

**ATTACHMENT A**  
**Actions Requested, Project Description, and Findings**

**ACTIONS REQUESTED**

RW Investments WHCC, LLC (“Applicant”) requests the following approvals to construct a Housing Development Project utilizing CA Government Code Section 65912.120-124 (“AB 2243”) and § 65915-65918 (“State Bonus Law”), with 398 total dwelling units, including 24% of the units (97 units) to restricted to Low Income Households, on an approximately 19.86-acre Site, with approximately 564,195 square feet of total floor area, consisting of three multi-family structures with a maximum height of 59’1”, containing 223 apartment units, and 175 single-family detached condominium units, with heights ranging from 36’6” to 41’6”, with 835 total on-site parking spaces.

**1. Pursuant to Government Code Section 65912.120-124:**

- a. Project is a Mixed-Income Housing Development Project Along Commercial Corridors satisfying all the eligibility requirements in Sections 65912.121, 65912.122, and 65912.123, and is therefore subject to the streamlined, ministerial Approval Process provided by Government Code Section 65912.124. Because the Project qualifies for ministerial review under AB 2243, it is therefore exempt from the requirements of the California Environmental Quality Act (“CEQA”)<sup>1</sup> pursuant to Pub. Res. Code § 21080(b)(1).

**2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22. A.37.(e-f) and Government Code § 65912.124(f), Density Bonus Compliance Review with the following Off-Menu incentives:**

- a. A density bonus to increase the by-right density (397 units) by one unit, resulting in a total of 398 dwelling units.<sup>2</sup>
- b. An Off-Menu Additional Incentive to allow a height of 60 ft. in lieu of 35 ft. per CA Gov Sec 65912.123(c)(2);
- b. An Off-Menu Additional Incentive to allow a 1 ft. side yard setback in lieu of 15 ft. per CA Gov Sec 65912.123(d)(3)(B);
- c. An Off-Menu Additional Incentive to reduce the required passageway between residential structures to 6 feet in lieu of 12 feet per LAMC 12.21 C.2.(a).

**3. Pursuant to Los Angeles Municipal Code (LAMC) Section 16.05 C. and 13.B.2.4. (Ch.1A), Project Review for a development project that creates 50 or more dwelling units to allow 398 dwelling units, including 97 units for Low-Income household occupancy for a period of 55 years;**

**4. Pursuant to Los Angeles Municipal Code (LAMC) Sections 17.03, 17.05, 17.15, 18.04, and 13.B.7.3 (Ch.1A) and Government Code Section 65912.124(i), a Vesting Tentative Tract Map for the division of land to create three separate ground lots with 175 detached condominium units and 223 multifamily apartment units, including private streets per LAMC 17.09 and 18.04. Additionally, the Applicant requests the following:**

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<sup>1</sup> Cal. Pub. Res. Code §§ 21000 et seq.

<sup>2</sup> The by-right density is 397 units (rounded down from 397.2). Pursuant to Gov. Code § 65915(f)(3), fractions are rounded up, resulting in a base density of 398 units.

**4868 N. Canoga Avenue**

Attachment A: Actions Requested, Project Description, and Findings

- a. Pursuant to LAMC Section 13B.7.1. C.2., a waiver of Dedication and Improvement standard along a portion of Canoga Ave. adjacent to the Project site in order to preserve the existing street trees.
5. **Pursuant to Government Code Section 65912.124(o)**, The Applicant will request the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal and tenant improvements.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

## II. PROJECT DESCRIPTION

The Project will be located at 4868 N Canoga Ave (Assessor Parcel Numbers 2172-002-002) (“Project Site”). The Project Site is within the Woodland Hills – Warner Center Neighborhood Council portion of City Council District 3. The Project Site is zoned A1-1XL and maintains a General Plan Land Use designation of Open Space per the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. The Project Site is located within the Girard Tract Specific Plan which does not apply to the proposed AB 2011 / AB 2243 Housing Development Project because the Girard Tract Specific Plan contains provisions only relating to the development of or addition to single-family homes and has no provisions relating to the development of multi-family Housing Development Projects. The Project Site has maintained active use as a golf course and country club / event center, with on-site restaurant and retail pro shop uses for several decades. A portion of the greater golf course property is within the Mulholland Scenic Parkway Specific Plan; however, the Mulholland SP does not apply to the proposed AB 2011 / AB 2243 Housing Development Project because no portion of the Project Site is within the Specific Plan.<sup>3</sup>



**Figure 1 – Project Site**

The Applicant proposes a new Mixed-Income Housing Development containing up to 398 total dwelling units, including 24% of the units (97 units) restricted to Low Income Households within three multifamily structures and 175 single-family detached condominiums within approximately 564,195 square feet of floor area, with heights up to 59’1” for the multifamily buildings and up to 41’3” for the detached condominiums (“Project”). The Applicant seeks approval of Density Bonus Incentives to increase height allowed per CA Gov § 65912.123(c)(2), reduce setback required per CA Gov § 65912.123(d)(3)(B), and reduce passageways required between structures per LAMC 12.21 C.2.(a). The Applicant also seeks approval of a Vesting Tentative Tract Map for the creation of three parcels and up to 175 single-family detached condominiums with private streets, including requests for waiver and dedication of public right-of-way improvements along Canoga Ave. The Applicant also seeks Project Review approval for a project creating 50 or more

<sup>3</sup> Per CA Gov Code § 65912.103.5, effective January 1, 2026.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

new housing units. As detailed below, the proposed Project, including all entitlement requests, qualifies for streamlined ministerial processing and approval pursuant to CA Gov't Code 65912.124.

**NOTE:** Any objective development standards not specifically addressed in AB 2243 default to the objective development standards of the local jurisdiction's zone that is closest to the minimum density standard proposed by the project, as provided by CA Gov Code § 65912.123(j)(1). In this case, the RD2 zone since is the closest, allowing 21.78 units per acre (or 1 unit per 2000 square feet of floor area).

Any "design review standards" apply to Housing Development Projects approved per CA Gov Code § 65912.120-124 only to the extent that they are associated with "objective zoning standards" not addressed in (a) through (i) of CA Gov Code § 65912.123 (CA Gov Code § 65912.123(j)).

Please take note that the Project application must be recognized and considered pursuant to Senate Bill (SB) 330, the Housing Accountability Act ("HAA") (Gov. Code § 65589.5), Assembly Bill (AB) 2243, and the State Density Bonus Law (Gov. Code §§ 65915-65918). Accordingly, the Project "shall be a use by right" subject to streamlined ministerial review based on the objective planning standards in effect on the date of this submittal. (Gov. Code §§ 65912.120, 65912.124, 65912.123(j)(2).)

Per Gov. Code § 65912.124(c)(1), "a development is consistent with the objective planning standards if there is substantial evidence that would allow a reasonable person to conclude that the development is consistent with objective planning standards." Furthermore, any Project design review "shall be objective and be strictly focused on assessing compliance with the criteria required for streamlined, ministerial review of projects" and "shall not in any way inhibit, chill, or preclude the ministerial approval provided by [AB 2243] or its effect, as applicable." (Gov. Code § 65912.124(d).). Pursuant to the HAA, the City must approve the Project if it complies with all applicable objective standards, and no specific, unmitigable adverse impact to public health or safety has been identified (Gov. Code § 65589.5(j)).

### Parking

Pursuant to CA Gov Code § 65912.123(e), no automobile parking spaces are required for the proposed Project but will be provided as specified below. The Project is only required to provide on-site bicycle parking, electric vehicle-ready and electric-vehicle capable stalls, as well as required accessible stalls.

Bicycle parking for each residential building will be provided in conformance with the requirements of LAMC Section 12.21 A.16. for residential bike parking, described in the table below:

Dwelling Units	Short-term Spaces	Long-term Spaces
1-25	1 space per 10 units	1 space per unit
26-100	1 space per 15 units	1 space per 1.5 units
100 - 199	1 space per 20 units	1 space per 2 units
200+	1 space per 40 units	1 space per 4 units

Use	Short-term Spaces	Long-term Spaces
Residential	17	174

Please refer to Sheet A3 of the submitted architectural plans for a breakdown of bicycle parking per building. Additional automobile and parking breakdowns are noted on Sheet A3 of the enclosed Project plans.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

Although automobile parking is not required per AB 2243 (Gov't Code 65912.123(e)), the Project would provide approximately 835 automobile parking spaces, including approximately 252 Electric Vehicle-Ready and Electric Vehicle-Capable parking stalls as required per LAMC 99.04.106.4.2.2. 2., regarding Multi-family Development Projects with 20 or More Dwelling Units. As shown on the enclosed plans, approximately 265 automobile parking spaces would be provided within the multi-family buildings, 570 spaces with the detached condominiums, including unassigned guest spaces. Guest parking for future users will be available along the private drives of the housing development.

Per Building Code Table 11B-208.2, the minimum number of required accessible parking spaces of a project providing 501-1000 parking spaces or greater is "2 percent of total." Therefore, the Project would be required to provide a total of approx. **17 accessible (ADA) parking stalls**. The accessible stalls are distributed throughout the Project, including 11 ADA spaces for the detached condominiums, 6 ADA spaces in within the multifamily structures.

### Project Site Area

The Project Site maintains a total lot area of 19.86 acres (864,918 square feet), per Vesting Tentative Tract Map 84929.

### Floor Area and Density

The Project consists of a total of 564,195 square feet of floor area (per LAMC), with a total Floor Area Ratio (FAR) of 0.65:1 (per LAMC 12.03 Floor Area Ratio definition in reference to Buildable Area) for the 19.86-acre Project Site as provided for by CA Gov Code §65912.121-65912.124.

The Project Site's base density is calculated at 20 units per acre per CA Gov Code §65912.123(b)(1)(C) for "sites of one acre in size or greater located on a commercial corridor less than 100 feet in width," which requires 40 units per acre, except that CA Gov Code §65912.123(b)(3)(A)(i) allows for projects at "50 percent or greater of the allowable residential density."<sup>4</sup> Canoga Ave, adjoining the Project Site, maintains approximately 80 feet of width for at least 50 feet of frontage along the Project Site. Thus, a total of 398 base dwelling units is permitted ( $19.86 \times 20 = 397.2$ , rounded up). The Applicant proposes 398 units for the Project Site.

Per CA Gov Code § 65912.123(j)(1), "the applicable objective standards shall be those for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density proposed by the project," which in this case is the RD2 zone since this zone allows 21.78 units per acre (or 1 unit per 2000 square feet of floor area). The RD2 zone allows 3 to 1 FAR in the 1XL Height District. As such, no additional FAR is needed to achieve this floor area.

### Affordable Housing Units (Restricted Set-Aside)

The Project will provide 24% of the units – or 97 units – as restricted to Low Income Households, exceeding the AB 2243 requirement of 15% Low Income (CA Gov Code § 65912.122) and qualifying the project for up to 50% Density Bonus and up to three incentives (LAMC 12.22 A.37(e) & (f) and CA Gov Code §65912.124(f)).

