



July 7, 2022

Farzin Maly
12304 Santa Monica Boulevard, Suite 217
Los Angeles, CA 90025

**RE: 246 NORTH JACKSON STREET
DENSITY BONUS CASE NO. PDBP2120753**

Dear Applicant:

On June 1, 2022, the Planning Hearing Officer conducted and closed a public hearing, pursuant to the provisions of State Density Bonus Law and the Glendale Municipal Code, Title 30, Chapter 30.36 (Density Bonus Incentives), to construct a new 9,760 square-foot (SF), three-story, 11-unit rental housing project, with one unit being reserved for very low income households, and with a request for two incentives and two waivers. The two incentives are for additional height/stories and reduced setbacks, and the two requested waivers are for increased floor area ratio and decreased unit sizes, located at 246 North Jackson Street, in the "R-1250" - (High Density Residential) zone, describe as Lot 2 in Block 6 of Town of Glendale, in the City of Glendale, County of Los Angeles, State of California, as per map recorded in Book 14, Pages 95 and 96 of Miscellaneous Records, in the Office of the County of Recorder of said county.

The project qualifies for reduced parking inclusive of guest and handicapped spaces, tandem spaces, and at-grade parking under the State Density Bonus Law and GMC 30.36.090. Development of the project requires demolition of an existing three-unit multi-family building (constructed in 1946), and Design Review Board approval.

After consideration of the staff report, public testimony, all written materials, all written and oral comments, and after review and consideration of the proposal, the Planning Hearing officer was unable to make the necessary findings to deny any of the requested concessions for approval of the Density Bonus Housing Plan and was able to make the necessary findings to grant the requested waivers. As a result, the Planning Hearing Officer has **GRANTED** the density bonus and the requested concessions and waivers (including the parking concession) pursuant to Government Code § 65915(b)(1)(B), (d), (e) and (p), because at least 5 percent of the base number of units are reserved for very-low income households, as outlined in the Density Bonus Housing Plan and subject to the attached conditions.

ENVIRONMENTAL DETERMINATION

This project is categorically exempt from California Environmental Quality Act (CEQA) review as a Class 32 In-Fill Development Project per CEQA Guidelines Section 15332, because the

project is consistent with the General Plan and Zoning Code; occurs within city limits on a project site of less than five acres surrounded by urban uses; is on a site with no value as habitat for endangered, rare or threatened species; upon approval would not result in any significant impacts relating to traffic, noise, air quality, or water quality; and can be adequately served by all required utilities and public services. See **Exhibit 1** for full analysis and further information.

NOTICE

Notice was proper pursuant to Gov't Code §§65090, *et seq.*, and all statutorily required information was provided, including: the date, time, and place of the public hearing, the identity of the hearing body or officer, a general explanation of the matter to be considered, and a general description, in text or by diagram, of the location of the real property, if any, that is the subject of the hearing.

PUBLIC COMMENTS RECEIVED

Four opposition letters were received prior to the hearing, and two opposition calls were heard during the hearing. In summary, the issues raised related to increased population and density, the project's reduced parking and setbacks, views being blocked, the manner in which the density bonus ordinance (waivers and incentives) have been applied to the project, and the CEQA determination.

BACKGROUND/ANALYSIS

The project consists of demolishing the existing three-unit multi-family building, and constructing a new 9,760 SF, three-story, 11-unit (with seven base units and four density bonus units) multi-family building on a 7,512 SF lot in the R-1250 Zone (High Density Residential Zone). One unit will be reserved for very low income households.

The project is not subject to the City's Inclusionary Zoning Ordinance per GMC §30.35, which requires a housing development (a rental development project with a base density of eight or more dwelling units proposed to be constructed in the City) to provide fifteen percent of the units as affordable to low-income households. With a base density of seven units, the project is not subject to this code section. See GMC §§30.35.020(B) & 30.35.030(A) (inclusionary requirement only applies to housing development of 8 or more units).

The project qualifies as a density bonus project per State Density Bonus Law (Gov't Code §65915) and City Density Bonus Law (GMC §30.36.050), because according to the project's Density Bonus Housing Plan, the project provides at least 5% of the total units (not including the density bonus units) of the housing development for very low income households, as defined in the California Health and Safety Code §50105. The project provides one affordable unit to very low income households (one of seven units = 14%), which exceeds the 5% minimum. Therefore, it qualifies as a density bonus project.

Per State Density Bonus Law (CA Govt Code § 65915), an applicant is ineligible for a density bonus or any other incentives or concessions if a project is proposed on a parcel or parcels with rental dwelling units that have been vacated or demolished within a five (5) - year period

preceding the project's development application, or have been occupied by lower¹ or very low² income households, unless the proposed project replaces those units.

If the rental dwelling units have been vacated or demolished within a five (5) - year period preceding the project's development application, the proposed project is required to provide the same number of units of equivalent size (i.e., the same total number of bedrooms as the units being replaced) as affordable to the same or lower income households in occupancy during such time. If the incomes are unknown to the applicant, it shall be rebuttably presumed that low-income³ and very low income renter households occupied these units in the same proportion of low-income and very low income renter households to all rental households within the jurisdiction, as determined by the most recently available data from the United States Department of Housing and Urban Development's (HUD's) Comprehensive Housing Affordability Strategy Database⁴. The rebuttable presumption per HUD's Comprehensive Housing Affordability Strategy Database amounts to 37%⁵ of renter households at or below 80% area median income. Replacement unit calculations resulting in fractional units are rounded up.

Per the Los Angeles County Assessor, the project site contains three (3) residential dwelling units at one-bedroom each. The project site was purchased on September 2, 2020 and Applicant submitted a development application to Planning (PMPA2016969) on October 22, 2020. Applicant has provided Housing staff supporting documentation in the form of a Grant Deed, Real Estate Withholding Statements, an Addendum, Tenant Estoppel Certificates and Mutual Termination of Rental Agreements to confirm owner-occupancy of one (1) residential unit above 80% area median income and the vacancies of the remaining two (2) residential units. By applying the established rebuttable presumption of 37% to the two (2) remaining vacant residential units, one replacement unit at one (1) bedroom is required under State Density Bonus Law ($37\% \times 2 = .74$ (rounded up to 1)).

¹ Lower income means household income that does not exceed the maximum income set forth in California Health and Safety Code (HSC) § 50079.5. Lower income means 80% area median income and below, including low-income, very low income, extremely low income and acutely low income.

² Very low income means household income that does not exceed the maximum income set forth in HSC § 50105. Very low income means 31% to 50% area median income.

³ Low-income means household income that does not exceed the maximum income given to "lower income" households in HSC § 50079.5. Low-income means 51% to 80% area median income.

⁴ <https://www.huduser.gov/portal/datasets/cp.html#2006-2018>

⁵ Pursuant to the most recently available data from HUD's Comprehensive Housing Affordability Strategy Database for Los Angeles County between years 2014 and 2018, very low income (318,845) and low-income (344,185) renter households make up 663,030 ($318,845 + 344,185 = 663,030$) of renter households within the jurisdiction of Los Angeles County. From a total of 1,791,480 renter households in Los Angeles County, these 663,030 renter households make up 37% ($663,030 / 1,791,480 = .37$) of renter households at or below 80% area median income in Los Angeles County.

The applicant is requesting a 46.25% density bonus for a total of 11 units. Per State Density Bonus Law (Gov't Code §65915(f)(2)), a project qualifies for the requested 46.25% density bonus if it provides at least 14% of the total number of units (not including the density bonus units) as affordable to very low income households. The project's zone (R-1250) permits a maximum density of 34 units per acre (one unit per 1,250 SF). Based on the lot area of 7,512 SF, a total of 7 units (6.01 rounded up⁶) are permitted as the base density. The applicant is providing 14% of the total number of units as affordable housing (14% of 7 = 1) and therefore is requesting a 46.25% density bonus of four additional units (46.25% of 7 = 3.2 rounded up to 4). This results in a total of 11 units with the bonus.

