

FINDINGS

A. GENERAL PLAN/CHARTER FINDINGS

1. **General Plan Land Use Designation.** 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 Framework Element of the General Plan is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. 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 subject property is located within the Sunland – Tujunga - Lake View Terrance – Shadow Hills – East La Tuna Canyon Community Plan as adopted by the City Council on November 18, 1997. The subject site is currently vacant of development and located on the south side of Sunland Boulevard between Sunland Place and Wheatland Avenue. The Community Plan designates the subject site for Neighborhood Commercial land use with corresponding zones of C1, C1.5, C2, C4 and RAS3 and Height District No. 1VL (Footnote No. 16) and Very Low I Residential with corresponding zones of RE20 and RA. The subject site is located within San Gabriel / Verdugo Mountains Scenic Preservation Specific Plan area. The applicant is requesting a General Plan Amendment to change the entire site to the Neighborhood Commercial land use designation and a Zone and Height District Change from RE40-1-K to (T)(Q)C1-1VL-K to develop the site with commercial uses in conformance with other similar uses at the intersection. The applicant's Zone and Height District Change request to the C1 Zone is consistent with the current Neighborhood Commercial General Plan land use designation. The applicant is also requesting Project Permit Compliance to develop a two-story, 25-foot in height, 6,006 square-foot commercial building in conformance with the specific plan.

Community Plan Map Footnote No. 16 limits the Height District to 1VL, which in the C Zone is a maximum of 45 feet or a maximum of three stories for commercial development per LAMC Section 12.21.1 A.1. The 1VL Height District limits FAR in the C Zone to 1.5:1. However due to transitional height regulations under LAMC Section 12.21.1 A.10, the building is proposed at 25 feet as the building is between 0 to 49 feet from the RE40 zoned property to the west. The height could be extended to 33 feet between 50 to 99 feet at the northeast corner of the lot. However, the applicant has proposed an overall height of 25 feet.

Per LAMC Section 12.21 A.4(c), 13 automobile parking stalls are required (seven parking stall for the combined general office area, three for the medical office use, and three for the coffee shop use). Twelve parking spaces are shown in the proposed surface lot to the rear of the site and one space will be substituted with bicycle parking per Ordinance No. 182,386.

The applicant has met all setback requirements and has provided landscaping within some of the front and rear yard setback areas. Pursuant to LAMC Section 12.13 C, which regulates the C1 Zone, the front yard setback is required at 10 feet, east side yard requirement is zero, west side yard required at 5 feet, and rear yard at 15 feet. The plans show the required 10-foot setback from the north property line, the driveway access along the west property line creates a 15-foot 9-inch setback, there is a 7-foot 4-inch setback along the east property line, and there is a 44-foot 9-inch setback from the south

property line. As shown on Exhibit “A”, the building frontage is landscaped with pavers to create additional walking space along the commercial frontage, and two planter boxes proposed with various shrubs at the property line. Along the rear lot line there are five Holly Oak (*Quercus ilex*) trees proposed and within the public-right-of-way an additional five Holly Oak with Rosemary grown cover within the tree well cut or to the satisfactory of the Urban Forestry Division. The project is conditioned herein so that no Crape Myrtle is used at the building frontage within the public right-of-way.

Therefore, given that the existing dual land use designations over the one parcel are inconsistent with the development pattern of the area surrounding the project site, the proposed General Plan Amendment to re-designate the subject property from Neighborhood Commercial and Very Low I Residential to Neighborhood Commercial and the Zone and Height District Change from RE40-1-K to the (T)(Q)C1-1VL-K Zone will result in a site that is consistent with surrounding parcels and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

2. **General Plan Text.** The development of the project represents the opportunity to achieve the overarching goals of the Sunland – Tujunga - Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan, which include establishing appropriate transitions between commercial and residential uses and foster access and proximity to employment throughout the plan area. Along with providing a new office building along Sunland Boulevard, the proposed development furthers the following Community Plan goals, objectives and policies:

Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policy 2-1.1: New commercial uses should be located primarily in existing established commercial areas or existing shopping centers.

Program: The Community Plan retains commercial land use designations to conform with existing commercial centers.

Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and developed in accordance with design standards.

Objective 2-2: To enhance the community identity in distinctive commercial districts.

Policy 2-2.3: Require that any proposed development be designed to enhance and be compatible with adjacent development.

Policy 2-2.4: Preserve community character, scale and architectural diversity.