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<sup>4</sup> Specifically, CA Gov Code §65912.123(b)(3)(A)(i) allows for a "housing development project application that has been determined to be consistent with objective planning standards ... before January 1, 2027, ... shall be developed at a density ... 50 percent or greater of the allowable residential density" of CA Gov Code §65912.123(b)(1)(C) or 20 units per acre.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

#### Height

Pursuant to CA Gov Code §65912.123(c)(2), the height limit is 35 feet for sites on a commercial corridor of less than 100 feet in width.

#### Open Space

Pursuant to LAMC Section 12.21.G.2, the Project would be required to provide 55,925 square feet of Open Space for 398 residential units (153 units with less than 3 habitable rooms, 45 units with 3 habitable rooms, and 200 units with more than 3 habitable rooms). The Project will provide a total of 55,925 square feet of open space. Provided Open Space is detailed on Sheets A6 and L1-L11 of the architectural plans submitted with this application.

Pursuant to LAMC Section 12.21 G.2.a.3, 1 tree for every 4 residential dwelling units would be required for the Project, or 100 trees for the 398 residential dwelling units proposed. Additionally, per the Tree Report dated November 13, 2025, provided with this application, the project will require the replacement of 117 non-protected on-site trees at a rate of 1:1. The Project will provide 382 total on-site trees with a 24" box or greater, in excess of the required 217 trees for the for the number of units and replacement trees. No protected trees are identified on the portions of the site proposed for development, per the Tree Report.

#### Setbacks

The Project is required to provide setbacks consistent with Government Code § 65912.123(d) as shown below.

<b>Yard</b>	<b>Required</b>	<b>Code Section</b>	<b>Provided</b>
Front Yard (West – Canoga)	No setbacks required; ground floor must be within 10' of property line for 80% of frontage; all parking setback at least 25'	Gov Code Sec 65912.123(d)(1)	Ground floor of structures within 10' of property line along at least 80% of Canoga Ave frontage; Parking is set back at least 25'
Other Yards	15' along property lines that abut a property that does not contain a residential use.	Gov Code Sec 65912.123(d)(3)(B)	15' provided for most of site along property line; Density Bonus incentive requested to reduce northerly and southerly side yard setback at specific places identified on Sheet A5 of plans

#### Transit

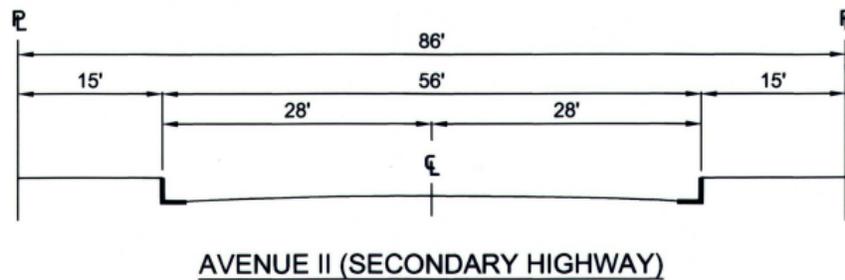
## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

The Project is not within ½ mile of a major transit stop.

#### Streets and Circulation

**Canoga Avenue** – Adjoining the site on the West, Canoga Ave is a “Commercial Corridor” per Government Code §65912.101(b), with “a right-of-way of at least 70 and not greater than 150 feet” and is designated Avenue II with an existing width of approximately 80 feet. The Avenue II designation is required to be 86 feet wide with a 56-foot roadway and a 15-foot sidewalk.



#### Surrounding Uses of Project Site, Post-Subdivision

- North:** A portion of a golf course.
- South:** A portion of a golf course.
- East:** A portion of a golf course.
- West:** Single-family homes, zoned R1-1, across Canoga Ave.

#### Previous Cases

The table below lists relevant previous cases for the project site.

Case Number	Description
ORD-128730	An ordinance establishing Mountain Fire Districts
ORD-129279	An ordinance amending the definition “Hillside” areas
ORD-162058	An ordinance providing temporary regulations for the issuance of building permits to erect or construct or add to any building or structure in the Girard Tract area
ORD-164338	Girard Tract Moratorium
ORD-169393	An ordinance amending section 12.04 of the Los Angeles Municipal Code by amending the zoning map to A1-1XL.
ORD-165040; ORD-170774	An ordinance establishing a Specific Plan for the Girard Tract area of the City of Los Angeles. An ordinance amending and repealing certain provisions of Ordinance No. 165,040, the Specific Plan for the Girard Tract area of the City of Los Angeles.

**4868 N. Canoga Avenue**

Attachment A: Actions Requested, Project Description, and Findings

ORD-167943; CPC-2002-6583-SP; ENV-2003-2626-CE; ENV-2009-832-CE	An ordinance establishing the Mulholland Scenic Parkway Specific Plan and Design & Preservation Guidelines; Amendments to Add Sustainability Guidelines to the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines
AF-92-1273722-OB	Affidavit No. 92-1273722(OB) - Covenant and Agreement, recorded July 14, 1992, to maintain a yard of 60 feet, unobstructed from ground to sky from the existing clubhouse building.
ORD-170774	An ordinance amending sections of the Girard Tract Specific Plan
ORD-181128; ORD-129279; ENV-2008-4684-ND; CPC-2008-4683-CA	An ordinance amending Section 12.03 of the Los Angeles Municipal Code to revise the Hillside Area definition
ORD-167943; CPC-2002-6583-SP; ENV-2003-2626-CE; ENV-2009-832-CE	Proposed amendments to the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines; An ordinance establishing a specific plan for the Mulholland Scenic Parkway; Amendments to Add Sustainability Guidelines to the Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines
ZA-2007-4310-CU; ENV-2007-4311-CE	Conditional use permit for wireless telecom facility (rooftop antenna)
CPC-2019-1742-CPU; ENV-2019-1743-EIR	In process Canoga Park-Winnetka-Woodland Wills-West hills community plan update
AA-2025-3198-PMEX	Lot Line Adjustment for 3 parcels.

Similar Cases:

To date, the City of LA has approved one AB 2011 / AB 2243 Housing Development Project along Commercial Corridors:

<b>Case Number</b>	<b>Description</b>
ADM-2023-7217-TOC-CU-SPR-PHP-HCA	AB 2011 streamlined, ministerial approval of a Housing Development Project on a Commercial Corridor, including TOC Tier 3 Incentives, a Major Development Project CUP, and Site Plan Review for the ministerial approval of a 712,875 square-foot., 6-story (77' in height), mixed-use development (483' in height), with 800 residential units, including 184 units set aside for Low Income Households, and 185,153 s.f. of ground floor commercial space and 1,396 on-site parking stalls.

**FINDINGS**

**I. PROJECT FINDINGS PER CA GOV CODE § 65912.120-124**

**IN ACCORDANCE WITH ASSEMBLY BILL 2243, HOUSING DEVELOPMENT PROJECTS: OBJECTIVE STANDARDS: AFFORDABILITY AND SITE CRITERIA (“AB 2243”), WHICH MODIFIED AB 2011, THE AFFORDABLE HOUSING AND HIGH ROAD JOBS ACT OF 2022, A HOUSING DEVELOPMENT PROJECT THAT SATISFIES THE REQUIREMENTS OF GOVERNMENT CODE SECTIONS 65912.121, 65912.122, AND 65912.123, IS TO BE STREAMLINED THROUGH THE MINISTERIAL APPROVAL PROCESS PROVIDED BY GOVERNMENT CODE SECTION 65912.124:**

**A. PER GOVERNMENT CODE SECTIONS 65912.121, A DEVELOPMENT PROJECT SHALL BE SUBJECT TO THE STREAMLINED, MINISTERIAL REVIEW PROCESS PROVIDED BY SECTION 65912.124 IF THE DEVELOPMENT PROJECT IS ON A SITE THAT SATISFIES ALL OF THE FOLLOWING CRITERIA**

**1. The site is located in zones where office, retail, or parking are principally permitted.**

The Site, zoned A1, consists of a 19.86 acre portion of the existing Woodland Hills Country Club and is located in the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area. CA Gov Code § 65912.120-124 provides provisions for new Housing Development Projects to be permitted as a use by right in any zone which allows commercial uses that fall under the general categories of retail, office, and parking and comport with the strict definition of a “Principally Permitted Use”.

CA Gov Code §65912.121.(a). allows eligibility if the underlying zone contains at least one principally permitted use. The Project Site is located in the A-1 zone, which permits several principally permitted retail uses qualified under CA Gov Code §65912.121.(a). and §65912.101.(q). Such principally permitted uses include Golf Course and associated retail sales and retail services (LAMC 12.05 A.5.) with no square footage limitation, Nursery (LAMC 12.05 A.6.), Stand for Display and Sale of Agricultural Products (LAMC 12.05 A.13.), as well as accessory Automobile Parking (LAMC 12.21 A.4.). These Principally Permitted Uses are further identified in ZA-2022-7106-ZAI (“Lists of Uses Permitted in Various Zones”).

Further, the A-1 zone allows “Public Parking Areas” with a Conditional Use Permit per LAMC 12.22 W.37. CA Gov Code §65912.101.(q). specifies that “parking uses are considered principally permitted whether or not they require a conditional use permit.”

**2. The site is located on a legal parcel or parcels located in a city if, and only if, the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel or parcels wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.**

The Project Site consists of a portion of one legal parcel located in the City of Los Angeles. Los Angeles is included in the United States Census Bureau's List of 2020 Census Urban Areas.

**3. The project site abuts a commercial corridor defined as a local road with a right-of-way of 70 to 150 feet and has a frontage along the commercial corridor of a minimum of 50 feet.**

The Project Site abuts a qualifying Commercial Corridor, Canoga Avenue, with approximately 405 feet of frontage. Per the definition of Commercial Corridor in CA Gov Code §65912.101(b), Canoga Ave is a “street that is not a freeway and that has a right-of-way of at least 70 and not greater than 150 feet.” Canoga Ave maintains an existing right-of-way of approximately 80 feet at the Project Site.

4. **The site is not greater than 20 acres.**

The Project Site is approximately 19.86 acres (864,918 square feet).

5. **At least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For purposes of this subdivision, parcels that are only separated by a street or highway shall be considered to be adjoined.**

The Project Site and surrounding parcels to the north, east, and west are zoned A1-1XL and are improved with a golf course and associated retail sales and retail services, including a club house, bar & restaurant, event center, pro shop, and associated parking. Properties to the west, across Canoga Ave, are zoned R1-1 and improved with residential uses. Pursuant to AB 2243 (Government Code Section 65912.101(t)), "urban uses" means "any current or former residential, commercial, public institutional, public park that is surrounded by other urban uses, parking lot or structure, transit or transportation passenger facility, or retail use, or any combination of those uses." Golf courses count as "urban uses" when improved and surrounded by the type of development described in this definition. Therefore, at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses.