The applicant is requesting two incentives/concessions. Per State Density Bonus Law (Gov't Code §65915(d)(2)(B)) and GMC 30.36.070, a project qualifies for two incentives/concessions if it provides at least 10% of the total units for very low income households. Since the project provides 14% of the base density units as affordable to very low income households, it qualifies for two incentives, which are described in the below section.

Per State Density Bonus Law, the City shall not require parking spaces in excess of one-half parking space (inclusive of handicapped and guest parking) per unit if the project is located within one-half mile of a major transit stop, as defined in subdivision (b) of Section 21155 of the California Public Resources Code ("the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods"), and there is unobstructed access to the major transit stop from the housing development. The applicant has demonstrated the project qualifies for this parking concession because the project is located 0.4 miles from the intersection of North Glendale Avenue and East Broadway. The Glendale/Broadway intersection is served by the Beeline Route 4, which runs north/south and east/west between the Glendale Galleria and the Glendale Transportation Center, the central transportation hub for the City of Glendale, and Metro Bus Route 180/181, a regional route running primarily east/west from Pasadena to Hollywood. Both lines have a service interval of less than 15 minutes during peak commute periods. Under this provision, the project is only required to provide six parking spaces (0.5 space x 11 units). The project provides 14 parking spaces.

REQUESTED INCENTIVES

1. Maximum Height/Stories

Requested: The applicant is requesting an incentive to allow a maximum height of 37'-6" and three stories.

Required: In the R-1250 Zone, on lots having a width of 90 feet or less, a maximum of 26 feet and two stories are allowed.

⁶ Per State Density Bonus Law (Gov't Code §65915(q)) and GMC 30.36.050, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.

2. Setbacks

Requested:

Street Front: 4'-4" minimum and an average of 15'-10" on the subterranean parking level; 20 feet minimum and an average of 23 on the first floor; 20 feet minimum and an average of 26 feet on the second and third floor.

Street Side: Zero feet and 4 inches minimum and average on the subterranean parking level; 4 feet minimum and 8' average on the first floor; 4 feet minimum and 7'-8" average on the second floor; 4 feet minimum and 8'-10" average on the third floor.

Interior: 5 feet minimum and an average of 10'-9" on the second floor.

Required:

Street Front: 20 feet minimum and an average of 23 feet for any garage or first residential floor; not less than 23 feet and an average of 26 feet for the second and third residential floors.

Street Side: 5 feet minimum and an average of 8 feet for the first residential floor; not less than 8 feet and an average of 11 feet for the second residential floor; and not less than 11 feet and an average of 14 feet for the third residential floor.

Interior: 5 feet minimum and an average of 8 feet for the first residential floor; not less than 8 feet and an average of 11 feet for the second residential floor; and not less than 11 feet and an average of 14 feet for the third residential floor. No setback required for subterranean parking garage.

REQUESTED WAIVERS

1. Floor Area Ratio (FAR)

Requested: Maximum 1.32 (9,760 SF)

Required: Maximum 1.2 (8,904 SF)

2. Dwelling Unit Size

Requested: Minimum 574 SF for one-bedroom units and 768 SF for two-bedroom units:

Unit Number	# Bedrooms	Floor Area (SF)
102	1	574
103	1	574

202	1	574
203	1	574
204	2	768
302	1	574
303	2	768

Required: Minimum 600 SF for efficiency and one-bedroom units; 800 SF for two-bedroom units

REQUIRED/MANDATED FINDINGS

Pursuant to GMC Section 30.36.080(A), the Director of Community Development shall grant the requested incentives or concessions, unless he or she makes written findings, based upon substantial evidence, of any one (1) or more of the following:

1. The incentive or concession does not result in identifiable and actual cost reductions to provide for affordable housing costs or to provide affordable rents.

This finding cannot be made. There is no evidence in the record that the granting of the incentives or concessions will not result in cost reductions to provide for affordable housing costs or provide affordable rents. To the contrary, evidence supports the conclusion that the incentives or concessions do result in identifiable and actual cost reductions to provide for affordable housing costs or to provide affordable rents. The requested concessions for additional height/stories and reduced setbacks are required in this case to allow for additional buildable area to provide more units and accommodate the additional density resulting from the grant of the density bonus. These additional units will reduce the costs to the developer of providing the affordable unit. The cost reductions that the developer will realize will allow the affordable housing costs to be reduced to a point where the development will be economically feasible. The additional height/story and reduced setbacks will allow for the proposed density and appropriately sized apartment units with sufficient on-site parking to ensure project success with the intended market.

These concessions enable the project to be economically feasible for the following reasons:

- A) To facilitate the proposed design and programming and ensure architectural character that complies with the City's Design Guidelines, including distinct and separate common open spaces with amenities both on the building's ground level and also on the third floor deck, including provision of a required elevator, the applicant is proposing a 37'-6" high building. The additional height is necessary for the elevator shaft to provide access to the units and to the common open space on the third floor, and the additional building height/stories will enable the construction of additional buildable area to provide more units (density bonus units) that will reduce the overall costs per unit of the project and thereby make the very low income affordable unit economically feasible.

B) The reduction in the subterranean parking garage setbacks will enable the construction of a larger garage area and additional parking spaces that will improve the viability and marketability of the project. The additional parking spaces will enable the project to better compete with its surrounding development.

The two concessions will reduce costs to the applicant of providing an affordable unit by creating cost reductions from allowing the construction of a greater number of units and improving the viability of the project. The additional units will result in actual and identifiable cost reductions because the additional units will take advantage of construction efficiencies when being built, and will generate rental income to offset the cost of providing the unit at an affordable rent. Without these concessions, the applicant would not be able to provide the additional affordable unit.

2. The incentive or concession will have a “specific adverse impact upon public health and safety,” as defined in paragraph (2) of subdivision (d) of California Government Code Section 65589.5, or the physical environment or on 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 housing development unaffordable to low-income and moderate-income households. As used herein, “specific adverse impact upon public health or safety” means 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. Inconsistency with the zoning ordinance or the land use designation in the general plan shall not constitute a specific, adverse impact upon public health or safety.

This finding cannot be made. The incentive or concession will not have a “specific adverse impact upon public health and safety” or the physical environment or on any real property that is listed in the California Register of Historical Resources. Staff research finds that the property does not meet any of the eligibility criteria for listing in the National, California, or Glendale Registers and therefore is not considered a historic resource under CEQA. The project is exempt from the California Environmental Quality Act as a Class 32 Infill Exemption and no significant environmental impacts have been identified. The project is designed to comply with the various sections of the Glendale Municipal Code as administered by different City Departments (e.g. Fire, Glendale Water & Power, Public Works, Building & Safety, etc.). Aside from the two incentive/concession requests and waivers, the project otherwise fully complies with the Zoning Code (GMC Title 30).

Any project impacts with respect to increased height/stories and reduced setbacks are mitigated by several factors, such as: The project is located on a corner lot with two sides adjacent to a street, and one side adjacent to an alley. These public rights-of-way that are open to the sky provide a buffer of air and light and visual massing that mitigates the impact of the three-story building in a typically two-story neighborhood. Furthermore, the building uses several design techniques that reduce the apparent massing and scale of

the building, including the central part of the building which features a two-story massing, a variation in building form and façade planes that break up the massing, and a variety of exterior finish materials to help break up the apparent massing. Finally, the building provides setbacks in excess of code requirement on various sides/floors of the building to help compensate for the reduced setbacks in other areas, particularly on the south side of the building, which is adjacent to a two-story apartment building. The provision of housing and affordable housing benefits the public health and safety, and is consistent with the Glendale General Plan Housing Element goals of providing a wide range of housing types, including affordable housing.

3. The incentive or concession will be contrary to state or federal law. The granting of an incentive or concession shall not require or be interpreted, in and of itself, to require a general plan amendment, zoning change, study, or other discretionary approval. For purposes of this subdivision, "study" does not include reasonable documentation to establish eligibility for the concession or incentive or to demonstrate that the incentive or concession meets the definition.

