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(213) 978-1300

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EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

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**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM AND
SITE PLAN REVIEW**

October 19, 2023

Applicant/Owner

Albert Gonzales
San Fernando Road LLC
13264 Ralston Avenue
Sylmar, CA 91342

Representative

Daniel Rosales Jr.
DR REALTY
16306 Blackhawk Street
Granada Hills, CA 91344

Case No.: DIR-2022-7878-SPR-TOC-HCA
Related Case No.: N/A
CEQA: ENV-2022-6678-CE
Location: 12507 & 12521 North San Fernando
Road
Council District: 7 - Monica Rodriguez
Neighborhood
Council: Sylmar
Community Plan
Area: Sylmar Community Plan
Land Use
Designation: Community Commercial
Zone: C2-1VL-CPIO
Legal Description: Lot FR 4, Block B, Tract 5813

Last Day to File an Appeal: November 3, 2023

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 12.22-A,31 and 16.05, I have reviewed the proposed project and as the designee of the Director of City Planning, I hereby:

1. **Determine**, based on the whole of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve** a Transit Oriented Communities Affordable Housing Incentive Program (TOC) for a Tier 1 project with a total of 100 dwelling units, including eight (8) dwelling

units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following Additional Incentives:

Height. Utilization of 11 additional feet in height;

3. **Approve** the Site Plan Review for a development that results in an increase of more than 50 dwelling units; and
4. **Adopt** the attached findings and Conditions of Approval.

CONDITIONS OF APPROVAL

Pursuant to LAMC Section 12.22 A.31 and 16.05 the following conditions are hereby imposed upon the use of the subject property:

1. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan and elevations labeled Exhibit "A" included in the subject case file. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Use.** The project shall be limited to a mixed-use residential building with 100 residential units and 6,509 square feet of commercial ground floor space.
3. **On-site Restricted Affordable Units.** A total of eight (8) units shall be set aside for Extremely Low Income Households, as defined by the Los Angeles Housing Department (LAHD) and California Government Code Section 65915(c)(2).
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make eight (8) percent of the total number of units (or 4% of the base units, whichever is higher) for Extremely Low Income Households, as defined by LAHD, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event, the applicant reduces the proposed density of the project, the number of required reserved On-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall provide a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by LAHD.
5. **Changes in On-site Restricted Units.** Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.
6. **Housing Replacement Requirements.** Pursuant to the Housing Crisis Act of 2019 and the Los Angeles Housing Department determination dated August 31, 2022, the project will not be required to provide replacement units.
7. **Base Incentives.**
 - a. **Parking.**
 - i. **Residential Automobile Parking.** Residential automobile parking shall be provided at a rate of 0.5 parking space per unit, consistent with the LAMC, or pursuant to AB 2097.
 - ii. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the bicycle parking requirements has been requested or granted herein.

- iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by the Los Angeles Housing Department.
- iv. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

8. **Additional Incentives.**

- a. **Height.** The project shall be permitted up to one (1) additional story and up to 11 feet in additional height.

Site Plan Review Conditions

9. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities, or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect.
10. **Tree Requirement.** The project shall provide at least the minimum number of trees on-site to comply with the landscape requirement (LAMC Section 12.21 G(a)(3)). Pursuant to Ordinance No. 179,884, trees may not be less than 24-inch box in size and shall be planted within open space areas.
11. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units). Per Exhibit A and 12.21.G.3, six (6) Street trees shall be provided.
12. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
13. **Materials.** The project shall utilize a minimum of two different materials on all building facades. Windows, doors, balcony railings, and decorative features (such as light fixtures) shall not count towards this requirement." Substitutes of an equal quality shall be permitted to the satisfaction of the Department of City planning.
14. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
15. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping or a green wall.
16. **Trash Collection.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

17. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
18. **Solar Energy.** The project shall comply with the Los Angeles Municipal Green Building Code, Sections 99.04.211.1 and 99.05.211.1, to the satisfaction of the Department of Building and Safety.
19. **CPIO Compliance.** The project shall submit a site-specific vibration assessment to the Department of Building and Safety for approval in compliance with the Sylmar Community Plan Overlay (CPIO) environmental standards for residential developments within 150 feet of the Union Pacific Right-of-Way.

Administrative Conditions

20. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
21. **Covenant.** Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in the case file.
22. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein are attached as a cover sheet and shall include any modifications or notations required herein.
23. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
24. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
25. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building

& Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

26. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
27. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
28. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
29. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
30. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

 - a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

PROJECT BACKGROUND

The subject 53,548.5 square foot property is comprised of one (1) lot with a frontage of approximately 224 along San Fernando Road and 235.9 feet along Oro Grande Street. The subject property is currently occupied with a 60-year-old, vacant one-story commercial building with surface level parking lot.

The project site is zoned C2-1VL-CPIO and is located within the Sylmar Community Plan with a General Plan Land Use Designation of Community Commercial. The site is located within a Transit Priority Area, a TOC Tier 1 area, Mixed-Use Corridor Subarea, Housing Element Inventory of Sites area, Community Plan Implementation Overlay: Sylmar, Local Emergency Temporary Regulations - Time Limits and Parking Relief, MTA Right-of-Way Project area, State Enterprise Zone in Los Angeles, an Urban Agriculture Incentive Zone, and is Outside the Flood Zone. The project is within a Methane Zone, a Special Grading Area and is within the Sierra Madre Fault Zone.