6. **No more than one-third of the square footage of the site or any adjoining sites are dedicated to industrial use.**

The Project Site and surrounding parcels to the north, east, and west are zoned A1-1XL and are improved with a golf course and associated retail sales, retail services (pro club), restaurant, and parking. Properties to the west, across Canoga Ave, are zoned R1-1 and improved with residential uses. Therefore, there are no industrial uses on or adjacent to the Project Site.

7. **It satisfies the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4:**

- (B) **The site is neither prime farmland nor farmland of statewide importance, as defined pursuant to the United States Department of Agriculture land inventory and monitoring criteria, as modified for California, and designated on the maps prepared by the Farmland Mapping and Monitoring Program of the Department of Conservation, or land zoned or designated for agricultural protection or preservation by a local ballot measure that was approved by the voters of that jurisdiction.**

The Project Site is zoned A1-1XL, and the Project Site and greater parcel are improved with a golf course and associated retail sales, retail services, and parking. The Project Site is not farmland. ZIMAS identifies the parcel as "Urban and Built-up Land."

- (C) **The site is not Wetlands, as defined in the United States Fish and Wildlife and Wildlife Service Manual, Part 660 FW2 (June 21, 1993).**

The Project Site contains no Wetlands as defined by the United States Fish and Wildlife and Wildlife Service Manual, Part 660 FW2 (June 21, 1993). Project submittal materials include a Biologist Statement of Habitat and Biological Resources Assessment, prepared by Hernandez Environmental Associates, dated July 15, 2025. This report details that "There are no wetlands on the project that meet the definition of United States Fish and Wildlife Service Manual, Part 660 FW (June 21, 1993). (Pg. 5)

- (D) Within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within a high or very high fire hazard severity zone as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code. This subparagraph does not apply to sites excluded from the specified hazard zones by a local agency, pursuant to subdivision (b) of Section 51179, or sites that have adopted fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development.

The Project Site is located within the very high fire hazard severity zone but has been designed to comply with adopted fire hazard mitigation measures pursuant to existing building code standards in Chapter 7A. The Project will also be reviewed for compliance with applicable fire mitigation measures through the LADBS plan check process and LAFD site-plan access requirements.

- (E) The site is not a hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code, unless the Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.

The Project Site is not a hazardous waste site.

- (F) Within a delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2.

The Project Site is not located within a delineated earthquake fault zone.

- (G) Within a special flood hazard area subject to inundation by the 1 percent annual chance flood (100-year flood) as determined by the Federal Emergency Management Agency in any official maps published by the Federal Emergency Management Agency. If a development proponent is able to satisfy all applicable federal qualifying criteria in order to provide that the site satisfies this subparagraph and is otherwise eligible for streamlined approval under this section, a local government shall not deny the application on the basis that the development proponent did not comply with any additional permit requirement, standard, or action adopted by that local government that is applicable to that site. A development may be located on a site described in this subparagraph if either of the following are met: (i) The site has been subject to a Letter of Map Revision prepared by the Federal Emergency Management Agency and issued to the local jurisdiction. (ii) The site meets Federal Emergency Management Agency requirements necessary to meet minimum flood plain management criteria of the National Flood Insurance Program pursuant to Part 59 (commencing with Section 59.1) and Part 60 (commencing with Section 60.1) of Subchapter B of Chapter I of Title 44 of the Code of Federal Regulations.

The Project Site is not located within a special flood hazard area subject to inundation by the 1 percent annual chance flood (100-year flood).

- (H) Within a regulatory floodway as determined by the Federal Emergency Management Agency in any official maps published by the Federal Emergency Management Agency, unless the development has received a no-rise certification in accordance with Section 60.3(d)(3) of Title 44 of the Code of Federal Regulations. If a development proponent is able to satisfy all applicable federal qualifying criteria in order to provide that the site satisfies this subparagraph and is otherwise eligible for streamlined approval under this section, a local government shall not deny the application on the basis that the development proponent did not comply with any additional permit requirement, standard, or action adopted by that local government that is applicable to that site.

The Project Site is not located within a special flood hazard area subject to inundation by the 1 percent annual chance flood (100-year flood).

- (I) Lands identified for conservation in an adopted natural community conservation plan pursuant to the Natural Community Conservation Planning Act (Chapter 10 (commencing with Section 2800) of Division 3 of the Fish and Game Code), habitat conservation plan pursuant to the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), or other adopted natural resource protection plan. Natural Community Conservation Planning Act.

The Project Site does not include land identified for conservation pursuant to the Natural Community Conservation Planning Act.

- (K) Lands under a conservation easement.

The Project Site is not under a conservation easement.

8. The development is not located on a site where any of the following apply:

- (a) The development would require the demolition of the following types of housing:
- (i) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

No housing exists or has existed on the Project Site. The Site was originally developed in 1925 as a golf course and clubhouse. The use of the property has not changed since establishment. Prior building records and the Phase I ESA indicate the continued use as a golf course and clubhouse. The proposed Project is a Housing Development Project that does not involve the removal of any number of units, is not on a site that has removed any units within the past five years, and where no units were subject to an Ellis Act withdrawal in the past 10 years. As such, an SB 8 No Net Loss Declaration form is attached with the application materials.

- (ii) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

The Project Site is zoned A1-1XL and is improved with a golf course, clubhouse, and accessory structures. There are no existing dwelling units on site.

- (i) Housing that has been occupied by tenants within the past ten (10) years, excluding any manager's units.

No housing exists or has existed on the site. The site was originally developed in 1925 as a golf course and clubhouse. The use of the property has not changed since establishment. Prior building records and the Phase I ESA indicate the continued use as a golf course and clubhouse. The proposed Project is a Housing Development Project that does not involve the removal of any number of units, is not on a site that has removed any units within the past five years, and where no units were subject to an Ellis Act withdrawal in the past 10 years. As such, an SB 8 No Net Loss Declaration form is attached with the application materials.

- (b) **The site was previously used for permanent housing that was occupied by tenants, excluding any manager's units, that was demolished within ten (10) years before the development proponent submits an application under this article.**

No housing exists or has existed on the site. The site was originally developed in 1925 as a golf course and clubhouse. The use of the property has not changed since establishment. Prior building records and the Phase I ESA indicate the continued use as a golf course and clubhouse. The proposed Project is a Housing Development Project that does not involve the removal of any number of units, is not on a site that has removed any units within the past five years, and where no units were subject to an Ellis Act withdrawal in the past 10 years. As such, an SB 8 No Net Loss Declaration form is attached with the application materials.

- (c) **The development would require the demolition of a historic structure that was placed on a national, state, or local historic register.**

The proposed Housing Development Project will not require the demolition of a historic structure that was placed on a national, state, or local register.

- (d) **The property contains one to four dwelling units.**

The Project Site is zoned A1-1XL and is improved with a golf course, clubhouse, and accessory structures. There are no existing dwelling units on site.

- (e) **The existing parcel of land or site is governed under the Mobile home Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobile home Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).**

The Mobile home Residency Law and related regulations are not applicable to the site.

9. **For a site within a neighborhood plan area, the neighborhood plan permitted multifamily housing prior to January 1, 2022.**

CA Gov Code §65912.101(p) defines "Neighborhood Plan" as:

*[A] specific plan adopted pursuant to Article 8 (commencing with Section 65450) of Chapter 3, an area plan, precise plan, community plan, urban village plan, or master plan. To qualify as a neighborhood plan, the plan must have been adopted by a local government before January 1, 2024, and within 25 years of the date that a development proponent submits an application pursuant to this chapter. A neighborhood plan does not include a community plan or plans where the cumulative area covered by the community plans in the jurisdiction is more than one-half of the area of the jurisdiction.*

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

The Project Site is within the Girard Tract Specific Plan portion of the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. However, the Girard Tract Specific Plan and the Community Plan do not meet the definition of Neighborhood Plan because these plans were adopted more than 25 years prior to the date of the Project application. The Girard Tract Specific Plan was adopted in 1996 and the Community Plan was adopted in 1999. Therefore, the Project Site is not within an adopted Neighborhood Plan area.

#### **10. For a vacant site, specified requirements must be met**

The Project Site is not a “vacant site”. CA Public Resources Code Sec 21080.40(a)(4) defines vacant site as “a site without any houses, offices, buildings, or other significant improvements on it.”

Additionally, the California Dept. of Housing and Community Development – in a June 10, 2020, Memorandum regarding the Housing Element Site Inventory Guidebook (Gov Code Sec 65583.2) – provide an expanded definition (pg. 24):

A vacant site is a site without any houses, offices, buildings, or other significant improvements on it. Improvements are generally defined as development of the land (such as a paved parking lot, or income production improvements such as crops, high voltage power lines, oil-wells, etc.) or structures on a property that are permanent and add significantly to the value of the property.

Examples of Vacant Sites:

- No improvement on the site (other than being a finished lot).
- No existing uses, including parking lots.
- Underutilized sites are not vacant sites.
- Sites with blighted improvements are not vacant sites.
- Sites with abandoned or unoccupied uses are not vacant sites.

The parcel that contains the Project Site is currently improved with a golf course, club house, bar & restaurant, event center, retail uses, and parking. As such, the Project Site is not vacant.

#### **B. PER GOVERNMENT CODE SECTIONS 65912.122, A DEVELOPMENT PROJECT SHALL NOT BE SUBJECT TO THE STREAMLINED, MINISTERIAL REVIEW PROCESS PROVIDED BY SECTION 65912.124 UNLESS THE DEVELOPMENT PROJECT MEETS ALL OF THE AFFORDABILITY CRITERIA OF § 65912.122(a-d):**

The Project exceeds the affordability criteria of Government Code § 65912.122, which requires either 8% of the units to be restricted to Very Low Income or 15% at Low Income, by providing 24% of the units (97 units) to be restricted to Low Income households, for a period of at least 55 years.

No inclusionary affordable housing requirement is in place for the Project Site by the local jurisdiction. The provision of affordable units pursuant to AB 2243 / AB 2243 automatically qualifies the Project for up to a 50% density bonus under the State Density Bonus Law.

Affordable units in the housing development would have the same bedroom and bathroom ratio as market rate units, and have the same type or quality of appliances, fixtures, and finishes. The Affordable units are provided in compliance with LAHD guidance and consultation.

**C. PER GOVERNMENT CODE SECTIONS 65912.123, A DEVELOPMENT PROJECT SHALL NOT BE SUBJECT TO THE STREAMLINED, MINISTERIAL REVIEW PROCESS PROVIDED BY SECTION 65912.124 UNLESS THE DEVELOPMENT PROJECT MEETS ALL OF THE FOLLOWING OBJECTIVE DEVELOPMENT STANDARDS:**

**(1). The development is a multifamily housing development.**

The Project is a multifamily housing development providing 398 new residential units. The proposed Project is the construction, use, and maintenance of a multi-structure, mixed-use Housing Development Project with 398 dwelling units, including 97 units restricted to Very Low-Income Households and three manager's units for the three separate multi-family structures. More than two-thirds of the project's square footage will be devoted to residential use, per the definition of housing development project in Government Code § 65589.5.

