial uses along the corridor frontage and all 100 residential apartment units are limited to the upper floors above the commercial uses as required by the **CPIO guidelines**.

The project is indeed a Mixed Use Commercial and Residential building with 100 Apartment Units to an area in proximity to by Metro local bus lines and other commuter bus lines in route to the Sylmar/San Fernando Metrolink Station and its location helps to facilitate easy access to the public transportation network

The project is a desirable residential development in a location and neighborhood zoned and designated for such uses. The project will provide much-needed housing and will not preclude any future development on the subject property or on any adjacent property. Accordingly, the project has been designed such that its significant features and improvements will be compatible with the surrounding area, as follows:

Height

The project's residential building will be **five stories and 56-feet** in height which is permitted because a parcel within both the **C-2 Zone and TOC Tier 1 category** is allowed one additional story up to 11 additional feet for building height.

The proposed height is compatible with surrounding existing and approved development. The project will incorporate a mixed use 100-unit residential apartment

building with ground level commercial space into an area that is already developed with a diversity of uses.

To the west of the subject property are single family homes within the **RS-1 Zone**. To the north and adjoining the subject property are commercial buildings within the **C2-1VL-CPIO zone**. East of the subject property is San Fernando Road and across San Fernando Road is both the **MTA Right of Way** and the **Southern Pacific Railroad Corridor** within the **PF-VL Zone**.

The project is an opportunity to provide much needed new housing while offering commercial services in the immediate vicinity of a multitude of neighborhood uses. Specifically, the project is located adjacent to local Metro bus lines and other commuter bus lines in route to the Sylmar/San Fernando Metrolink Station and its location helps to facilitate easy access to the public transportation network.

Therefore, the project is consistent with the applicable zoning designation for the Community Plan while simultaneously helps contribute and supply the need for more housing stock while improving the quality of life for all existing and future residents, visitors and businesses within the Northeast San Fernando Valley.

In this instance, per **TOC Tier One (1)** the project is permitted and given incentive to subject itself to 11 Feet above 45 Feet for a 56-foot height limit, which the project complies with.

No adjustment or variance is requested, and the project therefore complies with the height limits of the **C2-1VL-CPIO zone** and within the transitional height requirements of **Section 12.21.1 A.10 of the LAMC**.

Bulk/Massing

As noted above, the Project is on a corner lot with ground floor commercial uses along the entire San Fernando Road corridor frontage and all 100 residential apartment units are limited to the upper floors above the commercial uses as required by the CPIO guidelines.

The project will be **56 Feet High** and complies with both height and transitional height requirements and is requesting no deviation therefrom. The intent of the transitional height regulations codified in **Section 12.21.1 A.10 of the LAMC** is to ensure that the bulk and massing of any proposed development in proximity to low density residential uses and zones is appropriate and compatible.

The only low-density residential uses abutting the subject property are West of proposed project. The parking garage will be separated and buffered from these existing single-family dwellings West of the Project by an entrance roadway and parking area within the proposed Mixed Use commercial and parking component of the project and will therefore not be visible from those properties.

The 5 Story Mixed Use Building will face the Eastern Portion of the Subject Property along San Fernando Rd. and across the street from the Southern Pacific Railroad Corridor. The Eastern portion of the proposed project does not adjoin low density housing as it is separated in the front of the building by San Fernando Rd.

The parking garage will be separated from the existing single-family dwellings to the west with Landscape and an Entrance Way off Oro Grande Street.

Therefore, the bulk of the Mixed-Use Commercial Building and massing of the Parking Garage will be toward the corner lot with ground floor commercial uses along the entire San Fernando Road corridor frontage and all 100 residential apartment units are limited to the upper floors above the commercial uses as required by the **CPIO guidelines** and is a use appropriate and compatible with the surrounding vicinity.

Building Materials

At the ground level, the commercial project at street level includes various building materials such as smooth Santa Barbara Finish Plaster, Dark Brown Vinyl Frame Windows, transparent windows and pedestrian friendly features consistent with **Sylmar CPIO** that encourages transparency and façade elements with a variety of materials within corridor commercial services.

The project's residential building provides a variety of materials and differentiating planes to create distinct breaks through the use of Lightweight Spanish style roofing, smooth Santa Barbara finish plaster, Dark Brown Vinyl Frame Windows and a variety of exterior wall recesses through balconies.

The project's parking garage will be screened by a masonry block wall, landscape architectural features providing visual continuity between the residential building and garage, as well as other mulch like landscaping features. These features enhance both the visual appearance of the project and help to reduce the box like effect typically associated with buildings and parking lots in the San Fernando Valley.

Entrances

The project will have multiple pedestrian and vehicular entrances including four **(4)** Pedestrian entrances along San Fernando Rd into the Apartment Lobby, the ground floor Courtyard and Terraces and commercial spaces within the building.

There will also be two Pedestrian entrances off Oro Grande Street as well as a driveway approach for both entry to and from the Residential and Commercial Building.

The subject property is 53,581 square-feet in size and therefore multiple pedestrian entrances are proposed to accommodate the size and scope of this development for residents to have sufficient passageways and methods for residents and commercial visitors to exit and enter the facility.

Setbacks

The Project is on a corner lot with ground floor commercial uses along the corridor frontage and all 100 residential apartment units are limited to the upper floors above the commercial uses as required by the **CPIO guidelines**.

The subject project is within the **C2-1VL-CPIO** zone and will comply with the setback requirements of the **C2 Zone** as no adjustment or variance to the setback requirement are being requested or needed to complete the project.