The proposed project involves the demolition of an existing one-story commercial building with surface parking lot and the construction, use, and maintenance of a five (5)-story mixed-use residential development with 100 dwelling units including eight (8) units set aside for Extremely Low Income Households (ELI) and 6,509 square feet of commercial ground floor area. The proposed building will encompass approximately 123,807 square feet of floor area resulting in an FAR of 2.81 to 1 and will have a maximum height of 56 feet. Pursuant to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, the applicant requests one (1) Base Incentive and one (1) Additional Incentive in exchange for reserving a minimum of eight (8) percent (equal to eight (8) units) of the total dwelling units proposed for Extremely Low Income Households.

The project will consist of 45 one-bedroom units and 55 two-bedroom units with 84 residential parking spaces and 13 commercial parking spaces for a total 97 vehicle parking spaces located in one level of at grade parking. The project will provide a total of 79 bicycle parking spaces on-site (70 long term spaces and nine (9) short term spaces), of which 74 bicycle spaces will be allocated for residents and five (5) spaces will be allocated for the commercial use. The long-term bicycle parking spaces will be located within a bicycle storage space inside the parking garage on the first level on the west side of the building and short-term bicycle parking will be located outside of the building at the ground level along San Fernando Road.

A total of 16,509 square feet will be dedicated to open space which includes 1,133 square feet of recreational room space, 1,133 square feet of fitness room, 4,700 square feet of private balconies, 5,943 square feet of courtyard, and 3,600 square feet of rear yard. The project will provide 6,569 square feet of landscaped areas throughout the development. Additionally, the project proposes to plant 25 new on-site trees throughout the development and will maintain the existing six (6) street trees.

Surrounding Properties

Surrounding properties are predominantly developed with medium and low residential housing. Properties to the north, across San Fernando Road, are zoned RD3-1XL-CPIO and PF-1VL with land use designations of Low Medium II Residential and Public Facilities and developed with low to medium residential housing including three one-story residential homes as well as vacant undeveloped land. Properties to the east, across San Fernando Road, are zoned RD3-1XL-CPIO and PF-1VL with land use designations of Low Medium II Residential and Public Facilities and

developed with low to medium residential housing including one-story residential homes. Properties to the south, abutting the subject property, are zoned RE9-1 with a land use designation of Low I Residential and developed with one-story single-family homes. Properties to the west, abutting the subject property, are zoned C2-1VL-CPIO and RE9-1 with a land use designation of Community Commercial and Low I Residential and developed with one-story commercial buildings along San Fernando Road and single family residential homes south of San Fernando Road.

Streets

San Fernando Road, adjoining the subject property to the north, is an Avenue I dedicated to a width of 100 feet.

Oro Grande Street, adjoining the subject property to the east, is a Local Street - Standard dedicated to a width of 60 feet.

TRANSIT ORIENTED COMMUNITIES

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22 A.31 was added to create the Transit Oriented Communities Affordable Housing Incentive Program. The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22 A.31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The subject property is located within a Tier 1 TOC Affordable Housing Incentive Area as the property is located less than 2,640 feet from the Sylmar-San Fernando Metrolink rail station. The project will set aside a minimum of eight (8) percent of the total number of units for Extremely Low Income Households, meeting the TOC eligibility requirements for Tier 1 Base Incentives.

The proposed project includes the following Base and Additional Incentives for a qualifying Tier 1 Project:

Tier 1 Base Incentive:

Parking. Pursuant to LAMC Section 12.21 A.4, the proposed 100-unit residential building would be required to provide a total of 192 residential parking spaces. With 45 one-bedroom units and 55 two-bedroom units, the project is required to provide 178 parking spaces. However, as an Eligible Tier 1 TOC Housing Development, pursuant to the TOC Guidelines, the project is allowed to provide 0.5 parking spaces per bedroom, equal to 78 vehicle parking spaces. The proposed project is providing 84 parking spaces. Separately, the project is eligible to provide reduced vehicle parking pursuant to the provisions of Assembly Bill (AB) 2097 (2022).

Tier 1 Additional Incentive:

Height. As the subject property is zoned C2-1VL, the proposed residential building would be limited to a maximum height of 45 feet. Eligible Tier 1 TOC Housing Developments may request one additional story and/or up to 11 feet in additional height. In this case, the project proposes a maximum height of 56 feet.

HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22 A.31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015, to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units.

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the project replaces those units. The project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the property within the past five years. Additionally, the project must also replace all existing or demolished "Protected Units." Pursuant to the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated August 31, 2022, the Los Angeles Housing Department determined that there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 8).