**(2). The residential density meets the minimum requirements of § 65912.123(b)(1).**

The Site is within a metropolitan jurisdiction, pursuant Government Code § 65583.2(d-e). As such, per AB 2243 (CA Gov Code § 65912.123(b)(1)(C)), the density for the Project is 40 units per acre for "sites of one acre in size or greater located on a commercial corridor of less than 100 feet in width." Additionally, per CA Gov Code § 65912.123(b)(3)(A)(i), "a housing development project application that has been determined to be consistent with the objective planning standards specified in this article ... prior to January 1, 2027, ... the development project shall be developed at a density ... 50 percent or greater of the applicable allowable residential density" contained in § 65912.123(b)(1)(C). Therefore, the required density for the Housing Development Project is 20 units per acre. For the 864,918 s.f. (19.86 acre) Project Site, the by-right allowed density is 397 units and the Base Density for Density Bonus is 398. The Project has been designed to meet this minimum density requirement but does not seek the full density available to the Project for the number of Low Income units it provides. With a 50% Density Bonus, the Project Site could yield 597 units inclusive of Density Bonus units. However, the project has opted to not maximize density to ensure that the project respects and fits in with the surrounding community character.

**(3). The height limit applicable to the housing development shall be the greater of the scenarios identified in § 65912.123(c).**

Per AB 2243 (CA Gov Code § 65912.123(c)(2)), the applicable height limit for the Housing Development Project shall be 35 feet "[f]or sites on a commercial corridor of less than 100 feet in width." Canoga Avenue is the qualifying Commercial Corridor, which has an existing width of approximately 80 feet in width. Per Government Code § 65912.124(f), a housing development project shall be eligible for density bonus, incentives or concessions, waivers or reductions of development standards and parking ratios as allowed by Government Code 65915. The Project utilizes an off-menu Density Bonus incentive per CA Gov Code § 65915-65918 and LAMC 12.22 A.37(d) to increase the height from 35 feet to 60 feet. Per the Exception to LAMC 12.21.1. A.1., "A Building in Height District Nos. 1-XL, 1-VL, designed and used entirely for residential purposes ... shall be limited as to the number of feet in height, but not as to the number of Stories." As such, no relief is needed regarding the number of stories of the structures.

**(4). The development meets setback standards identified in § 65912.123(d).**

The Project has been designed to meet the requirements identified in AB 2243 (CA Gov Code § 65912.123(d)) as shown in the following table:

**4868 N. Canoga Avenue**

Attachment A: Actions Requested, Project Description, and Findings

Yard	Required	Code Section	Provided
Front Yard (West – Canoga)	No setbacks required; ground floor must be within 10' of property line for 80% of frontage; all parking setback at least 25'	Gov Code Sec 65912.123(d)(1)	Ground floor of structures within 10' of property line along at least 80% of Canoga Ave frontage; Parking is set back at least 25'
Other Yards	15' along property lines that abut a property that does not contain a residential use.	Gov Code Sec 65912.123(d)(3)(B)	15' provided for most of site along property line; Density Bonus incentive requested to reduce northerly and southerly side yard setback at specific places identified on Sheet A5 of plans

CA Gov Code §65912.123(d)(3)(B) expressly allows the local government to reduce the setback for abutting parcels.

**(5). No parking required except for bicycle parking, EV parking, and ADA parking.**

Per LAMC 12.21 A.16., multifamily development projects must provide bicycle parking per LAMC Table 12.21 A.16.(a)(1)(i). The Project provides 18 short-term and 175 long-term bicycle parking spaces on site for the residential and commercial components.

Per LAMC 99.04.106.4.2.2. 2., regarding Multi-family Development Projects with 20 or More Dwelling Units, and CA Gov Code § 65912.123I, the Project would be required to provide EV Ready and EVCS parking spaces based on the total number of provided parking stalls. As detailed on Plan Sheet A3, the Project satisfies LAMC-required number of EV Ready and EVCS stalls.

Per Building Code Table 11B-208.2, the minimum number of required accessible parking spaces of a project providing 501 to 1000 parking spaces or greater is “2 percent of total.” The Project provides 835 total parking spaces. Therefore, the **17 accessible parking spaces** provided and identified on Plan Sheet A3 exceeds the requirement.

**(6). Phase I environmental site assessment, as defined in Section 25319.5 of the Health and Safety Code, required.**

The development proponent has included a Phase I environmental site assessment (“ESA”), prepared by Hillman Consulting, and dated March 8, 2024, as part of the Housing Development Project application materials. The Phase I ESA identifies the use of the Site as a golf course to be a recognized environmental condition (“REC”) due to routine golf course maintenance, which may include the use of pesticides as well as on-site vehicle maintenance for landscaping equipment. The Phase I ESA recommends that, “In the event of redevelopment, in addition to the proper decommissioning of existing storage tanks and hazardous materials storage areas, a soil management plan should be maintained and implemented. The Phase I ESA also identifies one historical recognized environmental condition (“HREC”) – a previous 1,000-gallon underground storage tank, for the fueling and maintenance of landscaping equipment, that was removed in November 1992

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

and which received regulatory case closure by the Los Angeles Regional Water Quality Control Board on August 20, 1998. Additionally, the Phase I ESA identifies potential business environment risks (“BERs”) of asbestos-containing materials and lead-based paints, due to the age of the Clubhouse structure, and notes that the property is within a “zone 2” (moderate risk) area for radon.

- (7). **None of the housing on the site is located within 500 feet of a freeway, as defined in Section 332 of the Vehicle Code.**

None of the housing proposed will be within 500 feet of a freeway. The nearest freeway to the Project Site (the Ventura Freeway; 101) is more than half a mile from the Project Site.

- (8). **None of the housing on the site is located within 3,200 feet of a facility that actively extracts or refines oil or natural gas.**

Per the CalGem Wellfinder application, the Project Site is not within 3,200 ft of a facility that actively extracts or refines oil or natural gas.

- (9). **The development proponent shall provide written notice of the pending application to each commercial tenant on the parcel when the application is submitted.**

Not Applicable. The Site contains no commercial tenants.

- (10). **Other objective zoning standards, objective subdivision standards, and objective design review standards ... of closest zone in the city ... that allows density pursuant to 65912.123(b).**

As detailed above, the Project is consistent with development standards applicable to the streamlined, ministerial processing of a Mixed Income Housing Development Project along a Commercial Corridor per AB 2243 (CA Gov Code § 65912.123) regarding use, density, height, setbacks, automobile parking, and siting requirements relative to freeways and gas/oil extraction & refining. Other objective zoning standards applicable to the Project are those of LA’s RD2 Zone (LAMC 12.09.1.).

Per CA Gov Code § 65912.123(j)(1), “the applicable objective standards shall be those for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density proposed by the project,” which in this case is the RD2 zone since this zone allows 21.78 units per acre (or 1 unit per 2000 square feet of floor area). The RD2 zone allows 3.1 FAR in the 1XL Height District. As such, no additional FAR is needed to achieve this floor area. As detailed above, the required density for the Housing Development Project is 20 units per acre. For the 864,918 s.f. (19.86 acre) Project Site, the by-right allowed density is 397 units and the Base Density for Density Bonus is 398. The Project has been designed to meet this minimum density requirement but does not seek the full density available to the Project for the number of Low Income units it provides.

Maximum building height is established pursuant to AB 2243. The Project is compliant with the following objective zoning standards of the RD2 zone:

Objective Standard	Required / Allowed	Code Section	Provided
Floor Area Ratio	FAR limited to 3:1 per Height District 1VL	LAMC 12.21.1 A.1.	approx. 0.75:1 FAR
Minimum Area Per Lot	5,000 s.f.	LAMC 12.09.1 B.4.	Post-subdivision, the three parcels will be 610,169 s.f., 98,291 s.f., and 156,423 s.f.
Minimum Lot Width	50' (with exceptions)	LAMC 12.09.1 B.4.	VTT creates three irregular-shaped lots but complies w/ LAMC
Open Space	100 s.f. for each unit w/ < 3 habitable rooms; 125 s.f. for each unit w/ 3 habitable rooms; 175 s.f. for each unit w/ > 3 habitable rooms	LAMC 12.21 G.2.	Project provides 55,925 s.f. of open space compliant w/ LAMC 12.21 G.2
On-site Trees	1 tree per every 4 units + Replacement trees	LAMC 12.21 G.2.(a)(3)	100 trees provided for 398 residential units (398 / 4 = 99.5 required) + 117 trees provided for on-site replacement of non-protected trees

Additionally, the Project complies with relevant Subdivision Provisions regarding the Tentative Tract Map request per LAMC 17.01-17.07 and 13B.7.3 (Ch.1A), addressed in Section IV., below.

**II. STREAMLINED MINISTERIAL REVIEW PROJECT COMPLIANCE WITH OBJECTIVE DEVELOPMENT STANDARDS PER GOVERNMENT CODE § 65912.123.**

**IN ACCORDANCE WITH AB 2243 (GOVERNMENT CODE § 65912.120-124), A DEVELOPMENT PROJECT SHALL BE SUBJECT TO THE STREAMLINED, MINISTERIAL REVIEW PROVIDED BY § 65912.124 IF THE PROJECT MEETS ALL THE FOLLOWING OBJECTIVE DEVELOPMENT STANDARDS.**

(a). **The development is a multifamily housing development.**

The project is a multifamily housing development providing 398 new residential units.

(b). **The residential density meets the minimum requirements of § 65912.123(b)(1).**

**4868 N. Canoga Avenue**

Attachment A: Actions Requested, Project Description, and Findings

The Site is within a metropolitan jurisdiction, pursuant Government Code § 65583.2(d-e), on a Site of one acre or greater located on a commercial corridor of 100 feet in width or greater. As such, per § 65912.123(b)(1)(C) and § 65912.123(b)(3)(A)(i), the density for the project must meet or exceed 20 units per acre. The Project utilizes a 20 units per acre base density from which to apply Density Bonus incentives. The resulting Project density, inclusive of Density Bonus units, will be 20.01 dwelling units per acre

- (c). **The height limit applicable to the housing development shall be the greater of the scenarios identified in § 65912.123(c).**

Per Government Code § 65912.123(c)(2), for sites on a commercial corridor of less than 100 feet in width, the height limit for the housing development project is 35-foot, prior to Density Bonus incentives. The Project utilizes an off-menu Density Bonus incentive per CA Gov Code § 65915-65918 and LAMC 12.22 A.37(e-f) to increase the height by 25 feet to 60 feet.