This finding cannot be made. The incentives or concessions will not be contrary to state or federal law. The project complies with State Density Bonus Law, the California Environmental Quality Act (CEQA), and the City's Density Bonus Ordinance, and is designed to comply with the various sections of the Glendale Municipal Code as administered by City Departments (e.g. Fire, Glendale Water & Power, Public Works, Building & Safety, etc.). The incentives/concessions do not require any other discretionary entitlement other than future design review approval. No other known federal or state laws would be in conflict with granting of the incentives/concessions.

Waivers

Pursuant to GMC §30.36.080(B), the hearing officer shall grant the request for waivers or reductions in development standards pursuant to this section only if he or she makes all of the following written findings:

1. The application of said development standard(s) will have the effect of physically precluding the construction of the housing development at the density and with the incentives or concessions granted pursuant to this chapter.

This finding can be made. As to the first requested waiver, the applicant seeks relief from the minimum unit size requirements in GMC 30.11.050, since the units listed below do not meet the minimum unit size, as follows:

- Unit 102 - 1 bedroom at 574 SF, which is 26 SF (4.33%) less than the minimum 600 SF requirement
- Unit 103 - 1 bedroom at 574 SF, which is 26 SF (4.33%) less than the minimum 600 SF requirement
- Unit 202 - 1 bedroom at 574 SF, which is 26 SF (4.33%) less than the minimum 600 SF requirement

- Unit 203 - 1 bedroom at 574 SF, which is 26 SF (4.33%) less than the minimum 600 SF requirement
- Unit 204 - 2 bedrooms at 768 SF, which is 32 SF (4.0%) less than the minimum 800 SF requirement
- Unit 302 - 1 bedroom at 574 SF, which is 26 SF (4.33%) less than the minimum 600 SF requirement
- Unit 303 - 2 bedrooms at 768 SF, which is 32 SF (4.0%) less than the minimum 800 SF requirement

The project is designed to optimize density with a balanced unit mix consisting of one-bedroom and two-bedroom apartments within the allowable 11-unit density (with the density bonus). The requested waiver from minimum unit sizes is needed to make this balanced unit mix physically possible to build. The waiver will allow relief to provide for a more balanced unit mix that will meet the 11-unit design of the proposed development project. The minimum unit size requirements of GMC §30.11.050 would physically preclude the construction of the housing development (with the desired unit mix) at the density and with the incentives or concessions.

As an example, Unit 102 is 26 SF less than the minimum 600 SF requirement for a one-bedroom unit. However, Unit 102 is a functional, contemporary one-bedroom urban in-fill unit. As designed, the 26 SF is inconsequential since the unit has functional kitchen and living areas, an above average-sized bedroom area, a private bathroom, a private washer and dryer and adequate storage/closet area. Without the requested waiver the project would consist of five (5) studios and six (6) one-bedroom units, which would physically preclude the construction of the housing development at the allowable 11-unit density with the desired unit mix, and with the incentives or concessions. In addition to the increased number of bedrooms, the requested waiver will improve and balance the project's unit mix which will help provide a range of housing types which is consistent with the General Plan Housing Element.

The proposed decrease in the minimum unit size is minor, not exceeding 4.33% less than the minimum requirement. While the units listed above are smaller than the minimum requirements of the GMC, the project will comply with the various sections of the Glendale Municipal Code as administered by different City Departments (e.g. Fire, Glendale Water & Power, Public Works, Building & Safety, etc.). Moreover, there are similarly sized residential units elsewhere in the City. Additionally, the current trend of urban infill multifamily unit sizes is smaller in footprint compared to units built during the latter part of the 20th century. The requested minimum unit size waiver will provide the creation of a greater number of marketed bedrooms and will allow the very low income affordable unit to be a two-bedroom unit versus a one-bedroom unit. Without the waiver it will be physically impossible to build the project with the proposed unit mix and the development, as proposed, would be physically precluded.

As to the second requested waiver, the applicant is requesting a waiver to allow an increase in FAR to 1.32 (9,760 SF) where a maximum FAR of 1.20 (8,904 SF) is permitted.

Similar to the minimum unit size waiver, the requested waiver to exceed the FAR maximum is necessary to accommodate added floor area to achieve a more balanced unit mix as an 11-unit development project. If the project were to comply with the FAR maximum of 1.2, the project would necessarily include smaller residential units with less total bedrooms and only 10 total units versus the maximum allowable 11 units.

The additional FAR allows for an 11-unit project with a more balanced unit mix consisting of six (6) two-bedroom units and five (5) 1-bedroom units. Similarly, the increased FAR allows for the one very low income affordable unit to be a two-bedroom versus a one-bedroom unit – allowing the affordable unit to accommodate a larger family. As a result, the strict application of the FAR development standard would physically preclude the construction of the housing development at the 11-unit density, with the unit mix, and with the incentives or concessions.

The Density Bonus Housing Plan meets the requirements of Government Code Section 65915 because at least 14% of the total units of the housing development are for very low income households. The waivers result in a project with appropriate unit sizes, an appropriate number of bedrooms and a balanced unit mix, to provide a variety of housing types and thus render the project feasible to build per the maximum allowable 11-unit density and with the incentives/concessions granted pursuant to Density Bonus Law.

2. The waiver or reduction in development standards will not have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of California Government Code Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact;

This finding can be met. The project is exempt from the California Environmental Quality Act and no significant environmental impacts have been identified. The project is designed to comply with the various sections of the Glendale Municipal Code as administered by different City Departments (e.g. Fire, Glendale Water & Power, Public Works, Building & Safety, etc.). Aside from the two incentive/concession requests and waivers, the project otherwise fully complies with the Zoning Code (GMC Title 30). Further, the provision of additional housing and affordable housing benefits the public health and safety, and is consistent with the General Plan Housing Element goals of providing a wide range of housing types, including affordable housing.

The project's impact in terms of increased FAR and decreased minimum unit sizes are mitigated by certain factors. The project is located on a corner lot with two sides adjacent to a street, and one side adjacent to an alley. These public rights-of-way that are open to the sky provide a buffer of air and light and visual massing that mitigates the impact of the building that features a higher than code-allowed FAR. Furthermore, the building uses several design techniques that reduce the apparent massing and scale of the building, including a variation in building form and façade, and a variety of exterior finish materials that help break up the apparent building size. The reduced unit sizes (574 SF instead of 600 SF and 768 SF instead of 800 SF) are 4% less than the required size, a relatively insubstantial amount. Further, there has been increased interest in the housing market for

smaller units that lend support to the proposal in order to assist in the provision of affordable housing.

3. The waiver or reduction in development standards will not have an adverse impact on any real property that is listed in the California Register of Historical Resources.

This finding can be met. Staff research finds that the property does not meet any of the eligibility criteria for listing in the National, California, or Glendale Registers, and therefore, is not considered a historic resource under CEQA. See **Exhibit 1** (specifically, **Attachment A to Exhibit 1**) for further information and analysis.

4. The waiver or reduction in development standards will not be contrary to state or federal law.

This finding can be met. The waiver or reduction in development standards will not be contrary to state or federal law and do not require any other discretionary entitlement other than future design review approval. The project complies with State Density Bonus Law, the California Environmental Quality Act (CEQA), and the City's Density Bonus Ordinance, and is designed to comply with the various sections of the Glendale Municipal Code as administered by City Departments (e.g. Fire, Glendale Water & Power, Public Works, Building & Safety, etc.). No other known federal or state laws would be in conflict with granting of the waiver/reduction.

CONDITIONS OF APPROVAL

APPROVAL of this Density Bonus application shall be subject to the following conditions:

1. That the project shall demonstrate compliance with all comments from Public Works Engineering & Land Development, including but not limited to providing a street dedication at the corner of California Ave/Jackson St to accommodate an ADA-compliant handicap ramp.
2. That the project shall demonstrate compliance with all comments from Public Works Urban Forestry, including but not limited to, providing four street trees required (three on California Avenue and one on Jackson St, two of which will replace existing trees impacted by project construction).
3. That the project shall demonstrate compliance with all comments from Glendale Water & Power Electrical Engineering, including but not limited to, providing an on-site transformer vault facility.
4. That the project shall demonstrate compliance with all comments from Glendale Water & Power Water Engineering, including but not limited to, providing backflow prevention devices and associated equipment.