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
 - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
 - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
 - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
 - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 1 TOC Affordable Housing Incentive Area and has elected to utilize Tier 1 incentives. As part of the proposed development, the project is required to reserve eight (8) percent of the 100 total dwelling units for Extremely Low Income Households which equates to eight on-site dwelling units as part of the Housing Development. The project will provide eight (8) Extremely Low Income units as is required. Therefore, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. ***Major Transit Stop.*** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

As defined in the TOC Guidelines, a Major Transit Stop is defined as a site with an existing rail transit station or the intersection of two or more major bus routes and are included in the applicable regional transportation plan (Connect SoCal 2020-2045 RTP/SCS). As of the time of TOC eligibility review, the subject property is located less than 2,640 feet from the Sylmar-San Fernando Metrolink rail station. The project will set aside a minimum of eight (8) percent of the total number of units for Extremely Low Income Households, meeting the TOC eligibility requirements for Tier 1 Base Incentives. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Los Angeles Housing Department prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

Pursuant to the SB 8 Determination made by the Los Angeles Housing Department dated August 31, 2022, the proposed project is not required to provide any replacement affordable housing units. Therefore, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. **Other Density or Development Bonus Provisions.** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. The proposed project will construct a five-story mixed-use residential development with 100 dwelling units. The TOC Incentives are applied throughout the entirety of the site and no development bonuses under any other state or local program will be utilized. The project will reserve eight (8) units for Extremely Low Income Households and provide 92 market-rate units. As such, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).*
 - a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
 - b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*

- c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also requesting one Additional Incentive, for the utilization of 11 additional feet in height for a total 56 feet in height in lieu of the otherwise permitted 45 feet. The project meets the TOC Guideline requirements of providing at least four percent of the base units for Extremely Low Income Households in exchange for being granted the one requested Additional Incentive. The project is setting aside eight (8) units for Extremely Low Income Households, which equates to approximately four (4) percent of the 134 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking Additional Incentives beyond the one permitted in exchange for reserving at least four (4) percent of the base units for Extremely Low Income Households. The project is requesting one (1) Additional Incentive. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11; this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The proposed building is located on one (1) lot designated within a Tier 1 TOC Affordable Housing Incentive Area and the applicant is utilizing Tier 1 TOC Incentives. With 100 dwelling units proposed, the project will reserve eight (8) percent of the total units, equivalent to eight (8) units, for Extremely Low Income Households. The subject property consists of two lots, both of which are located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The subject site is comprised of one (1) lot designated under Tier 1. The applicant has selected to utilize the Tier 1 and has therefore, provided the required eight (8) percent set aside On-site Extremely Low Income Units as well as utilize only Tier 1 TOC base and additional incentives. Therefore, the applicant is not requesting to utilize a lower tier.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100 percent On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

- 10. Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

The project as proposed and as conditioned, meets the intent of the Citywide Design Guidelines (adopted by City Planning Commission October 24, 2019). The proposed development has been conditioned to ensure a well-designed project and compliance with the Design Guidelines.

The proposed project incorporates common space for residents. Most notably, the floor contains a mix of commercial uses and residential amenities. The ground floor is proposed with commercial uses, parking at the rear and a residential lobby fronting San Fernando Road. Additionally, landscaping is proposed at the exterior ground level. The second floor contains a mix of residential amenities and residential units, including a lobby room, recreation room, a gym and an open to sky courtyard located at the center of the units allowing all residential units facing the center to have a view of the open courtyard from their respective balconies. Level 3 of the project contains residential units and a residential lobby room. The use of variation in massing, pedestrian level landscaping, and integration of commercial uses and lobby room at the street level promote a more active pedestrian environment through the provision of additional eyes on the street.

A total of 16,509 square feet will be dedicated to open space which includes 1,133 square feet of recreational room space, 1,133 square feet of fitness room, 4,700 square feet of private balconies, 5,943 square feet of courtyard, and 3,600 square feet of rear yard. The project will provide 6,569 square feet of landscaped areas throughout the development. Additionally, the project proposes to plant 25 new on-site trees throughout the development and will maintain the existing six (6) street trees.

The project has also been conditioned to provide pedestrian-friendly features through the provision of landscaping and screening of any mechanical equipment from the public right-of-way. The project has been conditioned to incorporate a variety of building materials to create visually interesting building façades and minimize impacts on surrounding properties. The project will utilize a mixture of materials and colors for the massing of the building including, neutral-toned and modern building materials such as smooth santa barbara finish plaster butterscotch color, dark brown vinyl, dark brown exposed wood corbel, dark brown aluminum glazing, and hardware cambridge sconce in bronze. The mixture of materials and colors will create a clear and coherent design that respects the neighborhood. The project will also include solar-ready areas on the rooftop of future solar. These design features do not preclude the provision of the permitted density of residential units. Thus, the project conforms to the applicable design guidelines and conditions have been imposed accordingly.

**TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM/
AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:

- a. *The incentive do not result in identifiable and actual cost reductions to provide for affordable housing costs, as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

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

The list of base incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include various types of relief that minimize restrictions on the size of the project. The base incentives are required to provide for affordable housing costs because the incentives by their nature may result in increasing the scale of the project. The additional incentive requested to utilize one additional story up to 11 feet in additional building height per TOC Guidelines will result in a building design or construction efficiencies that provide for affordable housing costs. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the Incentives by their nature increase the scale of the project, allow for design efficiencies, and accommodate the construction of floor area to support the operational costs and construction of the affordable housing units.

Height. The requested incentive to allow the utilization of an additional 11 feet in building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. The requested incentive allows the developer to expand the building envelope and build more square footage for residential units, which facilitates the creation of more affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve eight (8) units for Extremely Low Income Households and facilitates the creation of affordable housing units.