- (d). **The development meets setback standards identified in § 65912.123(d).**

The Project has been designed to meet the setback requirements identified in Government Code § 65912.123(d) as shown in the following table:

<b>Yard</b>	<b>Required</b>	<b>Code Section</b>	<b>Provided</b>
Front Yard (West – Canoga)	No setbacks required; ground floor must be within 10' of property line for 80% of frontage; all parking setback at least 25'	Gov Code Sec 65912.123(d)(1)	Ground floor of structures within 10' of property line along at least 80% of Canoga Ave frontage; Parking is set back at least 25'
Other Yards	15' along property lines that abut a property that does not contain a residential use.	Gov Code Sec 65912.123(d)(3)(B)	15' provided for most of site along property line; Density Bonus incentive requested to reduce northerly and southerly side yard setback at specific places identified on Sheet A5 of plans

- (e). **No parking required except for bicycle parking, EV parking, and ADA parking.**

Per LAMC 12.21 A.16., multifamily development projects must provide bicycle parking per LAMC Table 12.21 A.16.(a)(1)(i). The Project provides 17 short-term and 174 long-term bicycle parking spaces on site for the residential and commercial components.

Per LAMC 99.04.106.4.2.2. 2., regarding Multi-family Development Projects with 20 or More Dwelling Units, and CA Gov Code § 65912.123I, the Project would be required to provide EV Ready and EVCS parking spaces based on the total number of provided parking stalls. As detailed on Plan Sheet A3, the Project satisfies LAMC-required number of EV Ready and EVCS stalls.

Per Building Code Table 11B-208.2, the minimum number of required accessible parking spaces of a project providing 501 to 1000 parking spaces or greater is “2 percent of total.” The Project provides 835 total parking spaces. Therefore, the **17 accessible parking spaces** provided and identified on Plan Sheet A3 exceeds the requirement.

- (f). **Phase 1 environmental assessment, as defined in Section 25319.5 of the Health and Safety Code, required.**

The development proponent has included a Phase I environmental site assessment (“ESA”), prepared by Hillman Consulting, and dated March 8, 2024, as part of the Housing Development Project application materials. The Phase I ESA identifies the use of the Site as a golf course to be a recognized environmental condition (“REC”) due to routine golf course maintenance, which may include the use of pesticides as well as on-site vehicle maintenance for landscaping equipment. The Phase I ESA recommends that, “In the event of redevelopment, in addition to the proper decommissioning of existing storage tanks and hazardous materials storage areas, a soil management plan should be maintained and implemented. The Phase I ESA also identifies one historical recognized environmental condition (“HREC”) – a previous 1,000-gallon underground storage tank, for the fueling and maintenance of landscaping equipment, that was removed in November 1992 and which received regulatory case closure by the Los Angeles Regional Water Quality Control Board on August 20, 1998. Additionally, the Phase I ESA identifies potential business environment risks (“BERs”) of asbestos-containing materials and lead-based paints, due to the age of the Clubhouse structure, and notes that the property is within a “zone 2” (moderate risk) area for radon.

- (g). **None of the housing on the site is located within 500 feet of a freeway, as defined in Section 332 of the Vehicle Code.**

None of the housing proposed will be within 500 feet of a freeway. The nearest freeway to the Project Site (the Ventura Freeway; 101) is more than half a mile from the Project Site.

- (h). **None of the housing on the site is located within 3,200 feet of a facility that actively extracts or refines oil or natural gas.**

Per the CalGem Wellfinder application, the Project Site is not within 3,200 ft of an actively extracting well.

- (i). **The development proponent shall provide written notice of the pending application to each commercial tenant on the parcel when the application is submitted.**

Not Applicable. The Site contains no commercial tenants. All commercial activities on-site, including golf course operations and maintenance, pro-shop retail and services, event center operations, bar & restaurant services, etc., are all operated by the owner of the property, who is also the development proponent.

- (j). **Other objective zoning standards, objective subdivision standards, and objective design review standards ... of closest zone in the city ... that allows density pursuant to 65912.123(b).**

As detailed above, the Project is consistent with development standards applicable to the streamlined, ministerial processing of a Mixed Income Housing Development Project along a

**4868 N. Canoga Avenue**

Attachment A: Actions Requested, Project Description, and Findings

Commercial Corridor per AB 2243 (CA Gov Code § 65912.123) regarding use, density, height, setbacks, automobile parking, and siting requirements relative to freeways and gas/oil extraction & refining. Other objective zoning standards applicable to the Project are those of LA's RD2 Zone (LAMC 12.09.1.).

Per CA Gov Code § 65912.123(j)(1), "the applicable objective standards shall be those for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density proposed by the project," which in this case is the RD2 zone since this zone allows 21.78 units per acre (or 1 unit per 2000 square feet of floor area). The RD2 zone allows 3.1 FAR in the 1XL Height District. As such, no additional FAR is needed to achieve this floor area. As detailed above, the required density for the Housing Development Project is 20 units per acre. For the 864,918 square-foot (19.86 acre) Project Site, the by-right allowed density is 397 units and the Base Density for Density Bonus is 398. The Project has been designed to meet this minimum density requirement but does not seek the full density available to the Project for the number of Low Income units it provides.

Maximum building height is established pursuant to AB 2243. The Project is compliant with the following objective zoning standards of the RD2 zone:

Objective Standard	Required / Allowed	Code Section	Provided
Floor Area Ratio	FAR limited to 3:1 per Height District 1VL	LAMC 12.21.1 A.1.	approx. 0.75:1 FAR
Minimum Area Per Lot	5,000 s.f.	LAMC 12.09.1 B.4.	Post-subdivision, the three parcels will be 610,169 s.f., 98,291 s.f., and 156,423 s.f.
Minimum Lot Width	50' (with exceptions)	LAMC 12.09.1 B.4.	VTT creates three irregular-shaped lots but complies w/ LAMC
Open Space	100 s.f. for each unit w/ < 3 habitable rooms; 125 s.f. for each unit w/ 3 habitable rooms; 175 s.f. for each unit w/ > 3 habitable rooms	LAMC 12.21 G.2.	Project provides 55,925 s.f. of open space compliant w/ LAMC 12.21 G.2

**4868 N. Canoga Avenue**

Attachment A: Actions Requested, Project Description, and Findings

On-site Trees	1 tree per every 4 units + Replacement trees	LAMC 12.21 G.2.(a)(3)	100 trees provided for 398 residential units (398 / 4 = 99.5 required) + 117 trees provided for on-site replacement of non-protected trees
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Additionally, the Project complies with relevant Subdivision Provisions regarding the Tentative Tract Map request per LAMC 17.01-17.07 and 13B.7.3 (Ch.1A), addressed in Section IV., below.

**III. DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

The Project qualifies for three incentives/concessions and unlimited waivers of development standards under the State Density Bonus Law. An incentive/concession cannot be disapproved by the local agency unless it makes one of the following findings based on substantial evidence in the record:

- The incentive/concession would not result in identifiable and actual costs reductions to provide for affordable housing rents or costs (as defined);
- The incentive/concession would have a specific, adverse impact (as defined) upon the public health and safety or a historic property (listed in the California Register of Historical Resources), for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income households; or
- The incentive/concession would be contrary to state or federal law.<sup>5</sup>

The otherwise applicable height and FAR limits and open space requirements are subject to Density Bonus concessions/incentives (modification of otherwise applicable development standards) as they would physically preclude construction of the Project as designed pursuant to the minimum density required under AB 2243 and with the density bonus allowed by the State Density Bonus Law. (Gov. Code § 65915(e)(1).) Again, “HCD has determined that AB 2011 provides for the allowance of SDBL concessions or waivers for height limits[...]”.<sup>6</sup>

**A. PURSUANT TO SECTION 12.22.A.37.(f)(1)(ii) OF THE LAMC, THE DECISION MAKER SHALL APPROVE A DENSITY BONUS AND REQUESTED INCENTIVE(S) UNLESS THE DECISION MAKER FINDS THAT:**

1. **The Incentive does not result in identifiable and actual cost reductions, consistent with California Government Code Section 65915(k), to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or for rents for the targeted units to be set as specified in California Government Code Section 65915(c).**

The record does not contain substantial evidence that would allow the decisionmaker to make a finding that the requested incentives do not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and Government Code Section 65915(b-c) define

<sup>5</sup> CA Gov Code §65915(d)(1).

<sup>6</sup> HCD Letter of Technical Assistance to Jennifer Hernandez, Esq. dated July 27, 2023.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

formulas for calculating affordable housing costs for very low-, low-, and moderate-income households. HSC Section 50052.5 addresses owner-occupied housing and Gov Code Section 65915(c) addresses terms for rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed specified income based on area median income thresholds dependent on affordability levels.

**Height Increase:** CA Gov Code § 65912.123(c)(2) allows a height limit of 35 feet for Projects within Municipal jurisdictions fronting on a commercial corridor at least 80 feet in width. The Applicant requests an Off-Menu Incentive for a height increase of 25 feet from 35 feet to 60 feet. The requested height incentive is necessary to physically accommodate the Project at the proposed density of 398 units, including 24% of total units as affordable to low-income households, and with the incentives requested. Denial of the height incentive would result in a loss of a several stories and reduce the number of overall residential units. Moreover, the Project would not be able to provide densities at the minimum required levels of AB 2243. Thus, the height incentive is necessary to accommodate construction of the Project at the proposed density and include the requested incentives and waivers.

**Setback Relief:** CA Gov Code § 65912.123(d)(3)(B) requires a 15-foot setback “Along property lines that abut a property that does not contain a residential use.” Upon recordation of the Lot Line Adjustment number AA-2025-3198-PMEX, all property lines that do not front on the Canoga Avenue Right-of-Way will abut property that does not contain a residential use. The Applicant requests an Off-Menu Incentive for setback relief to allow a 1-foot setback in lieu of 15 feet.<sup>7</sup> The requested incentive for setback relief is necessary to physically accommodate the Project at the proposed density of 398 units, including 24% of total units as affordable to low-income households, and with the incentives requested. Denial of the setback relief incentive would result in a loss of a several developable building areas and reduce the number of overall residential units. Moreover, the Project would not be able to provide densities at the minimum required levels of AB 2243. Thus, the setback relief incentive is necessary to accommodate construction of the Project at the proposed density and include the requested incentives and waivers.

**Passageway Relief:** LAMC 12.21 C.2.(a) requires “at least 10 feet of space between every residential building and another main building on the same lot” and that “[t]he width of the herein shall be increased by two feet for each story over two contained in any building adjoining said space.” The AB 2243 Housing Development Project proposes 175 single-family detached condominiums, each 3 stories tall. As such per the LAMC passageway requirement, a minimum of 12-feet would be required between each detached condominium. The Applicant requests an Off-Menu Incentive for passageway relief to allow a 6-foot passageway in lieu of 12 feet. The requested incentive for passageway relief is necessary to physically accommodate the Project at the proposed density of 398 units, including 24% of total units as affordable to low-income households, and with the incentives requested. Denial of the passageway relief incentive would result in a loss of a several developable building areas and reduce the number of overall residential units. Moreover, the Project would not be able to provide densities at the minimum required levels of AB 2243. Thus, the passageway relief incentive is necessary to accommodate construction of the Project at the proposed density and include the requested incentives and waivers.