5. That the project shall demonstrate compliance with all comments from the Fire Department, including but not limited to providing fire sprinkler and alarm system and connections, backflow prevention device and equipment, elevator size and access to accommodate gurney, and an emergency access walkway.
6. That the development shall be in substantial accord with the plans submitted with the application except for any modifications as may be required to meet specific Code standards or other conditions stipulated herein as approved by the Director of Community Development.
7. That all necessary permits shall be obtained from the Permit Services Center and all construction shall be in compliance with the Glendale Building Code and all other applicable regulations.
8. That the project shall provide an acoustic analysis upon building permit application submittal demonstrating compliance with GMC §8.36 (Noise Ordinance, including indoor noise standard).
9. That any expansion or modification of the structure or use shall require a new Density Bonus application. The phrase "modification of the structure or use" includes, but is not limited to, proposing a different percentage of the units as affordable or altering the affordability of the units (i.e., proposing the affordable units be restricted to low or moderate income households when the approval is originally for very-low income households). Expansion shall constitute adding of new floor area, reduction of parking and open spaces, or any physical changes as determined by the Director of Community Development.
10. That the applicant shall work with the Community Development Department and the City Attorney's Office to make any permissible or required additions, deletions and/or amendments to the Density Bonus Housing Plan (see **Exhibit 2**) and to execute and record a Density Bonus Housing Agreement pursuant to GMC Section 30.36.140, to the satisfaction of the Director of Community Development or his designee and subject to approval as to form and content by the City Attorney. Such Density Bonus Housing Agreement shall restrict the rentals of the required percentage of dwelling units in the housing development to persons or families of very-low income households, as specifically identified in this approval. The applicant shall be required to execute and record such Density Bonus Housing Agreement prior to issuance of any and all required building permits.
11. That the affordable unit shall be comparable with the other dwelling units in the project in terms of appearance, finished quality and materials. Subject to requested changes necessary to comply with health and safety standards approved by the Director of Community Development or designee, the unit type, size and location of the affordable unit shall be to the satisfaction of the City's Housing Division.

12. That the affordability term shall not start until the date of recordation of the Housing Notice of Completion. The applicant shall notify the Housing Division at least six months prior to the anticipated date of the Certificate of Occupancy so that the affordable unit may be marketed in a timely manner.
13. That the premises shall be made available to any authorized City personnel (Fire, Police, Neighborhood Services, etc.) for inspection to ascertain that all conditions of approval of this Density Bonus application are complied with.
14. That approval of the project by the Design Review Board shall be obtained prior to applying for or obtaining building permits.
15. That the premises be maintained in a clean and orderly condition, free of weeds, trash, and graffiti.

APPEAL PERIOD

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper City and public agency.

Under the provisions of the Glendale Municipal Code, Title 30, Chapter 30.62, any person affected by the above decision has the right to appeal said decision to the Planning Commission if it is believed that the decision is in error or that procedural errors have occurred, or if there is substantial new evidence which could not have been reasonably presented. It is strongly advised that appeals be filed early during the appeal period so that imperfections/incompleteness may be corrected before the appeal period expires.

Any appeal must be filed on the prescribed forms within fifteen (15) days following the actual date of the decision. Information regarding appeals, appeal forms and fees will be provided by the Community Development Department (CDD) staff upon request by calling 818-548-2140.

The completed appeal form must be filed with the prescribed fee prior to expiration of the 15-day period, on or before **July 22, 2022**.

Due to the current COVID-19 social distancing and work from home orders issued by federal, state and local governmental agencies, in order for any appeal to be considered timely, **the appeal must be postmarked by the July 22, 2022 deadline (mailed to Community Development Department – Planning Division, Attention Cassandra Pruett, 633 East Broadway, Room 103, Glendale, CA 91206) OR emailed to the case planner Cassandra Pruett at cpruett@glendaleca.gov prior to the close of said business day.** The prescribed fee must be included along with the appeal application and may be submitted either in the form of a check or credit card payment. For credit card payment, please contact the case planner to make arrangements with the cashier. Note: The standard 2.5% fee for credit card payment applies.

APPEAL FORM is also available on-line:

<https://www.glendaleca.gov/home/showdocument?id=11926>

TRANSFERABILITY

This authorization runs with the land or the use for which it was intended for and approved. In the event the property is to be leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions and/or limitations of this grant.

VIOLATIONS OF THESE CONDITIONS

Violations of conditions required by this determination may constitute a misdemeanor or infraction under Section 1.20.010 of the Glendale Municipal Code (GMC) and/or a violation of other local, State or Federal laws or regulations. Unless a specific penalty is provided, any person convicted of a misdemeanor shall be punished by a fine not to exceed one thousand dollars (\$1,000.00), or imprisonment for a term not to exceed six (6) months, or by both fine and imprisonment. Infractions are punishable by a fine not exceeding the sum of five hundred dollars (\$500.00) for each violation. Violations of conditions required by this determination may be grounds for a revocation.

REVOCAION

Section 30.64.020 – Revocation – The Community Development Department shall have continuing jurisdiction over Density Bonus Housing Plan. To consider the revocation, the Director of Community Development shall hold a public hearing after giving notice by the same procedure as for consideration of a Density Bonus Housing Plan to at least ten (10) days' notice by mail to the applicant or permittee.

TERMINATION AND EXTENSION

GMC CHAPTER 30.41 PROVIDES FOR

TERMINATION

Every right or privilege authorized by a Density Bonus Housing Plan shall terminate two (2) years after the granting of such, unless the exercise of such right or privilege has commenced in good faith prior to such time, except as otherwise provided for.

EXTENSION

An extension of the Density Bonus Housing Plan may be requested one time and extended for up to a maximum of one (1) additional year upon receipt of a written request from the applicant and demonstration that a reasonable effort to act on such right and privilege has commenced within the two (2) years of the approval date. In granting such extension the applicable review authority shall make a written finding that neighborhood conditions have not substantially changed since the granting of the Density Bonus Housing Plan.

CESSATION

A Density Bonus Housing Plan may be terminated by the review authority upon any interruption or cessation of the use permitted by the Density Bonus Housing Plan for one year or more in the continuous exercise in good faith of such right and privilege.

NOTICE – subsequent contacts with this office

The applicant is further advised that all subsequent contact with this office regarding this determination must be with the case planner, **Cassandra Pruett**, who acted on this case. This would include clarification and verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **by appointment only**, in order to assure that you receive service with a minimum amount of waiting. You should advise any consultant representing you of this requirement as well.

Should you have any questions regarding this issue, please do not hesitate to contact the case planner, Cassandra Pruett, Planner, during normal business hours at (818) 937-8186 or via email at cpruett@glendaleca.gov.

Sincerely,


Roger Kiesel
Planning Hearing Officer

RK:CP:sm

CC: City Clerk (K.Cruz); Police Dept. (J.Newton/Z.Avila); City Attorney's Dept. (G. van Muyden/Y.Neukian); Community Development – Housing Division (Peter Zovak/Mike Fortney); Fire Prevention Engineering Section-(J.Halpert); Traffic & Transportation Section (P.Casanova/Mark Bueno-Traffic Engineer Assoc.); General Manager for Glendale Water and Power (M.Young); Glendale Water & Power--Water Section (G. Tom/S. Boghosian/R.Takidin/C.Babakhanlou/D.Scorza); Glendale Water & Power--Electric Section (B. B.Ortiz/E.Olsen/ M.Navareete/M.Kouassi); Parks, Recreation and Community Services Dept. (T. Aleksanian); Neighborhood Services Division (R.Mardians); Integrated Waste Management Admin. (D. Hartwell); Maintenance Services Section Admin. (D. Hardgrove); Street and Field Services Admin.; Engineering and Environmental Management (C.Chew/R. Villaluna); and case planner – Cassandra Pruett.