Program: The Plan Map establishes height limits. Design standards for commercial areas are included in the Design Guidelines of the Plan.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Improve the landscaping of the commercial properties.

Policy 2-3.2: landscaped corridors should be created and enhanced through the planting of street trees.

The project is designed the ground floor of the building with a coffee shop, medical office and two general office spaces with access from the boulevard as well as the parking located to the rear of the building. The pedestrian area will be enhanced with landscaped planter boxes at the property line, walkway pavers, and street trees. The upper floor includes four general office suites. The site is across the street from the bus stop (Metro Line 222) and public equestrian trails, which provides alternative modes of transportation to the site. Further the newly proposed 12-foot-wide equestrian adjacent to the project is intended for public use. Though the project seeks a general plan amendment and zone and height district changes to develop the entire site for commercial uses, the uses proposed are consistent with the policies to reinforce commercial development and improve aesthetics.

The project has been designed with high quality architectural elements and will maintain and improve the facade with modern designs to create a distinctive building that will enhance the architectural diversity of this commercial area. The project is compatible with the adjacent building to the north and east in terms of height and massing and will enhance that development by creating a building of similar size with commercial amenities.

The project is providing 11 bicycle spaces (seven long-term and four short-term) exceeding the requirement. This, combined with the proximity to public transit options and pedestrian-friendly environment, encourage employees' onsite and customers to use alternative modes of transportation other than auto use.

3. **The Mobility Element.** The Mobility Element (Mobility Plan 2035) of the General Plan is not likely to be affected by the recommended action herein. Sunland Boulevard is designated an Avenue I Scenic in the Mobility Plan 2035 of the General Plan, and improved with asphalt, roadway, concrete curb, gutters, and a sidewalk. The project will be required to provide street improvement consistent with a paved 30-foot half roadway width, 8-foot-wide sidewalk, and 12-foot-wide public equestrian trail to the satisfaction of the City Engineer. The Specific Plan designates Sunland Boulevard as a Scenic Highway (Specific Plan Map No. 1) and an Official Equestrian Trail (Specific Plan Map No. 3). The northerly side of Sunland Boulevard is partially improved with an equestrian trail. As a purpose of the Specific Plan is to protect and enhance equine uses, the Specific Plan designates Official Equestrian Trails, which are existing trails established under legal easement as well as those designated for future dedication, as shown on Specific Plan Map No. 3 is also shown on the north side of the Sunland Boulevard. Non-Public Equestrian Trails, as shown on Specific Plan Map No. 4 along Wheatland Avenue north of Sunland Boulevard, are defined as unimproved trails over private property where the public may possibly have a prescriptive easement. The San Gabriel/Verdugo

Mountains Scenic Preservation Specific Plan designates specific highways as Scenic Highways, which are merit special controls for the protection and enhancements of scenic resources. The area extending 500 feet on either side of the centerline of the roadway of each of the Scenic Highways is defined by the Specific Plan as a Scenic Highway Corridor. Scenic Highways and Scenic Highway Corridors are designated on Specific Plan Map No. 1.

Furthermore, the project meets the following goals and objectives of Mobility Plan 2035:

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

Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.

The project's design, including ground floor treatment will encourage pedestrian activity within commercial corners through pedestrian-friendly design. Furthermore, the project is required to improve Sunland Boulevard through completion an 8-foot-wide concrete sidewalk and 12-foot-wide equestrian trail while maintaining the current 30-foot half roadway. Due to the redevelopment of the site, the sidewalk and de facto equine trail will now be two separate alignments, which benefits residents and patrons of the project as well as pedestrians and equine rider using the boulevard.

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

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

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Other transit connections will reduce vehicular trips to and from the project site, vehicle miles traveled, and reduce air pollution. There are bus stops located at the northeast and southeast corners of Sunland Boulevard and Wheatland Avenue. The ground floor treatment will encourage pedestrian activity through pedestrian-friendly design. There is a public equine trail along the north side of Sunland Boulevard which further promotes alternative means of mobility.

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

As conditioned, a percentage of the parking spaces will be installed with electronic vehicle-ready conduits and five percent of those will be installed.

The project is also required to comply with all requirements of the Fire Department, Department of Transportation, and Urban Forestry Division in matters concerning the public right-of-way.

4. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total

flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

5. **Charter Sections 555, 556, and 558 Findings (General Plan Amendment and Zone and Height District Change):**

Framework Element. The Citywide Framework Element of the General Plan sets forth a citywide comprehensive long-range growth strategy. The recommended General Plan Amendment from dual land use Neighborhood Commercial and Very Low I Residential to Neighborhood Commercial and Zone and Height District Change from RE40-1-K to (T)(Q)C1-1VL-K conforms to the following objectives and policies of the Framework Element as follows:

Chapter 5 of the Framework Element sets goals, objectives, and policies for Urban Form and Neighborhood Design. The Framework Element states:

Policy 5.5.3: Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.

The proposed project was reviewed as an attractive and skillful design for the neighborhood commercial project and, additionally, is an asset to the surrounding neighborhood. As such, the project meets the intent of Citywide Design Guidelines by promoting design excellence and fostering a sense of community. As shown in "Exhibit A," the applicant has incorporated a pedestrian-first orientation, 360-degree design, and a climate-adapted design as follows:

- The project has a pedestrian-first orientation that promotes a safe, comfortable, and accessible pedestrian experience. The applicant's plans show a defined at-grade entryway along Sunland Boulevard into the first-floor tenant spaces and staircases flanking the building on the east and west elevation to the additional second floor tenant spaces. The building frontage is attractively landscaped with raised planter boxes proposed with accent trees and shrubs (Ginkgo Biloba 'Saratoga', Magnolia 'Bracken's Brown Beauty, Red-hot Poker, Dwarf Yeddo), and street trees. At the rear property line, five shade trees (Quercus ilex 'Holly Oak') are proposed in the surface parking area. Additionally, the project design incorporates vehicular access without degrading the pedestrian experience. The varying 18-foot 6-inch to 15-foot 9-inch width driveway minimizes curb cuts and is located at the westerly portion of the lot so that it does not impede pedestrian entrance into the building, and parking is located at the rear of the structure. Further the shared driveway with the neighboring property to the west further minimizes the need for a second curb cut along Sunland Boulevard. The proposed project engages with the street through the use of glass doors and windows at the building frontage. Two stairwells encourage stairwell access. However, there is an elevator along the south elevation to access the basement bicycle parking and second story tenants. Low-level lighting will be used to provide security at building entrances and pedestrian pathways.

- The project incorporates a 360-degree design by treating all building facades with an equal level of detail and articulation and expressing a clear and coherent modern/contemporary urban architecture. Textures, colors, durable materials, and distinctive architectural treatments are utilized to add visual interest, such as stone veneer, wood slats, black anodized storefront window and wire guardrail, and wood channel siding.
- The building is carefully sited at the front of the lot approximately 29 feet from the south property line. The building height is conditionally increased to the rear wall to an 8-foot height and along a portion of the west property line to the neighboring access gate with the addition of shade trees in the proposed surface parking area will future screen abutting residential uses.

Health and Wellness, Mobility 2035, and Air Quality Elements. The proposed project is designed with open interior walkways that will allow sunlight to reach the building interior. Landscaping is utilized along the front and rear of the project site. To reduce levels of pollution and greenhouse gas emissions and encourage water conservation, LID planters and low water trees and shrubs, such as Holly Oak, Red-hot Pokers, Dwarf Yeddo, Rosemary, and Germander are utilized in the project landscaping, and greywater ready features shall be provided. To reduce heat island effect, materials with a minimum initial Solar Reflectance value of 0.35 shall be used on pathways, driveways, or other paved areas. Of the 13 required parking spaces, two spaces (10%) shall be provided with an electric vehicle charging stations (EVCS) to immediately accommodate an electric vehicle to support the adoption of low and zero emission transportation fuel sources in compliance with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC. The solar-ready building and photovoltaic collectors for a solar hot water system or photovoltaic provisions as required to comply with the 2019 California Energy Code will support the site's electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Furthermore, according to materials provided by the applicant, the project will be built to LEED Silver equivalent standards. Taken together, these design features provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.6 (resilience), 5.7 (reduce greenhouse gas emissions); Air Quality Element Policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure).

Chapter V of the Community Plan identifies site planning, height, building design, landscaping, and light and glare standards for individual projects. The Plan provides the following guidelines for commercial projects:

- Locating surface parking to the rear of structures.
- Minimizing the number of driveways providing access from arterials.
- Maximizing retail and commercial service uses along street level frontages of commercial developments.
- Providing front pedestrian entrances for businesses fronting on main commercial streets.