Utilizing CA Gov Code § 65912.120-124, provisions for Mixed-Income Housing Developments Along Commercial Corridors for the 19.86-acre Site (864,918 square-feet) results in 397-unit by-right density from which to apply Density Bonus Incentives to construct a Housing Development Project with 175 detached condominium units and 223 multifamily apartment units, including 97 units affordable to Low-Income Households, with approximately 564,195 square feet of development, with heights ranging from 33’11” to 59’1”, with 398 total dwelling units, including 24% of the units (97 units) restricted to Low-Income households.

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<sup>7</sup> Note that the 1-foot setback applies only where shown on sheet A5 of the plans – the 15 foot setback still applies elsewhere.

2. **The Incentive will have a Specific Adverse Impact upon public health and safety 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 development unaffordable to low-income and moderate-income households. Inconsistency with the zoning ordinance or General Plan land use designation shall not constitute a Specific Adverse Impact upon the public health or safety.**

The incentives will **NOT** have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low-, Low- and Moderate-Income households. The Project will utilize CA Gov Code § 65912.120-124, streamlined, ministerial approval for Mixed-Income Housing Developments Along Commercial Corridors for the approximately 19.86-acre Site (864,918 square-feet), resulting in 397 by-right density from which to apply Density Bonus Incentives to a Housing Development Project with 175 detached condominium units and 223 multifamily apartment units, including 97 units affordable to Low-Income Households, with approximately 564,195 square feet of development with heights ranging from 33'11" to 59'1", with 398 total dwelling units, including 24% of the units (97 units) restricted to Low-Income households. The Project Site is an urban infill site surrounded by urban uses. It is not an identified dirty or hazardous waste site as listed in the State's Cortese list or Leaking Underground Storage Tank ("LUST") list. Further, no portion of the Site propose for streamlined, ministerial Housing Development Project Approval along a Commercial Corridor will impact an identified historic site as listed in the California Register of Historical Resources.

3. **The incentive(s) are contrary to state or federal law**

There is no evidence in the record that the proposed incentives are contrary to state or federal law. The Project utilizes CA Gov Code § 65912.120-124, the streamlined, ministerial approval for Mixed-Income Housing Developments Along Commercial Corridors, which permits residential multifamily at the proposed density. The existing zoning restricts FAR to 3:1 to 1 and CA Gov Code § 65912.123 requires a minimum density of 20 units per acre. By restricting 24% of units as affordable to lower income households, the Applicant may request three development incentives. Thus, the requested incentives and waivers are consistent with state statute, and there is no federal law identified that would preclude the granting of such incentives and waivers.

### **III. PROJECT REVIEW FINDINGS**

#### **A. PURSUANT TO SECTION 13B.2.4. E. OF CH. 1A OF THE LAMC, THE DIRECTOR SHALL MAKE THE FOLLOWING FINDINGS TO APPROVE A PROJECT REVIEW:**

1. **The project substantially conforms to 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 programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. 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. The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Housing Element, Mobility Element, and the Land Use Element (Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan)

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

As detailed above, the Project is consistent with development standards applicable to the streamlined, ministerial processing of a Mixed Income Housing Development Project along a Commercial Corridor per AB 2011 (Gov Code § 65912.123). Other objective zoning standards applicable to the Project are those of those for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density proposed by the project,” which in this case is the RD2 zone (LAMC 12.09.1) since this zone allows 21.78 units per acre (or 1 unit per 2000 square feet of floor area). Gov Code § 65912.123(j)(4) specifies that:

“objective zoning standards,” “objective subdivision standards,” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal.

The proposed Project is consistent with applicable objective zoning standards, objective subdivision standards, and objective design review standards. Although not applicable to the approval of the proposed Mixed Income Housing Development Project along a Commercial Corridor, pursuant to the City of Los Angeles’ General Plan, the Project and Project Site conform to the following:

## Housing

The City’s Housing Element for 2021-2029 was adopted by City Council on November 24, 2021, with targeted amendments adopted on June 14, 2022. The Housing Element identifies the City’s housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. According to the Housing Needs Assessment, In Los Angeles, almost 52% of total households are considered cost burdened. This figure implies that over half of the entire city’s population would benefit from the development of affordable housing. Additionally, it is worth noting that this figure is not evenly distributed among individuals. Housing cost burden is most severe for low- and extremely low-income households. Based on the 2013-2017 HUD CHAS Database, there were approximately 45,345 extremely low-income homeowners in the City, of whom 78% are cost burdened and 67% are severely cost burdened. Similarly of the 261,995 extremely low-income renters, 82% are cost burdened and 69% are severely cost burdened.

Chapter 6 of the Housing Element highlights the outlined goals, policies, and objectives that the city of Los Angeles is implementing. The Project Site is consistent with the following provisions of the Housing Element:

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

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

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.

Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

Policy 1.2.6: Create new citywide and local land use incentives and programs that maximize the net gain of affordable housing and produce housing that meets Citywide Housing Priorities. Explore varied affordability ratios, the feasibility of inclusionary zoning requirements, and a greater mix of incomes based on market areas.

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.

The Project proposes 398 residential dwelling units, 97 of which are to be reserved for Low Income households. The project qualifies for streamlined, ministerial approval of a Mixed-Income Housing Development Project Along Commercial Corridors per AB 2243 as well as Density Bonus Incentives and Concessions per CA Gov Code § 65915-65918. Although Los Angeles at large features high populations of rent burdened households, lack of housing opportunities in the Canoga Park – Winnetka – Woodland Hills – West Hills is particularly acute. The severe lack in housing is identified as a key provision within the Housing Element, and this community is no exception. As such, the Project proposes 97 Low Income affordable units that will be available to the community for decades to come. These affordable units are especially valuable to the surrounding community, as the rising cost of rent has pushed many families and individuals out. These units serve as a needed anchor to the rent burdened population. Additionally, the unit mix of the Project allows for affordability to a variety of household types, including for sale and for lease housing opportunities. The Project features 153 one-bedroom units, 45 two-bedroom units, and 25 three-bedroom units within the multifamily apartment structures as well as 32 three-bedroom units, 97 four-bedroom units, 16 five-bedroom units within the detached condominiums. This creates a more equitable distribution of both affordable housing, as well as market rate housing for a variety of income types. A varied residential unit mix means that the Project is accessible for a wider population of people. This wider accessibility provides that the Project is maximally useful to the goals of the city's General Plan, capturing many potential residents, and expanding housing opportunity on underutilized lots.

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

Policy 3.1.4: Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts.

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 balance, help shorten commutes, and reduce greenhouse gas emissions.

The Project's proposed redevelopment of a portion of an existing commercial golf course allows for an increase in housing on lots that are otherwise underutilized, but that represent a clear opportunity to address a wide range of the City's housing goals simultaneously. The Project Site is located along a commercial corridor with a variety of uses near employment and recreation centers in a "Highest Resource Neighborhood Opportunity Area" per the [2024 TCAC/HCD Opportunity Map](#). The Project Site currently features an underperforming golf course which presents an opportunity to

## **4868 N. Canoga Avenue**

### Attachment A: Actions Requested, Project Description, and Findings

utilize State law, AB 2243, to address the City's housing needs. Additionally, the actions requested by the Project embody the City's goal to address the local and State-wide housing crisis by prioritizing Housing Development projects that result in a net gain of Affordable Housing units. The Project includes hundreds of new residential units at a variety of income levels and provides beautifully designed open space on a commercial corridor to help address the goals of the Housing Element identified above.

## **Mobility 2035**

The proposed Mixed Income Housing Development Project along a Commercial Corridor per AB 2243 is a residential development that provides 398 residential dwelling units including 97 Low Income affordable units. The Project is within one mile of several bus transit lines. Approximately 0.75 miles to the west of the Project Site, bus line 169 has a northbound and southbound stop at the intersection of Dumetz Rd and Topanga Canyon Blvd. Additionally, approximately 0.75 miles to the north of the Project Site, bus lines 150, 244, and 610 offer eastbound and westbound stops at the intersection of Ventura Blvd and Alhama Dr. These transit connections allow access to job centers nearby in the San Fernando Valley, such as Warner Center and Van Nuys as well as connections to other neighboring communities and municipalities via Metro and other bus lines. The project would be situated within close proximity to jobs and retail along the Ventura Blvd corridor.

The Project and requested incentives will provide much needed housing as well as on-site open space and amenities that create a pedestrian-oriented neighborhood. The project will provide 17 short term and 174 long term bicycle parking spaces on site. Therefore, the project conforms to the Mobility Element of the General Plan.

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

The Project is in substantial conformance with applicable goals, policies, and objectives in the Community Plan (last updated August 17, 1999), as described below:

### Residential Policies

Goal 1: A safe, secure, and high-quality residential environment for all economic, age, and ethnic segments of the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan Area.

Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010.

Policy 1-1.1: Maintain an adequate supply and distribution of multi-family housing opportunities in the Community Plan Area.

Policy 1-1.4: Protect the quality of the residential environment through attention to the physical appearance of communities.

Objective 1-4: Provide a diversity of housing opportunities capable of accommodating all persons regardless of income, age or ethnic background.

Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1.4-3: Ensure that new housing opportunities minimize displacement of residents.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

#### Non-Motorized Transportation Policies:

Objective 14-1: To promote an adequate system of safe bikeways for commuter, school and recreational use.

Policy 14-1.2: Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public places.

#### Parking Policies:

Objective 15-1: To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policy 15-1.3: New parking lots and new parking garages shall be developed in accordance with design standards.

As noted above in the Housing Element's Executive Summary, the City's General Plan strategy to meet the challenge of providing much needed housing is to direct growth to higher opportunity areas with access to jobs-rich centers and to support this growth with smart, sustainable infill development. The Project Site is accessible to job centers land with transit access. The Project would meet the above goal, objectives, and policies by providing additional housing at an appropriate density in high resource opportunity area with transit connections, providing adequate parking and storage for bicycles to meet the Community Plan's needs. The Project is ideally situated for its future residents and tenants to access jobs, retail, recreation opportunities, and other amenities.

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

The arrangement of buildings and structures (including height, bulk, and setbacks) is a subjective finding and Govt Code Section 65912.123 requires review based on "the applicable objective standards ... for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density determined pursuant to subdivision (b) [of CA Gov Code § 65912.123]" per CA Gov Code § 65912.123(j)(1). However, the Applicant provides the following to support the finding:

The Project proposes a Mixed Income Housing Development Project along a Commercial Corridor per AB 2243 that will create a new Housing Development Project with 398 residential units following provisions in State of CA Gov Code Sections 65912.120-124 for a development on a commercial corridor. As detailed above, most development standards applicable to the project come directly from AB 2242 (specifically, CA Gov Code § 65912.123). Where AB 2011 is silent on a given development standard, the Project complies with "the applicable objective standards ... for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density determined pursuant to subdivision (b) [of CA Gov Code § 65912.123]" per CA Gov Code § 65912.123(j)(1).