- b. *The Incentive will have a specific adverse impact upon public health and safety or any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse Impact without rendering the development unaffordable to low-income and moderate-income households.*

There is no evidence that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section

12.22 A.25(b)). The proposed Project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the State's CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines.

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The proposed project and potential impacts were analyzed in accordance with the CEQA and the project was determined to be exempt from CEQA pursuant to Article 19, Class 32 of the CEQA Guidelines.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

c. *The incentives are contrary to state or federal law.*

There is no substantial evidence in the record indicating that the requested incentives are contrary to any state and federal law.

SITE PLAN REVIEW FINDINGS

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

The Los Angeles General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located in the Sylmar Community Plan area and is not subjected to any applicable specific plans.

Community Plan

The subject property is located within the Sylmar Community Plan area which was updated by the City Council in 2004. The Sylmar Community Plan designates the subject property for Community Commercial land uses, corresponding to the C2, C4, and RAS3 Zones. The subject property is zoned C2-1VL-CPIO and is thus consistent with the land use designation. The proposed project is consistent with the following goals, objectives and policies of the Community Plan:

Land Use Goal 12: Strong and competitive commercial areas that serve the community with a wide range of goods and services, support the local businesses and economy, and provide employment opportunities and revenue to the City.

Land Use Policy 12.1: Commercial Preservation. Protect areas designated and zoned for commercial use so that commercial development and reinvestment is encouraged and the community maintains and increases its employment base. Strongly discourage new residential-only development in commercially designated and zoned areas.

Land Use Policy 12.2: Commercial Development. Locate new commercial uses within existing established commercial areas. Accommodate larger projects within Community Centers and near the Sylmar/San Fernando Metrolink Station to minimize impact on residential neighborhoods and help retain the existing community fabric

Land Use Goal 13: Commercial and mixed-use development that complement adjacent and surrounding neighborhoods and contribute to Sylmar's semi-rural character and agricultural heritage.

Land Use Policy 13.1 Neighborhood Compatibility. Ensure that new development adjacent to residential neighborhoods is designed in a manner that is sensitive to existing and adjacent buildings so that it blends in with the neighborhood context.

Land Use Goal 14: Attractive and pedestrian-oriented commercial areas that are safe, easily accessible, and enhance the unique commercial and cultural character of the community.

Land Use Policy 14.1: High-Quality Development. Design projects to achieve a high level of quality and developed in accordance with the Commercial Citywide Design Guidelines and other applicable design guidelines. Projects are required to incorporate to the maximum extent feasible applicable design guidelines.

Land Use Policy 14.2: Building Orientation. Improve neighborhood character and the pedestrian environment of commercial areas by siting buildings so they interact with the sidewalk and the street, contribute to a sense of human scale, and support ease of accessibility to buildings.

Land Use Policy 14.5: On-site Landscaping. Provide landscaped areas with shade trees on-site that complement the character of the built environment, add beauty and visual interest, increase pedestrian comfort, and extend the sense of the public-right-of-way onto the site.

Land Use Policy 14.6: Streetscape. Design developments to create inviting districts with landscaped sidewalks lined with shade trees, street furniture, and other pedestrian amenities (or streetscape features), open with visual and physical permeability, and pedestrian-oriented connections, where local residents will be attracted and encouraged to walk to nearby commercial establishments.

Land Use Goal 19: A vibrant Transit-Oriented District and Mixed-Use Boulevards that builds 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.

Land Use Policy 19.6: Housing: Include a variety of new housing types, such as townhomes, apartments, and condominiums that cater to a diversity of households near public transit as a means of enhancing retail, transit viability, and reducing vehicle trips.

Land Use Goal 20: Visually rich Transit-Oriented Districts and Mixed-Use Boulevards that are vibrant, engage pedestrians, and contribute to street life, vitality, and safety along San Fernando Road and Maclay Street.

Land Use Policy 20.1: Building Orientation and Setbacks. Orient buildings toward the boulevards and maintain a consistent landscaped setback that enlivens the street wall with main entrances fronting the street. Develop the site so that the majority of the building façade is built to the property line in order to create a consistent street wall along the sidewalk.

Land Use Policy 20.3: Pedestrian-Oriented Architecture. Incorporate architectural features that encourage walking, such as storefront windows, awnings, and arcades and include architectural features that divide large buildings into smaller, human-scaled components.

The proposed project protects the surrounding lower density residential neighborhoods from encroachment by higher density residential uses by allowing for the development of a 100-unit residential building within a commercially zoned property along a primary commercial corridor. By including eight (8) units reserved for Extremely Low Income Households and 92 market rate units, the project increases the housing stock and satisfies the needs and desires of all economic segments of the community by maximizing the opportunity for individual housing choice.

The proposed residential development aligns with the goals of the Sylmar Community Plan by increasing the current housing stock with a residential building that will provide 100 units that will help supply the diverse economic and physical needs of residents in the Sylmar Community Plan area. The project will also enhance the appearance of the surrounding neighborhood as it contains attributes that promote good urban design practices such as landscaping that is visible from the street and six (6) existing street trees. The project's architecture will be compatible with the surrounding area and it has been designed to encourage pedestrian activity. Additionally, the design of the project will enable eyes on the street due to the active ground floor which will create a safe environment for residents and local residents. The project proposes to include 45 one-bedroom units and 55 two-bedroom units which will cater to a variety of different household types. Therefore, the project is consistent with the Sylmar Community Plan.