The Front Yard setback is zero feet. For side and rear yards within mixed use residential developments, the setback provisions of the R4 Zone apply. For side yards, the setback requirement is 5 feet plus 1 foot for each story above the 2nd. For rear yards, the setback requirement is 15 feet plus 1 foot for each story above the 3rd.

The setback requirements for the project's five-story residential building are therefore 6 feet for side yards and 17 feet for rear yards. The project complies with the side and rear yards of 8 feet and 17 feet, respectively. Therefore, all setback requirements are met.

Parking/Loading

The project is providing automobile parking pursuant to the general multifamily provisions of the **LAMC**, codified in **Section 12.21 A.4**. **LAMC Section 12.21 A.4** requires parking spaces at the following ratios: 1 space per every unit containing less than three habitable rooms, 1.5 spaces per every unit containing three habitable rooms, and 2 spaces per every unit containing greater than three habitable rooms.

The project includes 45 units containing less than three habitable rooms with one room and 55 units containing less than three habitable rooms with two rooms. Furthermore, the project is within a Transit Oriented Corridor 1 (TIER 1 and therefore is allowed to provide 45 x .05 per bedroom for 22.5 Parking Spaces and 110 x .05 per Bedroom for 55 Parking. Therefore, the project residential portion would be required to provide a total of up to 77.5 automobile parking spaces. The project is providing 86 Parking Spaces and therefore is compliant with **Section 12.21 A.4 of the LAMC**.

This section also grants up to a 10 percent vehicular parking reduction by providing 4 bicycle parking stalls for every auto parking stall deducted from the initial requirement. The project requires long term required and provided bicycles stalls at 67 Residential and 3 Commercial. Total Short term and provided stalls are 7 residential and 2 Commercial.

The Commercial section within the mixed-use building is 6,509 Square Feet and would require 26 spaces at 1 parking stall per every 250 Square Feet. However, the project is within a Transit Oriented Corridor (TIER 1) area and therefore a 10%

reduction is permissible within the TOC 1 and therefore 24 spaces is permissible. Therefore, the project parking within the C2 Zone and TOC 1 is compliant with **Section 12.21 A.4 of the LAMC.**

The project will also include passenger and delivery loading/unloading zones accessible on both San Fernando Road and Oro Grande Street.

Lighting

The project will provide lighting along all common area hallways, the Lobby Entrance and all pedestrian path of travel to pedestrian and vehicular access ways as well as all building pedestrian walkways and vehicle access points consistent with the Sylmar CPIO building design. Equally important all on-site lighting shall be shielded to prevent excessive illumination and intrusion into adjacent public rights-of-way and all adjacent properties.

Landscaping/Open Space

Throughout the project, 11,325 Sq. Ft of common open space is required while 16,509 Sq. Ft is provided as follows: A Recreation Room, a Gymnasium, 94 private balconies, a Common open space Courtyard and a rear yard.

The project also provides ground-level patios as private open space for ground level units. Therefore, the open space areas offered are beyond the minimum square foot requirements as well as landscaping and other amenity requirements of **Section 12.21 G.2 of the LAMC.** 25 (24 inch) trees will also be provided in conformance with this section. Additionally, landscaping includes 3" ground cover mulch in all ground level beds and many of the trees proposed will service screening technique on the west side of the proposed parking garage.

Trash Collection

Trash collection will not interfere or impact traffic circulation along San Fernando Rd or Oro Grande Street as all Trash and recycling areas will be located within the interior parking garage area to ensure they are not visible from public view and from abutting streets.

All service providers will access the trash area from driveways along Oro Grande Street and enter the parking garage for trash collection. Therefore, trash collection will not affect traffic circulation for surrounding properties.

3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties

Upon completion, the project will provide recreational and service amenities that will improve habitability for the residents and minimize any impacts on neighboring properties.

As noted above, **11,325 Sq. Ft** of common open space is required while **16,509 Sq. Ft** is provided as follows: A Recreation Room, a gymnasium, 94 private balconies, a Common open space Courtyard and a rear yard.

The project also provides ground-level patios as private open space for ground level units. Therefore, the open space areas offered are beyond the minimum square foot requirements as well as landscaping and other amenity requirements of **Section 12.21 G.2 of the LAMC**

As previously described, the only low-density residential uses abutting the subject property are west of the proposed project. The parking garage will be separated and buffered from these existing single-family dwellings to the West by an entrance roadway and parking area within the proposed Mixed Use commercial and parking component of the project and will therefore not be visible from those properties.

The 5 Story Mixed Use Building will face the Eastern Portion of the Subject Property along San Fernando Rd. and across the street from the Southern Pacific Railroad Corridor. The Eastern portion of the proposed project does not adjoin low density housing as it is separated in the front of the building by San Fernando Rd.

The project will have multiple pedestrian and vehicular entrances including four (4) Pedestrian entrances along San Fernando Rd into the Apartment Lobby, the ground floor Courtyard and Terraces and commercial spaces within the building. There will also be two Pedestrian entrances off Oro Grande Street as well as a driveway approach for both entry to and from the Residential and Commercial Building. The subject property is **53,581 square-feet** in size and therefore multiple pedestrian entrances are proposed to accommodate the size and scope of this development for residents to have sufficient passageways and methods for residents and commercial visitors to exit and enter the facility.

Therefore, the project ensures extensive recreational and service amenities described and provides protective buffers to the nearest Single-Family Homes sufficiently distanced from the only and nearest single-family dwellings and therefore its project features and orientation substantially reduces the demand for public open space in the vicinity. Therefore, the project provides sufficient recreational and service amenities to improve habitability for both its residents and surrounding residents.