The Project Site's base density is calculated at 20 units per acre per CA Gov Code §65912.123(b)(1)(C) for "sites of one acre in size or greater located on a commercial corridor less than 100 feet in width," which requires 40 units per acre, except that CA Gov Code §65912.123(b)(3)(A)(i) allows for projects at "50 percent or greater of the allowable

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

residential density.”<sup>8</sup> Canoga Ave, adjoining the Project Site, maintains approximately 80 feet of width for at least 50 feet of frontage along the Project Site. Thus, a total of 398 base dwelling units is permitted ( $19.86 \times 20 = 397.2$ , rounded up). The Applicant proposes 398 units for the Project Site.

Per CA Gov Code § 65912.123(j)(1), “the applicable objective standards shall be those for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density proposed by the project,” which in this case is the RD2 zone since this zone allows 21.78 units per acre (or 1 unit per 2000 square feet of floor area). The RD2 zone allows 3.1 FAR in the 1XL Height District. As such, no additional FAR is needed to achieve this floor area.

#### Height/ Bulk

The Project will consist of a new Mixed-Income Housing Development containing up to 398 total dwelling units, including 24% of the units (97 units) restricted to Low Income Households within three multifamily structures and 175 single-family detached condominiums within approximately 564,195 square feet of floor area (0.65:1 FAR), with heights up to 59’1” for the multifamily buildings and up to 41’3” for the detached condominiums.

Pursuant to CA Gov Code §65912.123(c)(2), the height limit is 35 feet for sites on a commercial corridor of less than 100 feet in width. As detailed above, Canoga Ave along the frontage of the Project Site is a commercial corridor, as defined in CA Gov Code § 65912.101, of approximately 80 feet in width. The Project proposes an off-menu Density Bonus incentive per CA Gov Code § 65912.124(f) and § 65915-65918 / LAMC 12.22 A.37, to increase the 35-foot height limit to 60 feet.

AB 2243 does not contain provisions addressing FAR. The Project Site is located in Height District 1XL, which permits a FAR of up to 3 times the Buildable Area of the lot in the RD2 zone by right. The Proposed amount of residential floor area and proposed FAR is consistent with AB 2243 and the RD2-1XL zone of the LAMC.

The Project Site is surrounded by a mix residential and commercial uses. The Project will be compatible with AB 2243 development standards as well as provisions of LA’s RD2-1XL zone where AB 2243 does not address specific development standards. Additionally, it is anticipated that further growth similar in scale to the Project would occur in this area, generated by State Law and the pending community plan update. Therefore, the height and bulk for the proposed Housing Development Project will be compatible with the existing and planned future developments in the neighborhood.

#### Parking/ Vehicular Access

No parking is required for the Project per CA Gov Code § 65912.123(e). The project proposes 835 on-site parking stalls, approximately 2.1 parking stalls per unit. The Project provides LAMC required ADA, EV ready, and EV capable parking spaces as detailed on the attached project plans. Vehicle access (ingress/egress) to each building will be provided by a private street going east from Canoga Ave on the westerly side of the Project Site. An additional private street will access Dumetz Road via a Community Driveway over the adjacent parcel that fronts on Dumetz. On-site Private Streets and Courts have been designed in accordance with requirements of Articles 7 and 8 of Chapter 1 of the LAMC.

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<sup>8</sup> Specifically, CA Gov Code §65912.123(b)(3)(A)(i) allows for a “housing development project application that has been determined to be consistent with objective planning standards ... before January 1, 2027, ... shall be developed at a density ... 50 percent or greater of the allowable residential density” of CA Gov Code §65912.123(b)(1)(C) or 20 units per acre.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

#### Lighting

The Project would provide exterior lighting consistent with the Citywide Urban Design Guidelines and all applicable Building Codes.

Therefore, the lighting for the proposed mixed-use building would be compatible with the existing and planned future developments in the neighborhood as the Project conforms with the applicable development regulations related to lighting for the Project Site. These regulations would apply to any proposed project in the area and are intended to promote compatibility between developments with regard to lighting.

#### On-Site Landscaping

The Project will be required to provide 55,925 square feet of open space for the Project's proposed 398 units (153 units with less than three [3] habitable rooms, 15,300 square feet; 45 units with three [3] habitable rooms, 5,625 square feet, and 175 units with more than three [3] habitable rooms, 35,000 square feet). The Applicant proposes 55,925 square feet of open space consistent with code.

As currently designed, of the 55,925 square feet of proposed open space, 38,425 square feet would be common outdoor open space, consisting of a central park and common courtyards while 17,500 square feet consists of private open space in yards and balconies. A minimum of 25 percent of required common open space must be landscaped. As such, 13,981.25 square feet (55,925 square feet x 0.25) of landscaping is required.

Therefore, the landscaping for the proposed building will be compatible with the existing and planned future developments in the neighborhood as the Project conforms with the development standards applicable to the Project Site.

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

The "recreational and service amenities to improve habitability for its residents and minimize the impacts on the neighboring properties" is a subjective and Govt Code Section 65912.123 requires review based on "the applicable objective standards ... for the closest zone in the city, county, or city and county that allows multifamily residential use at the residential density determined pursuant to subdivision (b) [of CA Gov Code § 65912.123]" per CA Gov Code § 65912.123(j)(1). However, the Applicant provides the following to support the finding:

The Project would be proposed to have approximately 55,925 square feet of open space with 38,425 square feet would be common outdoor open space, consisting of a central park and common courtyards while 17,500 square feet consists of private open space in yards and balconies. The Project has been designed to include outdoor amenities in courtyards of individual buildings and on areas surrounding the buildings.

The Project has been designed to provide on-site amenities including fitness center, swimming pools, recreational and communal spaces for residents that would improve habitability and minimize any impacts on neighboring properties. Additionally, the Project would provide the LAMC required bicycle parking spaces for the proposed 398 units for a total of 17 short-term spaces and 174 long-term spaces, to encourage residents and visitors alike to utilize alternative means of transportation, including nearby bus transit.

Therefore, the Project provides recreational and service amenities that will improve habitability for the residents and minimize any impact on neighboring properties.

**IV. TENTATIVE TRACT MAP FINDINGS**

**A. PURSUANT TO SECTION 13B.7.3. E. OF CH. 1A OF THE LAMC, THE ADVISORY AGENCY SHALL FIND THAT:**

**1. The proposed map will be/is consistent with applicable General and specific plans.**

The proposed Vesting Tentative Tract Map (VTT-84929) has been prepared in compliance with the requirements of Article 7 of Chapter 1 and Section 13B.7.3.E. of Ch.1A of the City's Municipal Code.

As set forth above in Section III.A (Findings for Project Review), the proposed Project is consistent with the General Plan, including the General Plan Framework, the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan, and the Mobility Plan 2035.

As detailed above, the Project is consistent with development standards applicable to the streamlined, ministerial processing of a Mixed Income Housing Development Project along a Commercial Corridor per Gov Code § 65912.123 regarding use, density, height, setbacks, automobile parking, and siting requirements relative to freeways and gas/oil extraction & refining. Other objective zoning standards applicable to the Project are those of the RD2-1XL zone (LAMC 12.09.1), per to CA Gov Code § 65912.123(j). Gov Code § 65912.123(j)(4) specifies that:

“objective zoning standards,” “objective subdivision standards,” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal.

The proposed Project is consistent with applicable objective zoning standards, objective subdivision standards, and objective design review standards, except for those standards that are permitted to be modified by the requested Density Bonus Incentives.

The Applicant requests a Waiver of Dedication & Improvements along the Canoga Avenue frontage of the Project Site as part of the proposed Vesting Tentative Tract Map (VTT-84929). The existing right-of-way width adjoining the Project Site is approximately 80 feet for the approximately 405 feet of frontage along Canoga Ave. Canoga Ave is designated Avenue II, which per the Standard Plan (S-470-1) is required to be 86 feet wide with a 56-foot roadway and a 15-foot sidewalk. The existing approximately 40-foot halfway roadway width is therefore deficient by 3 feet. Also, no sidewalk currently exists along this side of Canoga Ave along the Project Site's frontage. However, within the Canoga Ave right-of-way numerous Historic Pepper Trees (City of Los Angeles Historic Cultural Monument No. 93) exist.

Due to the presence of the Historic Pepper Trees, the Applicant requests to waive the required three-foot dedication along Canoga Ave and to provide no sidewalk to ensure that the Housing Development Project does not impact the Historic Cultural Monument.

As part of the Vesting Tentative Tract Map, improvements to the portions of the right-of-way adjacent to the Project Site are anticipated, including additional landscaping. The proposed waiver of dedications and improvements will not impact the number of existing vehicle travel lanes or on-street parking along these portions of the Project Site. The required street improvements will result in improved pedestrian access to and through the project site.

The proposed Project will also enhance the mobility and accessibility of the area by providing access from Canoga Ave and fire access to Dumetz Road. These new private street connections will provide new bicycle and pedestrian routes

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

to connect through the Project Site. These improvements are consistent with the goals and policies of the Mobility Plan 2035, which aim to promote a safe, sustainable, and multimodal transportation system in the City.

#### 2. The design and improvement of the proposed subdivision are consistent with applicable General and specific plans.

The proposed Vesting Tentative Tract Map (VTT-84929) has been prepared in compliance with the requirements of Article 7 of Chapter 1 and Section 13B.7.3.E. of Ch.1A of the City's Municipal Code.

As set forth above in Section III.A (Findings for Project Review), the proposed Project is consistent with the General Plan, including the General Plan Framework, the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan, and the Mobility Plan 2035.

The Project complies with the Property's zoning and applicable development standards, including those imposed by the Gov't Code Section 65912.120-124 and the LAMC, except for those standards that are permitted to be modified by the requested Density Bonus Incentives.

The Applicant requests a Waiver of Dedication & Improvements along the Canoga Avenue frontage of the Project Site as part of the proposed Vesting Tentative Tract Map (VTT-84929). The existing right-of-way width adjoining the Project Site is approximately 80 feet for the approximately 405 feet of frontage along Canoga Ave. Canoga Ave is designated Avenue II, which per the Standard Plan (S-470-1) is required to be 86 feet wide with a 56-foot roadway and a 15-foot sidewalk. The existing approximately 40-foot half-way roadway width is therefore deficient by 3 feet. Also, no sidewalk currently exists along this side of Canoga Ave along the Project Site's frontage. However, within the Canoga Ave right-of-way numerous Historic Pepper Trees (City of Los Angeles Historic Cultural Monument No. 93) exist.

Due to the presence of the Historic Pepper Trees, the Applicant requests to waive the required three-foot dedication along Canoga Ave and to provide no sidewalk to ensure that the Housing Development Project does not impact the Historic Cultural Monument.