Sylmar Community Plan Implementation Overlay

The Sylmar CPIO District is a zoning tool intended to provide supplemental development and use regulations tailored to the Community Plan Area. It targets individual neighborhoods and corridors, and is intended to address concerns about the scale, size, and character of development based on a community's specific needs.

The Sylmar CPIO District is comprised of different CPIO subareas. The project site is located within the Mixed-Use Corridor Subarea which 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 and Maclay Street. New auto-related uses are expressly prohibited. Development standards applicable only to corner lots in this subarea is required to provide ground floor commercial uses along a Primary Frontage

In terms of its program and design, the project is currently in alignment with these Subarea goals of the Sylmar Los Angeles CPIO, as evidenced by the Geographic Project Planning Referral Form dated December 5, 2022.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

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

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

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

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

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their

functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

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

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

The proposed project will result in the development of a residential building that will provide 100 dwelling units, including eight (8) units reserved for Extremely Low Income Households, thereby contributing toward and facilitating the City's long-term housing demands and vision for a more livable city.

The proposed 100 unit development will be located within close proximity to transit services thus facilitating reduced vehicular trips to and from the project, vehicle miles traveled, and air pollution from vehicles.

The subject property is currently occupied by a one-story corner commercial building with surface level parking lot. The development of the site will not demolish any existing housing units and will enable the City to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the proposed 100-unit residential building is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The 2021-2029 **Housing Element** is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

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

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing

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

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

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

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 2.3: Preserve, conserve and improve the quality of housing.

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

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

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

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing

The proposed project implements the Housing Element by increasing the housing supply consistent with the Community Commercial land use designation. The subject site is currently developed with a one-story vacant commercial building with a surface level paved parking lot. The approval of the request streamlines the process and permits 100 units through the TOC process with eight (8) units set aside for Extremely Low Income Households. As such, the project would achieve the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (one- and two-bedroom rental units) that address the needs of the city's households. Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. San Fernando Road adjoining the subject property to the north, is an Avenue I dedicated with a right-of-way width of 100 feet. Oro Grande Street adjoining the subject property to the east, is a Local Street - Standard dedicated to a right-of-way width of 60 feet. The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The project will consist of 45 one-bedroom units and 55 two-bedroom units with 86 residential parking spaces and 13 commercial parking spaces for a total 97 vehicle parking spaces located in one at grade parking garage. The project will provide a total of 79 bicycle parking spaces on-site (70 long term spaces and nine (9) short term spaces), of which 74 bicycle spaces will be allocated for residents and five (5) spaces will be allocated for the commercial use. The long-term bicycle parking spaces will be located within a bicycle storage space inside the parking garage on the first level on the west side of the building and short-term bicycle parking will be located outside of the building at the ground level along San Fernando Road.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

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 neighborhood services.

The proposed project is located less than 2,640 feet from the Sylmar-San Fernando Metrolink rail station. The project will set aside a minimum of eight (8) percent of the total number of units for Extremely Low Income Households, meeting the TOC eligibility requirements for Tier 1 Base Incentives. The proposed 100 unit development will be located within close proximity to transit services thus facilitating reduced vehicular trips to and from the project, vehicle miles traveled, and air pollution from vehicles. The adjacency of the regional transit services along with the creation of 100 dwelling units, ties the proposed project into a regional network of transit and housing.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project will provide a total of 79 bicycle parking spaces on-site (70 long term spaces and nine (9) short term spaces), of which 74 bicycle spaces will be allocated for residents and five (5) spaces will be allocated for the commercial use. The long-term bicycle parking spaces will be located within a bicycle storage space inside the parking garage on the first level on the west side of the building and short-term bicycle parking will be located outside of the building at the ground level along San Fernando Road.

Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project has further been conditioned to be in compliance with the applicable regulatory measures governing green energy infrastructure, such as electric vehicle charging stations as well as solar energy.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, the project shall provide a solar-ready roof in compliance with the Los Angeles Municipal Green Building Code, Section 99.04.211.1. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and does not conflict with any applicable regulations or standards.

- 3. 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 53,548.5 square foot property is comprised one corner rectangular lot with a frontage of approximately 224 along San Fernando Road and 235.9 feet along Oro Grande Street. The subject property is currently occupied with a 60-year-old, vacant one-story commercial building with surface level parking lot.

The project site is zoned C2-1VL-CPIO and is located within the Sylmar Community Plan with a General Plan Land Use Designation of Community Commercial. The site is located within a Transit Priority Area, a TOC Tier 1 area, Mixed-Use Corridor Subarea, Housing Element Inventory of Sites area, Community Plan Implementation Overlay: Sylmar, Local Emergency Temporary Regulations - Time Limits and Parking Relief, MTA Right-of-Way Project area, State Enterprise Zone in Los Angeles, an Urban Agriculture Incentive Zone, and is Outside the Flood Zone. The project is within a Methane Zone, a Special Grading Area and is within the Sierra Madre Fault Zone.