Attachments:

Exhibit 1: Class 32 Infill Exemption Analysis (with Attachment A);

Exhibit 2: Density Bonus Housing Plan

**CEQA Exemption Findings
246 North Jackson Street
Density Bonus Case Number PDBP2120753**

PROJECT LOCATION: 246 North Jackson Street, Glendale, CA 91206

PROJECT DESCRIPTION: Density Bonus to construct a new 3-story, 11-unit, 9,760 square-foot (SF) residential building, featuring 10 market rate units and one affordable unit with a one-level subterranean garage on a 7,512 SF lot in the R-1250 Zone. The existing three-unit multi-family building built in 1945/1946 will be demolished.

CEQA REVIEW: The proposed residential project, located at 246 North Jackson Street, is exempt from CEQA as a Class 32 "In-fill Development Projects" exemption, pursuant to §15332 of the State CEQA Guidelines.

CCR § 15300.2. EXCEPTIONS

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There are no unusual circumstances associated with the project. The existing site is developed with a three-unit multi-family building to be demolished and replaced with an 11-unit multi-family project utilizing density bonus incentives and waivers due to the project providing affordable housing and being located near transit.

The site is located on the southeast corner of North Jackson Street and East California Avenue, on a relatively flat lot in an urbanized area with similar and complimentary uses (i.e., multi-family housing) in the immediate project vicinity.

The property is zoned R-1250 (High Density Residential Zone), and the proposed housing development is permitted in this zone and complies with the zoning code development standards considering density bonus provisions.

As indicated in the City's Safety Element, the project site is not within a liquefaction zone, landslide hazard zone, dam inundation zone, fault hazard zone or fire hazard zone.

Staff research finds that the property does not meet any of the eligibility criteria for listing in the National, California, or Glendale Registers and therefore is not considered a historic resource under CEQA (see Attachment A).

CCR § 15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

The project is consistent with the General Plan designation (High Density) and zoning designation (R-1250, High Density Residential Zone), which is described as being intended for high-density residential development with a minimum of 1,250 square feet of lot area per dwelling unit. The project complies with the zoning code development standards considering density bonus provisions in Glendale Municipal Code (GMC) Section 30.36.

All other elements of the General Plan will not be impacted as a result of the project. The project site has not been slated for open space or recreation, and will operate within compliance with the Noise Element thresholds. The Circulation Element identifies Jackson Street between Glenoaks Boulevard and Colorado Street as an Urban Collector, a fully developed street that can adequately handle the traffic circulation around the site. Vehicular access to the site will be from a new driveway entrance from Jackson Street. Additionally, the City's Traffic Engineer reviewed the project and determined that no significant increase in traffic would occur as a result of the project, as it would not generate a significant increase in the number of vehicle trips to and from the site.

- (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is located within City of Glendale limits and is 7,512 SF (0.17 acres) in size, which is far less than five acres. The site is located in the City's downtown area near two of the City's main thoroughfares (Glendale Avenue and Colorado Street). The site is surrounded by high-density residential development.

- (c) *The project site has no value as habitat for endangered, rare or threatened species.*

The project is located in an area that has been heavily urbanized for decades. The site is surrounded by densely developed urban properties and is unsuitable for use as a wildlife habitat due to its location. No riparian habitat or sensitive natural community is located in the surrounding area or on the project site, and the site does not contain any indigenous trees or habitat areas. No wildlife species other than those which can tolerate human activity and/or are typically found in urban environments are known to exist on or near the project site. These human-tolerant species are neither sensitive, threatened, nor endangered. Therefore, the proposed project would not have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (CWA), through direct removal, filling, hydrological interruption, or other means.

Implementation of the project would not result in any impact to species identified as endangered, threatened, sensitive or being of special concern by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. In addition,

the project site does not provide suitable habitat for endangered or rare species given the pattern, type, and level of development in the area.

The project site itself is developed with a vacant apartment building and an unimproved front yard. Only a limited number of plant species common in urban environments, none of which are considered rare or endangered, are found near the project site. Suitable habitats for sensitive mammal, reptile, amphibian, or fish species do not exist on the project site or within the surrounding area.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

The project site is served by two streets: North Jackson Street and East California Avenue. The City's Traffic Engineer reviewed the proposed project and commented that per CEQA the project has no anticipated traffic impacts, because the project is estimated to generate less than 50 net peak-hour trips and therefore does not require a Local Transportation Analysis. However, a condition of approval has been recommended that the wall along the driveway to the subterranean garage not block visibility to pedestrians on the sidewalk. Therefore, the project has been designed to ensure the wall complies with this condition. Furthermore, in terms of visibility at the traffic intersection, the project will be required to comply with GMC Section 10.64.060 to ensure landscaping within the 25-foot triangular area of the corner (as more fully described in the code section) will not block traffic visibility, and no other traffic visibility issues have been identified that could impact pedestrians, bicyclists or vehicle drivers.

The applicant provided a Vehicle Miles Traveled (VMT) analysis demonstrating the project will generate 70 daily vehicle trips (less than the 145 daily trip threshold), which is considered to cause a less-than-significant transportation impact and would not require a more detailed VMT analysis per the City's Transportation Impact Guidelines.

A Construction Traffic Management Plan will be required to be submitted to the City's Public Works Department for review and approval prior to project construction. The Construction Traffic Management Plan will include a Construction Traffic Control Plan, a Construction Parking Plan, a Haul Routes Plan, and construction hours. Therefore, no significant impacts are anticipated.

Noise

The project is located in a developed urban area, within a neighborhood developed with multi-family residential buildings.

The General Plan Noise Element 2030 Noise Contour map indicates the noise level at the subject site ranges from 60 CNEL at the eastern end of the property to 70 or more at the western end of the property. The Noise Element of the General Plan (Noise/Land Use

Compatibility Table) indicates that multifamily residential development is conditionally acceptable in areas with noise levels ranging from 60 CNEL to 70 CNEL, and that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Therefore, and a condition of approval has been imposed on the project per GMC 8.36.140 that prior to issuance of a building permit, an acoustic analysis of the project be presented demonstrating the project will comply with GMC 8.36, including the interior noise standard of 45 dBA.

In terms of construction noise, pursuant to Section 4.4.3 of the Noise Element of the City's General Plan, construction noise is exempted from compliance with the City's Noise Ordinance in Section 8.36.080. It states, "The noise ordinance exempts construction activities from compliance with the noise ordinance limits under certain circumstances. If construction occurs within 500 feet of a residential zone, then construction is prohibited from 7 p.m. to 7 a.m. every night and from 7 p.m. on Saturday to 7 a.m. on Monday (i.e., no Sunday construction). Construction on certain holidays is also prohibited." The Project will comply with these General Plan restrictions which are echoed in the Glendale Municipal Code (GMC) restricts operation of noise generating construction equipment from occurring between the hours of 7:00 PM on one day and 7:00 AM of the next day, or from 7:00 PM on Saturday to 7:00 AM on Monday, or from 7:00 PM preceding a holiday.

Air Quality

The California Emissions Estimator Model® (CalEEMod) was used to estimate air quality impacts during the construction and operation stages of the project. Results from the model indicate that the proposed project would not exceed the Southern California Air Quality Management District (SCAQMD) thresholds (See calculations in original staff report "Exhibit 5 – CEQA" at https://glendaleca.primegov.com/meeting/attachment/5955.pdf?name=PHO_06012022_EXHIBIT5_CEQA).

If asbestos-containing materials (ACM) are found to be present in building materials to be removed, the applicant will be required to submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.

If the project includes the demolition or modification of buildings constructed prior to 1968, the applicant will be required to complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.

Where the remediation of lead-based paint is determined to be required, the applicant will be required to provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the

identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the applicant will be required to submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

Water Quality

Implementation of the proposed project will require compliance with all the NPDES requirements including the submittal, review and approval of a Low Impact Development (LID) drainage system proposal. Therefore, implementation of the proposed project is not expected to violate any water quality standards or waste water discharge requirements since the project will be required to comply with applicable permitting requirements.

(e) The site can be adequately served by all required utilities and public services.

The project site is a previously developed infill parcel and can be adequately served by existing public facilities.