As part of the Vesting Tentative Tract Map, improvements to the portions of the right-of-way adjacent to the Project Site are anticipated, including additional landscaping. The proposed waiver of dedications and improvements will not impact the number of existing vehicle travel lanes or on-street parking along these portions of the Project Site. The required street improvements will result in improved pedestrian access to and through the project site.

The proposed Project will also enhance the mobility and accessibility of the area by providing access from Canoga Ave and fire access to Dumetz Road. These new private street connections will provide new bicycle and pedestrian routes to connect through the Project Site. These improvements are consistent with the goals and policies of the Mobility Plan 2035, which aim to promote a safe, sustainable, and multimodal transportation system in the City.

As detailed above, the Project is consistent with development standards applicable to the streamlined, ministerial processing of a Mixed Income Housing Development Project along a Commercial Corridor per Gov Code § 65912.123 regarding use, density, height, setbacks, automobile parking, and siting requirements relative to freeways and gas/oil extraction & refining. Other objective zoning standards applicable to the Project are those of the RD2-1XL zone (LAMC 12.09.1), per CA Gov Code § 65912.123(j). Gov Code § 65912.123(j)(4) specifies that:

“objective zoning standards,” “objective subdivision standards,” and “objective design review standards” mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

The proposed Project is consistent with applicable objective zoning standards, objective subdivision standards, and objective design review standards, except for those standards that are permitted to be modified by the requested Density Bonus Incentives.

#### 3. **The site is physically suitable for the proposed type of development.**

The Project Site is physically suitable for the Project's proposed type of development due to its size and its surrounding environment. The proposed residential uses are allowed consistent with development standards applicable to the streamlined, ministerial processing of a Mixed Income Housing Development Project along a Commercial Corridor per AB 2243 (CA Gov Code § 65912.123) regarding use, density, height, setbacks, automobile parking, and siting requirements relative to freeways and gas/oil extraction & refining. Other objective zoning standards applicable to the Project are those of LA's RD2 Zone (LAMC 12.09.1.).

The Project complies with the Property's zoning and applicable development standards, including those imposed by the Gov't Code Section 65912.120-124 or the LAMC, except for those standards that are permitted to be modified by the requested Density Bonus Incentives. As to the additional height, reduced setback, and reduced passageway requested as incentives per the State Density Bonus Law, these features will increase the Property's physical suitability for the type and density of development proposed. The additional vertical space for the residential and commercial uses allows for the Project's affordable units and on-site amenities and landscaped open space.

The Project Site is located in an urbanized area of served by bus routes, major vehicular arterials, recreational opportunities, and utilities to accommodate the Project's future residents and tenants without burdening the existing infrastructure and limiting the existing community's access thereto.

#### 4. **The site is physically suitable for the proposed density of development.**

The Project Site is physically suitable for the Project's proposed density of development due to its size and its surrounding environment. The proposed residential uses are allowed consistent with development standards applicable to the streamlined, ministerial processing of a Mixed Income Housing Development Project along a Commercial Corridor per AB 2243 (CA Gov Code § 65912.123) regarding use, density, height, setbacks, automobile parking, and siting requirements relative to freeways and gas/oil extraction & refining. Other objective zoning standards applicable to the Project are those of LA's RD2 Zone (LAMC 12.09.1.).

The Project complies with the Property's zoning and applicable development standards, including those imposed by the Gov't Code Section 65912.120-124 or the LAMC, except for those standards that are permitted to be modified by the requested Density Bonus Incentives. The Project Site permits a by-right density of 794 units per CA Gov Code §65912.123(b)(1)(C) or a by-right density of 397 units per CA Gov Code §65912.123(b)(3)(A)(i). As such, either 1,193 units or 597 units are possible with a 50% Density Bonus consistent with the 24% Low Income units provided.

The Project proposes 398 units, consistent with LAMC and Gov't Code Section 65912.120-124. As to the additional height, reduced setback, and reduced passageway requirements requested as incentives per the State Density Bonus Law, these features will increase the Property's physical suitability for the type and density of development proposed. The additional vertical space for the residential and commercial uses allows for the Project's affordable units and on-site amenities and landscaped open space.

The Property is located in an urbanized area of served by bus routes, major vehicular arterials, recreational opportunities, and utilities to accommodate the Project's future residents and tenants without burdening the existing infrastructure and limiting the existing community's access thereto.

5. **The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

Per CA Gov Code § 65912.120-124, the Project is exempt from CEQA review. However, a Biologist Statement of Biological Resources (CP-3613), prepared by Sara Vasquez, a Qualified Biologist with Hernandez Environmental Services, dated September 3, 2025, is included with the application materials, along with a Biologist Statement of Habitat and Biological Resource Assessment, dated July 15, 2025, prepared by Hernandez Environmental Services. This Statement details that the site “has low potential to support sensitive plant and animal species,” that the site is “not located within a designated wildlife corridor or linkage,” that the site is “not located within or adjacent to any critical habitat for any endangered and/or threatened species,” and that no sensitive plant species or sensitive habitats “were determined to have the potential to occur on the project site.” As such, the design of the subdivision and proposed improvements are not likely cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. **The design of the subdivision and the proposed improvements are not likely to cause serious public health problems.**

The design of the subdivision and improvements are not likely to cause adverse impacts to public health problems. The Project will be developed to the current Building Code standards that would result in a residential development that is safe and will not jeopardize the health of its residents. There are no proposed uses on the Project Site that are inconsistent with the residential and commercial uses and zones in the immediate vicinity that would jeopardize the health, safety, or physical environment by emitting smoke, noise, vibration, odors, using toxics materials, or creating excess traffic or other incompatible impacts.

7. **The design of the subdivision and the proposed improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.**

Several easements exist on the property. Utility easements exist on the site, are noted on the proposed tract map, and will be maintained as part of the Project.

The proposed Project is consistent with applicable objective zoning standards, objective subdivision standards, and objective design review standards, except for those standards that are permitted to be modified by the requested Density Bonus Incentives.

The Applicant requests a Waiver of Dedication & Improvements along the Canoga Avenue frontage of the Project Site as part of the proposed Vesting Tentative Tract Map (VTT-84929). The existing right-of-way width adjoining the Project Site is approximately 80 feet for the approximately 405 feet of frontage along Canoga Ave. Canoga Ave is designated Avenue II, which per the Standard Plan (S-470-1) is required to be 86 feet wide (43-foot half Right-Of-Way) with a 56-foot roadway (28-foot half roadway) and a 15-foot sidewalk. The existing approximately 40-foot half roadway width is therefore deficient by 3 feet. Also, no sidewalk currently exists along this side of Canoga Ave along the Project Site's frontage. However, within the Canoga Ave right-of-way numerous Historic Pepper Trees (City of Los Angeles Historic Cultural Monument No. 93) exist.

Due to the presence of the Historic Pepper Trees, the Applicant requests to waive the required three-foot dedication along Canoga Ave and to provide no sidewalk to ensure that the Housing Development Project does not impact the Historic Cultural Monument.

## 4868 N. Canoga Avenue

### Attachment A: Actions Requested, Project Description, and Findings

During plan check the Department of Building and Safety will review the Plans to ensure that the proposed improvements will not encroach on the easements and right-of-way and, thereby, cause no conflict. Easements will be recorded with the development for community driveways. Needed public access for roads and utilities will be acquired by the City prior to the recordation of the proposed parcel.

8. **the design of the proposed subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.**

The building takes advantage of its prime location and offers the occupants private balconies in multi-family structures, private outdoor areas for the detached condominiums, open common spaces, and large operable windows to allow the occupants to enjoy the mild temperate coastal climate. In addition, the Housing Development Project will adhere to the latest energy conserving standards identified in The California Green Building Standards Code. Some of the energy conserving standards include: Solar panel installation, Battery storage, EV ready parking provisions, Energy Star rated appliances, Low flow plumbing fixtures, Construction waste management plan, Energy efficient water heaters and Low water landscaping.

## V. **FINDINGS OF COMPLIANCE WITH GIRARD TRACT SPECIFIC PLAN**

The Project Site is within the Girard Tract Specific Plan area, which was established by Ordinance No. 165,040, effective July 18, 1989, and amended by Ordinance No. 170,774, effective January 6, 1996. Per CA Gov Code § 65912.101(o), the Girard Tract is not a Neighborhood Plan that would prohibit the applicability of AB 2243 to the proposed Housing Development Project.

Section 5, Regulations, of the Girard Tract Specific Plan contains only two regulations that are applicable to projects within the Girard Tract Specific Plan. These are:

- 5.A.1. No building permit may be issued for the construction or addition of single-family homes unless they are within 200 or fewer feet of a sewer mainline, and
- 5.A.2. Additional off-street parking requirements for developments on Substandard Hillside Limited Streets, up to 6 additional parking spaces.

Further, according to an unnumbered / unlabeled "[Applicability Matrix for Specific Plan](#)" document, a clearance will be required from "CPB" (not defined) in order for building permit issuance of "Two or more dwelling units." However, this "applicability matrix" contains no citations to corresponding Specific Plan provisions and is not referred in the text of the Specific Plan.

Neither 5.A.1. nor 5.A.2. apply to the proposed Project, a Housing Development Project along a commercial corridor utilizing CA Government Code Sections 65912.120-124 (AB 2243), consisting of three multi-family structures with a maximum height of 59'1", containing 223 apartment units, and 175 single-family detached condominium units, with heights ranging from 36'6" to 41'6", with 835 total on-site parking spaces, with approximately 564,195 square feet of development, on a 19.86-acre Site, including 15% of the units (97 units) restricted to Low-Income households. 5.A.1. does not apply because the proposed project is not a single family-home or an addition to a single-family home. 5.A.2. does not apply because Government Code § 65912.123(e) precludes a local government from requiring on-site parking besides bicycle parking, EV-ready parking stalls, and ADA parking stalls.

CA Gov Code § 65912.121(i) requires, "For a site within a Neighborhood Plan area, the Neighborhood Plan applicable to the site permitted multifamily housing development on the site" in order for a Housing Development Project to utilize AB 2243's Streamlined Ministerial Approval Process of housing by-right. Although the Girard Tract

**4868 N. Canoga Avenue**

Attachment A: Actions Requested, Project Description, and Findings

Specific Plan does not contemplate multifamily development, CA Gov Code § 65912.101(p) defines Neighborhood Plan as:

“[A] specific plan adopted pursuant to Article 8 (commencing with Section 65450) of Chapter 3, an area plan, precise plan, community plan, urban village plan, or master plan. To qualify as a neighborhood plan, the plan must have been adopted by a local government before January 1, 2024, and within 25 years of the date that a development proponent submits an application pursuant to this chapter. A neighborhood plan does not include a community plan or plans where the cumulative area covered by the community plans in the jurisdiction is more than one-half of the area of the jurisdiction.

Therefore, the proposed project is compliant with locational requirements and development standards of AB 2243, and the Girard Tract Specific Plan is not a valid Neighborhood Plan that would apply to the proposed project nor does the Girard Tract Specific Plan contain any provisions that would apply to the proposed Housing Development Project.

**###**