Surrounding properties are predominantly developed with medium and low residential housing. Properties to the north, across San Fernando Road, are zoned RD3-1XL-CPIO and PF-1VL with land use designations of Low Medium II Residential and Public Facilities and developed with low to medium residential housing including three one-story residential homes as well as vacant undeveloped land. Properties to the east, across San Fernando Road, are zoned RD3-1XL-CPIO and PF-1VL with land use designations of Low Medium II Residential and Public Facilities and developed with low to medium residential housing including one-story residential homes. Properties to the south, abutting the subject property, are zoned RE9-1 with a land use designation of Low I Residential and developed with one-story single-family homes. Properties to the west, abutting the subject property, are zoned C2-1VL-CPIO and RE9-1 with a land use designation of Community Commercial and Low I Residential and developed with one-story commercial buildings along San Fernando Road and single family residential homes south of San Fernando Road.

The proposed residential building is compatible with the existing and future surrounding developments. The proposed project is the construction, use, and maintenance of a five (5)-story mixed-use residential development with 100 dwelling units including eight (8) units set aside for Extremely Low Income Households (ELI) and 97 vehicle parking spaces within one at grade parking garage. The project will be comprised of 45 one-bedroom units and 55 two-bedroom units. The proposed building will encompass approximately 123,807 square feet of floor area resulting in an FAR of 2.81:1 to 1 and will have a maximum height of 56 feet. Pursuant to the TOC Affordable Housing Incentive Program, the applicant requests one (1) Additional Incentive in exchange for reserving eight (8) percent, or eight (8) units, of the total dwelling units proposed for Extremely Low Income Households.

The project will consist of 45 one-bedroom units and 55 two-bedroom units with 86 residential parking spaces located within one at grade parking garage. The project will provide a total of 79 bicycle parking spaces on-site (70 long term spaces and nine (9) short term spaces), of which 74 bicycle spaces will be allocated for residents and five (5) spaces will be allocated for the commercial use. The long-term bicycle parking spaces will be located within a bicycle storage space inside the parking garage on the first level on the west side of the building and short-term bicycle parking will be located outside of the building at the ground level along San Fernando Road.

A total of 16,509 square feet will be dedicated to open space which includes 1,133 square feet of recreational room space, 1,133 square feet of fitness room, 4,700 square feet of private balconies, 5,943 square feet of courtyard, and 3,600 square feet of rear yard. The project will provide 6,569 square feet of landscaped areas throughout the development. Additionally, the project proposes to plant 25 new on-site trees throughout the development and will maintain the existing six (6) street trees.

Vehicular access to the site is provided via one (1) ingress/egress driveway along Oro Grande Street with access to the at grade parking garage.

Height, Bulk, and Setbacks

The project is zoned C2-1VL-CPIO. Height District 1VL allows for a maximum 45 feet in height and three (3) stories in the C2 zone. Pursuant to TOC Guidelines the applicant is requesting an additional incentive to allow the utilization of 11 additional feet in height. The project proposes a maximum height of 56 feet at five (5) stories tall. The proposed building height is compatible with the existing development in the immediate surrounding area and the zoning for the surrounding area. Therefore, in conjunction with the density bonus, conditional use, and site plan review requests, and consideration of other development in the area, the project is consistent with the surrounding area.

The subject property is zoned C2-1VL-CPIO which limits the floor area ratio of the subject site to 1.5:1. With 53,548.5 square feet of buildable area in the C2-1VL-CPIO Zone (with a maximum permitted 1.5:1 FAR), the property is allowed up to 133,933 square feet of floor area. The project proposes a total of 123,807 square feet of floor area 2.81:1 FAR.

As the subject property is zoned C2-1VL-CPIO, the proposed residential building would be required to have a maximum height of 45 feet. The project has been granted the utilization of 11 additional feet in height permitted through the TOC Guidelines and the LAMC. Tier 1 Eligible The proposed project will comply with all outback yard requirements. As proposed, the project will provide a five-foot setback along the front yard, eight-foot east side yard setback, 10-foot west side yard setback, and 16-foot rear yard setback. As such, the project complies with the required setbacks.

The height, bulk, and setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C2-1VL-CPIO and the TOC Tier 1 allowances for deviations. Therefore, in conjunction with the TOC request, and consideration of other development in the area, the project is consistent with the surrounding area.

Parking

The project is required to provide 178 code-required parking spaces for the proposed residential units and 13 commercial parking spaces. Pursuant to TOC Guidelines, the project would be allowed to provide 0.5 parking spaces per bedroom, with a total 45 one-bedroom units and 55 two-bedroom units the project would be allowed to provide 78 parking spaces. The project exceeds the minimum required parking and proposes to provide 84 residential parking spaces.

Vehicle parking is provided within one at grade parking garage. The project will consist of 45 one-bedroom units and 55 two-bedroom units with 86 residential parking spaces and 13 commercial spaces for a total 97 vehicle parking spaces located within one at grade parking garage. The project will provide a total of 79 bicycle parking spaces on-site (70 long term spaces and nine (9) short term spaces), of which 74 bicycle spaces will be allocated for residents and five (5) spaces will be allocated for the commercial use. The long-term bicycle parking spaces will be located within a bicycle storage space inside the parking garage on the first level on the west side of the

building and short-term bicycle parking will be located outside of the building at the ground level along San Fernando Road.