The Glendale Police Department (GPD) provides police services to the project site. The overall need for police protection services is not expected to increase significantly as a result of the proposed project as the project site is located in an already urbanized area.

The City of Glendale Fire Department (GFD) provides fire and paramedic services to the project site. The project will be required to comply with the Uniform Fire Code, including installation of fire sprinklers, and to submit plans to the Glendale Fire Department at the time building permits are submitted to ensure adequate fire flow protection.

Attachments:

- A) Staff historic evaluation

Staff Historic Evaluation

Address: 246 N. Jackson Street

Demolition

- A. The resource is identified with important events in national, state, or city history, or exemplifies significant contributions to the broad cultural, political, economic, social, tribal, or historic heritage of the nation, state, city, and retains integrity.**

The building was originally constructed in 1945 as a two-story duplex with a third unit added to the first story in 1951. The lot at 246 N. Jackson Street was originally developed in the early 1900's with a one-story, single-family residence which was owned by Fred A. Tarr as early as 1922 (demolished in 1971). Tarr constructed the duplex at the rear of his lot to provide additional housing for his immediate family including his son and soon to be son-in-law.

In the post-World War II years, the development of multi-family properties such as bungalow courts, fourplexes, and apartment buildings boomed in Southern California and the South Glendale area to accommodate the soaring population growth. The property is not individually associated this significant event as it was constructed by Tarr for use by his family. The property was also not identified with important events in national, state, or city history and does not exemplify significant contributions to the broad cultural, political, economic, social, tribal, or historic heritage of the nation, state, or city during the South Glendale Historic Resources Survey completed in 2017-2019. The building is a common duplex design, later turned into a triplex, constructed in an area that is dense with multi-family development. Therefore, the property does not appear to be eligible for listing under Criterion 1.

- B. The resource is associated with a person, persons, or groups who significantly contributed to the history of the nation, state, region, or city, and retains historic integrity.**

	1947	1948	1949	1957	1958	1967
244 ½	Arthur Tarr	Arthur Tarr	Arthur Tarr	Gerald L. Pettitt	Stanton F. Kahan	Vacant
246 ½	William Phetteplace	William Phetteplace	Robert E. Holzner	Mrs. Mona Pringle	Mrs. Mona Pringle	Mrs. Viola Myers
246A	-	-	-	Mrs. Garfay Wylie	Mrs. Garfay Wylie	Emma Cowen

Fred A. Tarr and his son Arthur were tile contractors that operated their own business, Fred A. Tarr & Son, in the city of Glendale. Arthur was also a building contractor in Southern California. Fred appears to have passed away in the late 1940s. Arthur left the tile and building business due to poor health and opened/operated Art's Liquor Barn in West Covina until he retired in 1977. He passed in 2002.

Frank's daughter Marjorie married William Phetteplace and lived at the main house, 246 Jackson Street, until they built a new residence in La Canada in the late 1940s. William Phetteplace opened a scaffolding

business in 1946 called Atlas Scaffold Corporation that he operated into the 1980s and was eventually taken over by their son Stephen.

By the 1950's all the units were being rented out to various tenants not in the Tarr family, as noted above. Information on the remaining tenants include:

- Robert E. Holzner was a salesman in an unknown industry.
- Wayne Thomas was an inspector for the Bank of America.
- Mrs. Mona Pringle was a widow.
- Mrs. Wylie was a dietitian at Burbank Hospital.
- Mrs. Viola Myers was retired from an unknown industry when she lived at 246 ½ Jackson Street.
- Information for an Emma Cowen living in Glendale who was a laundress and widow was found in the 1950 Census data, but it is unclear if this is the same Emma Cowen listed in the 1967 city directory.
- No information was found on Stanton Kahan or Gerald Pettitt.

Though Fred A. Tarr owned and operated a tile contracting business with his son in the city, no information was found to suggest he was a significant craftsman or that the business had a significant impact on the history of the city. Arthur also was a building contractor who left the field in the 1950's and does not appear to be a master builder. No other residents of the property appear to be significant in the history of the nation, state, region, or city based on lack of press coverage and information found and therefore the property does not appear to be eligible under Criterion 2.

- C. The resource embodies the distinctive and exemplary characteristics of an architectural style, architectural type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose genius influenced his or her profession; or possesses high artistic values, and retains historic integrity.**

The two-story triplex at the east end of the lot was constructed in 1945 originally as a duplex, 244 ½ and 246 ½. It was converted into a triplex in 1951 with the addition of 246A at the southern end of the first story.

The building is vernacular with stucco cladding, a low-pitched hipped roof, and a mixture of vinyl, aluminum, and original wood windows. A staircase leading from the sidewalk along California Avenue at the north grants access to the second story units with entrances faces west. The additional unit is located on the first story to the south. The second story of the building slightly cantilevers on the east (rear) façade with two swing up garage doors on the north end of the first story.

The building is simple in design with little to no ornamentation. It is not a distinctive or excellent example of an architectural style and is not a distinctive, excellent, or unique example of a multi-family building type that was popular in the post-World War II years. Therefore, the property does not appear to be eligible for listing under Criterion 3.

- D. The resource has yielded, or has the potential to yield. Information important to archeological pre-history or history of the nation, state, region, or city, and retains historic integrity.**

The property was constructed using common building techniques and was graded at the time of construction and therefore is unlikely to yield information important to archeological pre-history or history of the nation, state, region, or city.

Final Determination: Staff research finds that the property does not meet any of the eligibility criteria for listing in the National, California, or Glendale Registers and therefore is not considered a historic resource under CEQA.

Reviewer/Date: Kasey Conley June 8, 2022

Density Bonus Housing Plan

246 North Jackson Street
Glendale, CA 91206

June 30, 2022

Artshar LLC
c/o Farzin Maly
12304 Santa Monica Boulevard, Suite 217
Los Angeles, CA 90025

City of Glendale Community Development Department
Housing Division
141 North Glendale Avenue, Room 202
Glendale, CA 91206

Number of Dwelling Units Proposed:

Applicant has proposed the development of a new, density bonus rental housing project totaling eleven (11) residential dwelling units (the "Project"). The Project will provide a total of one (1) affordable unit (14 percent of the total number of units of the base density of 6.01 (rounded up to 7)) to very low income households.

Maximum Number of Units Permitted per GMC:

The Project is located in the R-1250 (High Density Residential) zone. The Project site (APN 5642-018-039) has a lot area of 7,512 square feet. Sites zoned R-1250 are permitted one (1) unit per 1,250 square feet. By right, applicant has a base density of 7 units ($7,512 / 1,250 = 6.01$ rounded up).

Number of Replacement Units Under Density Bonus Requirement:

Per State Density Bonus Law (CA Govt Code § 65915), an applicant is ineligible for a density bonus or any other incentives or concessions if a project is proposed on a parcel or parcels with rental dwelling units that have been vacated or demolished within a five (5) – year period preceding the project's development application, or have been occupied by lower or very low income households, unless the proposed project replaces those units.

If the rental dwelling units have been vacated or demolished within a five (5) - year period preceding the project's development application, the proposed project is required to provide the same number of units of equivalent size (i.e., the same total number of bedrooms as the units being replaced) as affordable to the same or lower income households in occupancy during such time. If the incomes are unknown to the applicant, it shall be rebuttably presumed that low-income and very low income renter households occupied these units in the same proportion of low-income and very low income renter households to all rental households within the jurisdiction, as determined by the most recently available data from the United States Department of Housing and Urban Development's (HUD's) Comprehensive Housing Affordability Strategy Database. The rebuttable presumption per HUD's Comprehensive Housing Affordability Strategy Database amounts to 37% of renter households at or below 80% area median income. Replacement unit calculations resulting in fractional units are rounded up.