Vehicular access to the site is provided via one (1) ingress/egress driveway along Oro Grande Street with access to the (2) two levels of partially below grade parking garages. Pedestrian access will be provided along San Fernando Road and Oro Grande Street. Therefore, the parking will be compatible with the existing and future developments in the area.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate building, entrances, walkways and parking areas. As conditioned, the project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The proposed residential building includes 45 one-bedroom units and 55 two-bedroom units. Pursuant to LAMC open space requirements the project must provide a minimum of — square feet of open space. The project will provide a total of 16,509 square feet of open space which includes 1,133 square feet of recreational room space, 1,133 square feet of fitness room, 4,700 square feet of private balconies, 5,943 square feet of courtyard, and 3,600 square feet of rear yard. The project proposes to plant 25 new on-site trees throughout the development and will maintain the existing six (6) street trees. Indoor open space will consist of common rooms located on the ground floor, second levels and third level.

The project has been conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Divisions' requirements. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C.6. The project will include on-site trash collection for both reuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, the service area for trash collection is to be located in the parking garage at the ground level. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above and as depicted within the plans and elevations submitted with the instant application, the project is a five (5)-story residential development, with parking on-site for residents, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

4. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The proposed project includes 45 one-bedroom units and 55 two-bedroom units with 86 residential parking spaces located in one level of at grade parking within a five (5)-story residential development.

The proposed project incorporates common space for residents. Most notably, the floor contains a mix of commercial uses and residential amenities. The ground floor is proposed with commercial uses, parking at the rear and a residential lobby fronting San Fernando Road. Additionally, landscaping is proposed at the exterior ground level. The second floor contains a mix of residential amenities and residential units, including a lobby room, recreation room, a gym and an open to sky courtyard located at the center of the units allowing all residential units facing the center to have a view of the open courtyard from their respective balconies. Level 3 of the project contains residential units and a residential lobby room. The use of variation in massing, pedestrian level landscaping, and integration of commercial uses and lobby room at the street level promote a more active pedestrian environment through the provision of additional eyes on the street.

A total of 16,509 square feet will be dedicated to open space which includes 1,133 square feet of recreational room space, 1,133 square feet of fitness room, 4,700 square feet of private balconies, 5,943 square feet of courtyard, and 3,600 square feet of rear yard. The project will provide 6,569 square feet of landscaped areas throughout the development. Additionally, the project proposes to plant 25 new on-site trees throughout the development and will maintain the existing six (6) street trees.

The project will also enhance the appearance of the surrounding neighborhood as it contains attributes that promote good urban design practices such as landscaping that is visible from the street and six (6) existing street trees. The project's architecture will be compatible with the surrounding area of the community and it has been designed to encourage pedestrian activity. Additionally, the design of the project will enable eyes on the street due to the active ground floor which will create a safe environment for residents and local residents.

The project has also been conditioned to provide pedestrian-friendly features through the provision of landscaping and screening of any mechanical equipment from the public right-of-way. The project has been conditioned to incorporate a variety of building materials to create visually interesting building façades and minimize impacts on surrounding properties. The project will utilize a mixture of materials and colors for the massing of the building including, neutral-toned and modern building materials such as smooth Santa Barbara finish plaster butterscotch color, dark brown vinyl, dark brown exposed wood corbel, dark brown aluminum glazing, and hardware Cambridge sconce in bronze. The mixture of materials and colors will create a clear and coherent design that respects the neighborhood. The project will also include solar-ready areas on the rooftop of future solar. These design features do not preclude the provision of the permitted density of residential units. Thus, the project conforms to the applicable design guidelines and conditions have been imposed accordingly.

ADDITIONAL MANDATORY FINDINGS

5. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.

6. **Class 32 CEQA Exemption.** The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exception document dated November 30, 2021 and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): “It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction. Every violation of this determination is punishable as a misdemeanor unless provision is otherwise

made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATION OF THESE CONDITIONS, A MISDEMEANOR

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.org/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal

applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

*Metro DSC
(213) 482-7077
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
Planning.figcounter@lacity.org*

*Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard,
Suite 251
Van Nuys, CA 91401
Planning.mbc2@lacity.org*

*West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard,
2nd Floor
Los Angeles, CA 90025
Planning.westla@lacity.org*

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's [BuildLA portal \(appointments.lacity.org\)](http://appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to Online Appeal Filing



QR Code to Forms for In-Person Appeal Filing



QR Code to BuildLA Appointment Portal for Condition Clearance

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Transit Oriented Communities/Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section 65915), the Density Bonus increase in units above the base density limits per the underlying zone(s) and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested

incentives are appealable. Per LAMC Sections 12.22 A.25 and 12.22 A.31, appeals of Density Bonus Compliance Review and Transit Oriented Communities cases with the Director of Planning or Zoning Administrator as the initial decision maker are heard by the City Planning Commission.

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

Vincent P. Bertoni, AICP
Director of Planning

Approved by:

Reviewed by:



Heather Bleemers, Senior City Planner



More Song, City Planner

Prepared by:

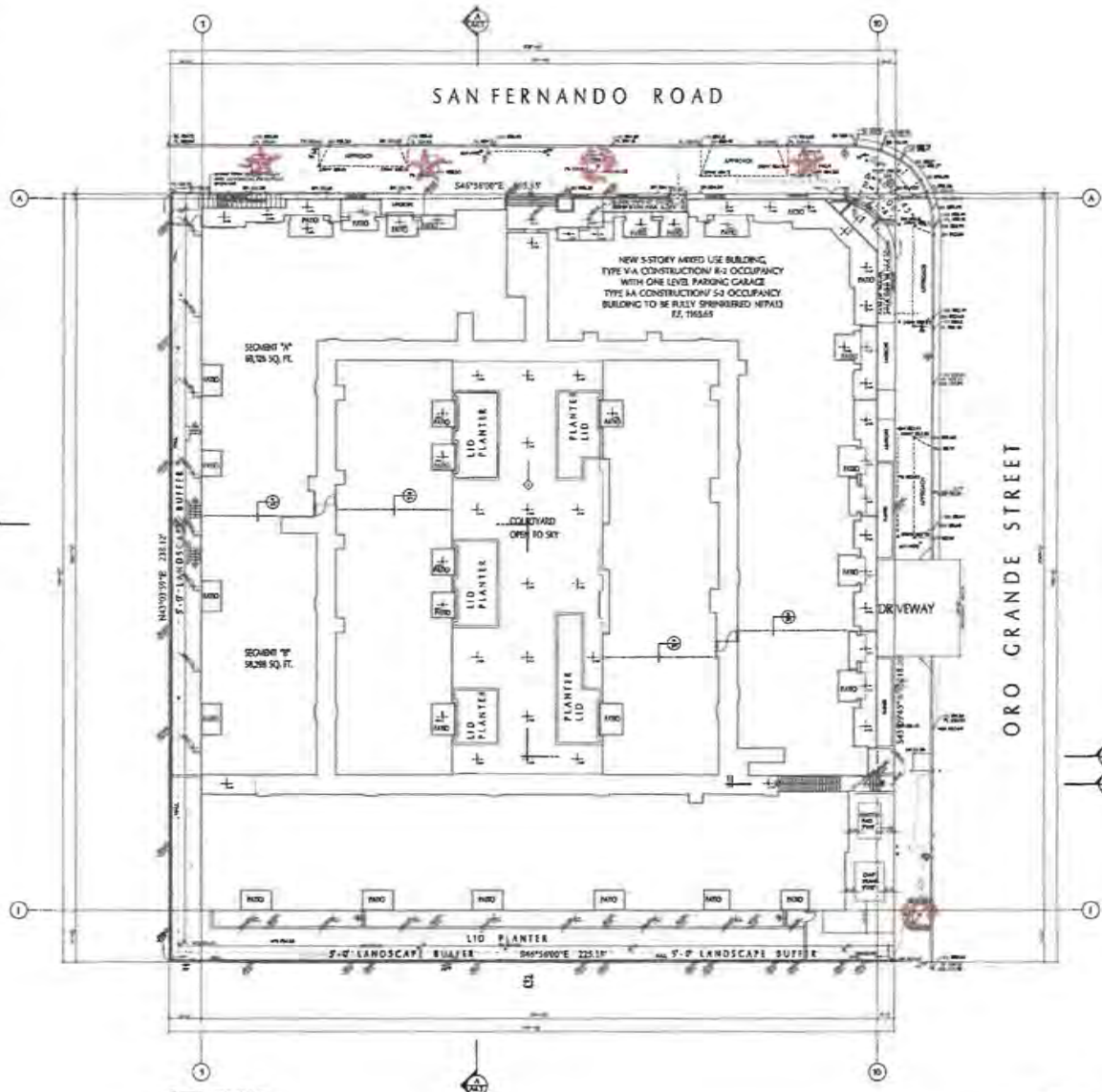


Stephanie Escobar, City Planning Associate

Attachments:

Exhibit A: Architectural Plans

- ARCHITECTURAL SITE PLAN SHEET NOTES**
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ELECTRICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA MECHANICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA PLUMBING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA FIRE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA SAFETY CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ENVIRONMENTAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
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 16. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA SOCIAL SERVICES CODE AND ALL APPLICABLE LOCAL ORDINANCES.
 17. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA WELFARE AND INSTITUTIONS CODE AND ALL APPLICABLE LOCAL ORDINANCES.
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 22. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA INSURANCE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
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SITE PLAN
 ACCESSIBLE BUILDING

KAMRAN TABRIZI, ARCHITECT & ASSOCIATES

11721 HIGHWAY 99
 GARDEN GROVE, CA 92640
 TEL: (949) 952-4333
 FAX: (949) 952-4775

PROJECT:
 100 UNIT MIXED USE BUILDING
 10267 SAN FERNANDO RD.
 PLACER, CA 95662

OWNER:
 SAN FERNANDO LLC
 13264 SULLIVAN AVE
 PLACER, CA 95662

EXHIBIT "A"
 Page No. 2 of 14
 Case No. DIP-2022-7878

CP2-TOC
 HCA

DATE: 08/15/2022	SCALE: 1/8" = 1'-0"
CONTRACT: 100-CONTRACT	PROJECT: 100-CONTRACT
DESIGNED BY: GTC	CHECKED BY: JAE HANSEN
DRAWN BY: JAE HANSEN	DATE: 08/15/2022
SHEET TITLE: SITE PLAN	SHEET NUMBER: AS.2