Per the Los Angeles County Assessor, the Project site contains three (3) residential dwelling units at one-bedroom each. The Project site was purchased on September 2, 2020. On October 22, 2020, Applicant submitted a development application to Planning (PMPA2016969). Applicant has provided Housing staff supporting documentation in the form of a Grant Deed, Real Estate Withholding Statements, an Addendum, Tenant Estoppel Certificates and Mutual Termination of Rental Agreements to confirm owner-occupancy of one (1) residential unit above 80% area median income and the vacancies of the remaining two (2) residential units. By applying the rebuttable presumption of 37% to the two (2) remaining vacant residential units, one replacement unit at one (1) bedroom is required under State Density Bonus Law ($37\% \times 2 = .74$ (rounded up to 1)).

Number of Affordable Units Meeting Density Bonus Requirement:

The applicant is required to designate one (1) unit as affordable to very low income households (14% of 7 base density units (.98 rounded up to 1)). As currently designed, the Project contains five (5) one-bedroom units and six (6) two-bedroom units, which amounts to seventeen (17) bedrooms total. The Project must generate 2 bedrooms to Housing ((17 bedrooms / 11 total units) x 1 affordable unit = 1.54 rounded up to 2). As such, one (1) affordable unit with two (2) bedrooms must be selected. Applicant has proposed Unit 204, which consists of two (2) bedrooms. Housing preliminarily approves Unit 204 as the affordable unit. The affordable unit is detailed in Project floorplans attached hereto as Attachment 1, as well as immediately below:

Unit Number	Square Footage	Bedroom(s)	Bathroom(s)
204	768	2	1

Amount of Density Bonus Requested:

Applicant is entitled to a forty-six point twenty-five percent (46.25%) density bonus by providing one (1) very low income unit (14 percent of the base density of 7 = .98 (rounded up to 1)). This request complies with State Density Bonus Law, which allows up to a forty-six point twenty-five percent (46.25%) density bonus, as well as two (2) incentives in exchange for the provision of a fourteen percent (14%) affordability level of very low income units. By providing one (1) very low income unit, applicant also meets the replacement unit obligation under State Density Bonus Law. With a forty-six point twenty-five percent (46.25%) density bonus, the Project is permitted eleven (11) units (7 (rounded up from 6.01) x 1.4625 = 10.24 (rounded up to 11)).

Number and Description of Concessions and Waivers Requested:

Pursuant to CA Govt Code § 65915(d)(2)(B) and GMC 30.36.070, the applicant is entitled to two (2) concessions by reserving fourteen percent (14%) of the units for very low income households. Applicant has requested two (2) concessions:

- 1) increase in height and number of stories from two (2) stories and twenty-six (26) feet to three (3) stories and thirty-seven (37) feet and six (6) inches in height (GMC 30.11.020); and
- 2) reduction in street front, street side and interior setbacks (GMC 30.31.020).

Applicant has also requested two (2) waivers:

- 1) increase in Floor Area Ratio (FAR) from 1.2 to 1.32; and
- 2) reduction in square footage minimum for one bedroom and two bedroom units.

Amount of Parking Concessions Requested:

Pursuant to CA Govt Code § 65915(p)(1), an applicant of a housing development meeting the minimum requirements to qualify for a density bonus may apply for a parking concession, inclusive of handicapped and guest parking, pursuant to the following ratios: one (1) on-site parking space per unit for zero to one bedroom units and one and one-half (1.5) on-site parking

spaces per unit for two to three bedroom units. The Project proposes a unit mix of five (5) one-bedroom units and six (6) two-bedroom units. Based on the number of units and bedrooms provided, the parking concession pursuant to CA Govt Code § 65915(p)(1) requires a minimum of fourteen (14) residential parking spaces ((5 units x 1 = 5) + (6 units x 1.5 = 9) = 14)). The Project exceeds the minimum requirement per CA Govt Code § 65915(p)(1), and proposes to provide fifteen (15) parking spaces total. Accordingly, the Project meets and exceeds the parking requirements under CA Govt Code § 65915(p)(1).

Alternatively, an applicant may request an automatic parking concession under CA Govt Code § 65915(p)(2)(A), which provides that upon the request of an applicant, the required vehicle parking ratio, inclusive of handicapped and guest parking, is not to exceed one-half (0.5) space per unit of a development providing at least eleven percent (11%) very-low income units located within one-half (0.5) mile of a major transit stop with unobstructed access. The applicant has demonstrated to Planning that the Project qualifies for this parking concession because the Project is located four-tenths (0.4) of a mile from the intersection of North Glendale Avenue and East Broadway. The Glendale/Broadway intersection is served by the Beeline Route 4, which runs north/south and east/west between the Glendale Galleria and the Glendale Transportation Center, the central transportation hub for the City of Glendale, and Metro Bus Route 180/181, a regional route running primarily east/west from Pasadena to Hollywood. Both lines have a service interval of less than fifteen (15) minutes during peak commute periods. The parking concession per CA Govt Code § 65915(p)(2)(A) would amount to a minimum of six (6) residential parking spaces (11 units x 0.5 = 5.5 rounded up to 6). The Project exceeds the minimum requirement per CA Govt Code § 65915(p)(2)(A), and proposes to provide fifteen (15) parking spaces total. Accordingly, the Project meets and exceeds the parking requirements under CA Govt Code § 65915(p)(2)(A).

Child Care Space:

Not applicable.

Inclusionary Housing Requirement:

On May 7, 2019, the City adopted a Citywide Inclusionary Zoning Ordinance, Ordinance No. 5928, codified at GMC Chapter 30.35 (the "IZO"). The IZO became effective after a 30-day period on June 7, 2019. The IZO requires a housing development (a rental development project with a base density of eight (8) or more dwelling units proposed to be constructed in the City) to provide fifteen percent (15%) of the units as affordable to low income households. The Project is not subject to the IZO as the Project has a based density of seven (7).

Affordable Housing Commercial Development Impact Fee:

On May 7, 2019, the City adopted a Citywide Affordable Housing Commercial Development Impact Fee, Ordinance No. 5929, codified at GMC Chapter 4.11 (the "CDIF"). The CDIF became effective after a 60-day period on July 7, 2019.

With the exception of hotels, auto dealerships, community land uses which serve the public, and the reconstruction of any building destroyed by fire, flood, earthquake or other act of nature (so

long as the square footage does not exceed the square footage before the loss), the CDIF imposes a \$4 per square foot fee (per the FY 2021-2022 Citywide Fee Schedule) on all commercial development projects with a gross floor area exceeding 1,250 square feet. The Project is not subject to the CDIF as it does not entail a permitted commercial component.

SHEET INDEX - ARCHITECTURAL

Sheet List - Architecture

SHEET NUMBER	Sheet Name
A0.0	MASSING ELEVATION DIAGRAM
A0.1	COVER SHEET
A0.2	PROJECT INFORMATION
A1.0	PROPERTY & BOUNDARY
A1.1	PLOT PLAN
A1.2	NEIGHBOR WINDOWS PRIVACY DIAGRAM
A1.3	FAR - LOT COVERAGE DIAGRAM
A1.4	AVERAGE SETBACK CALCULATION DIAGRAM
A1.5	DIAGRAM - COMMON OPEN SPACE CALCULATION
A2.1	LANDSCAPE AREA CALCULATION
A2.2	BASMENT FLOOR
A2.3	FIRST FLOOR PLAN
A2.4	THIRD FLOOR PLAN
A3.0	ELEVATIONS
A3.1	ELEVATIONS & SECTION
A3.2	SECTION
A3.3	MATERIAL BOARD
A3.4	FACADE MATERIAL BOARD
A3.5	FACADE MATERIAL BOARD
A3.6	FACADE MATERIAL BOARD
A3.7	FACADE MATERIAL BOARD

PROJECT INFORMATION - AB 2345

PARKING REQUIREMENTS CALCULATION TABLE:

PROJECT TYPE	REQUIRED PARKING	EXISTING PARKING	NET REQUIRED PARKING	TOTAL
1.000	11.000	0.000	11.000	11.000
2.000	11.000	0.000	11.000	11.000
3.000	11.000	0.000	11.000	11.000
4.000	11.000	0.000	11.000	11.000
5.000	11.000	0.000	11.000	11.000
6.000	11.000	0.000	11.000	11.000
7.000	11.000	0.000	11.000	11.000
8.000	11.000	0.000	11.000	11.000
9.000	11.000	0.000	11.000	11.000
10.000	11.000	0.000	11.000	11.000
11.000	11.000	0.000	11.000	11.000
12.000	11.000	0.000	11.000	11.000
13.000	11.000	0.000	11.000	11.000
14.000	11.000	0.000	11.000	11.000
15.000	11.000	0.000	11.000	11.000
16.000	11.000	0.000	11.000	11.000
17.000	11.000	0.000	11.000	11.000
18.000	11.000	0.000	11.000	11.000
19.000	11.000	0.000	11.000	11.000
20.000	11.000	0.000	11.000	11.000
21.000	11.000	0.000	11.000	11.000
22.000	11.000	0.000	11.000	11.000
23.000	11.000	0.000	11.000	11.000
24.000	11.000	0.000	11.000	11.000
25.000	11.000	0.000	11.000	11.000
26.000	11.000	0.000	11.000	11.000
27.000	11.000	0.000	11.000	11.000
28.000	11.000	0.000	11.000	11.000
29.000	11.000	0.000	11.000	11.000
30.000	11.000	0.000	11.000	11.000
31.000	11.000	0.000	11.000	11.000
32.000	11.000	0.000	11.000	11.000
33.000	11.000	0.000	11.000	11.000
34.000	11.000	0.000	11.000	11.000
35.000	11.000	0.000	11.000	11.000
36.000	11.000	0.000	11.000	11.000
37.000	11.000	0.000	11.000	11.000
38.000	11.000	0.000	11.000	11.000
39.000	11.000	0.000	11.000	11.000
40.000	11.000	0.000	11.000	11.000
41.000	11.000	0.000	11.000	11.000
42.000	11.000	0.000	11.000	11.000
43.000	11.000	0.000	11.000	11.000
44.000	11.000	0.000	11.000	11.000
45.000	11.000	0.000	11.000	11.000
46.000	11.000	0.000	11.000	11.000
47.000	11.000	0.000	11.000	11.000
48.000	11.000	0.000	11.000	11.000
49.000	11.000	0.000	11.000	11.000
50.000	11.000	0.000	11.000	11.000

AB 2345 DENSITY CALCULATION:

BASE DENSITY	REVISIONS	TOTAL DENSITY	TOTAL FLOOR AREA
100.000	1.000	100.000	11.000
100.000	2.000	100.000	11.000
100.000	3.000	100.000	11.000
100.000	4.000	100.000	11.000
100.000	5.000	100.000	11.000
100.000	6.000	100.000	11.000
100.000	7.000	100.000	11.000
100.000	8.000	100.000	11.000
100.000	9.000	100.000	11.000
100.000	10.000	100.000	11.000
100.000	11.000	100.000	11.000
100.000	12.000	100.000	11.000
100.000	13.000	100.000	11.000
100.000	14.000	100.000	11.000
100.000	15.000	100.000	11.000
100.000	16.000	100.000	11.000
100.000	17.000	100.000	11.000
100.000	18.000	100.000	11.000
100.000	19.000	100.000	11.000
100.000	20.000	100.000	11.000
100.000	21.000	100.000	11.000
100.000	22.000	100.000	11.000
100.000	23.000	100.000	11.000
100.000	24.000	100.000	11.000
100.000	25.000	100.000	11.000
100.000	26.000	100.000	11.000
100.000	27.000	100.000	11.000
100.000	28.000	100.000	11.000
100.000	29.000	100.000	11.000
100.000	30.000	100.000	11.000
100.000	31.000	100.000	11.000
100.000	32.000	100.000	11.000
100.000	33.000	100.000	11.000
100.000	34.000	100.000	11.000
100.000	35.000	100.000	11.000
100.000	36.000	100.000	11.000
100.000	37.000	100.000	11.000
100.000	38.000	100.000	11.000
100.000	39.000	100.000	11.000
100.000	40.000	100.000	11.000
100.000	41.000	100.000	11.000
100.000	42.000	100.000	11.000
100.000	43.000	100.000	11.000
100.000	44.000	100.000	11.000
100.000	45.000	100.000	11.000
100.000	46.000	100.000	11.000
100.000	47.000	100.000	11.000
100.000	48.000	100.000	11.000
100.000	49.000	100.000	11.000
100.000	50.000	100.000	11.000

CONCESSIONS

2 CONCESSIONS REQUESTED:

CONCESSIONS - 1:

FLOOR	CONCESSIONS	AREA	PERCENTAGE
1	1.000	11.000	100.000%
2	1.000	11.000	100.000%
3	1.000	11.000	100.000%
4	1.000	11.000	100.000%
5	1.000	11.000	100.000%
6	1.000	11.000	100.000%
7	1.000	11.000	100.000%
8	1.000	11.000	100.000%
9	1.000	11.000	100.000%
10	1.000	11.000	100.000%
11	1.000	11.000	100.000%
12	1.000	11.000	100.000%
13	1.000	11.000	100.000%
14	1.000	11.000	100.000%
15	1.000	11.000	100.000%
16	1.000	11.000	100.000%
17	1.000	11.000	100.000%
18	1.000	11.000	100.000%
19	1.000	11.000	100.000%
20	1.000	11.000	100.000%
21	1.000	11.000	100.000%
22	1.000	11.000	100.000%
23	1.000	11.000	100.000%
24	1.000	11.000	100.000%
25	1.000	11.000	100.000%
26	1.000	11.000	100.000%
27	1.000	11.000	100.000%
28	1.000	11.000	100.000%
29	1.000	11.000	100.000%
30	1.000	11.000	100.000%
31	1.000	11.000	100.000%
32	1.000	11.000	100.000%
33	1.000	11.000	100.000%
34	1.000	11.000	100.000%
35	1.000	11.000	100.000%
36	1.000	11.000	100.000%
37	1.000	11.000	100.000%
38	1.000	11.000	100.000%
39	1.000	11.000	100.000%
40	1.000	11.000	100.000%
41	1.000	11.000	100.000%
42	1.000	11.000	100.000%
43	1.000	11.000	100.000%
44	1.000	11.000	100.000%
45	1.000	11.000	100.000%
46	1.000	11.000	100.000%
47	1.000	11.000	100.000%
48	1.000	11.000	100.000%
49	1.000	11.000	100.000%
50	1.000	11.000	100.000%

CONCESSIONS - 2:

CONCESSIONS	AREA	PERCENTAGE
1.000	11.000	100.000%
2.000	11.000	100.000%
3.000	11.000	100.000%
4.000	11.000	100.000%
5.000	11.000	100.000%
6.000	11.000	100.000%
7.000	11.000	100.000%
8.000	11.000	100.000%
9.000	11.000	100.000%
10.000	11.000	100.000%
11.000	11.000	100.000%
12.000	11.000	100.000%
13.000	11.000	100.000%
14.000	11.000	100.000%
15.000	11.000	100.000%
16.000	11.000	100.000%
17.000	11.000	100.000%
18.000	11.000	100.000%
19.000	11.000	100.000%
20.000	11.000	100.000%
21.000	11.000	100.000%
22.000	11.000	100.000%
23.000	11.000	100.000%
24.000	11.000	100.000%
25.000	11.000	100.000%
26.000	11.000	100.000%
27.000	11.000	100.000%
28.000	11.000	100.000%
29.000	11.000	100.000%
30.000	11.000	100.000%
31.000	11.000	100.000%
32.000	11.000	100.000%
33.000	11.000	100.000%
34.000	11.000	100.000%
35.000	11.000	100.000%
36.000	11.000	100.000%
37.000	11.000	100.000%
38.000	11.000	100.000%
39.000	11.000	100.000%
40.000	11.000	100.000%
41.000	11.000	100.000%
42.000	11.000	100.000%
43.000	11.000	100.000%
44.000	11.000	100.000%
45.000	11.000	100.000%
46.000	11.000	100.000%
47.000	11.000	100.000%
48.000	11.000	100.000%
49.000	11.000	100.000%
50.000	11.000	100.000%

BICYCLE PARKING