- Providing landscaping strips between driveways and walkways which access the rear of properties.
- Limiting height of structures to that required in the Specific Plan.
- Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades and free-standing walls.
- Providing accenting and complementary building materials to building facades.
- Maximizing the applications of architectural features or articulations to building facades.
- Designating architecturally untreated facades for signage.
- Screening of mechanical and electrical equipment from public view.
- Screening of all rooftop equipment and non-architectural building appurtenances from public view.
- Requiring the enclosure of trash areas for all projects.
- Requiring landscaping of surface parking lots as required in the Specific Plan.
- Installing on-site lighting along all pedestrian walkways and vehicular access ways.
- Shielding and directing on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

As previously stated, the proposed two-story commercial building has a clearly defined pedestrian entrance along Sunland Boulevard. As shown in “Exhibit A,” the ground floor will include landscaped planters in front of the development and shade trees in the parking lot to the rear of the building. Rooftop equipment and trash area are screened from public view.

General Plan Amendment is justified by Charter Section 555(a) because “the part or area involved has significant social, economic or physical identity.” General Plan Amendment, and Zone and Height District changes are justified by Charter Section 556 because the “action is in substantial conformance with the purposes, intent and provisions of the General Plan” as stated in the above findings. The entitlements “will be in conformity with public necessity, convenience, general welfare and good zoning practice” in accordance with Charter Section 558(b)(2).

Therefore, the proposed project is consistent with the General Plan and the existing Community Commercial land use designation and serves to implement the goals, objectives, and policies of the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan.

B. ENTITLEMENT FINDINGS

The proposed General Plan Amendment, Zone and Height District Changes, T Conditions, Q Conditions, and Project Permit Compliance are consistent with Section 558 of the City Charter and Sections 12.32 and 11.5.7 of the LAMC in that it will be in conformance with public necessity, convenience, general welfare and good zoning practice as described below.

6. **Zone and Height District Change Finding.** *Pursuant to LAMC Section 12.32, the zone and height district change and classifications area necessary because:*
 - a. **Public Necessity.** Granting the General Plan Amendment (GPA), Zone and Height District Change from the RE40-1-K to the (T)(Q)C1-1VL-Zone will resolve the

inconsistency of the property's current land use designations (Neighborhood Commercial and Very Low I Residential), its proposed development, facilitating the preservation and improved quality of the commercial corners in this primarily residential neighborhood. The GPA is good zoning practice for the reasons already discussed in findings above, and that discussion is incorporated by reference here. The project applicant has not made a request to subdivide the property into lots. However, public necessity requires that all infrastructure improvements be addressed as T Conditions herein. Street improvements are conditioned herein under the (T) Conditions as recommended by the Bureau of Engineering memos dated May 11, 2020. The proposed project is conditioned herein for traffic and access based on correspondence received from the Department of Transportation dated January 27, 2020. The project, including the parking and driveway plan, will be reviewed by the Department of Transportation prior to issuance of a final Certificate of Occupancy. In their January 29, 2020 memo, the Bureau of Street Lighting stated no street lighting improvements were required. The installation of street trees in the public right-of-way was conditioned with the Bureau of Street Services, Urban Forestry Division and has been conditioned herein in a memo dated January 25, 2020. The project will be reviewed as appropriate by the Departments of Fire, Building and Safety, Bureau of Engineering, and Bureau of Sanitation for any other necessary conditions relating to construction and/or infrastructure improvements (e.g., sewers, shoring and lateral supports). As such, provisions are made for adequate streets, drainage facilities, grading, sewers, utilities, fire access and other public dedications or improvements.

- b. **Convenience**. The current action, as recommended, has been made contingent upon compliance with T Conditions of approval imposed herein for the proposed project. Such T Conditions are necessary to ensure that the public's convenience is served by the actions required. These T Conditions ensure appropriate and necessary street dedications, sidewalk improvements, and street lighting. Additionally, the proposed project is conditioned herein for traffic and access.
- c. **General Welfare**. The installation of street trees in the public right-of-way has been discussed with the Bureau of Street Services, Urban Forestry Division, and has been conditioned herein. Crape Myrtle is not considered as an appropriate street tree, as it is more ornamental in appearance than functional as a shade tree. Crape Myrtle requires significant pruning to encourage a single trunk growth, and only grows to a height of 15-25 feet. As previously stated, the project will be reviewed as appropriate by the Departments of Fire, Building and Safety, Bureau of Engineering, and Bureau of Sanitation for any other necessary conditions relating to construction and/or infrastructure improvements. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site and provide for the general welfare.
- d. **Good Zoning Practices**. The Zone and Height District Change from RE40-1-K to (T)(Q)C1-1VL-K recognizes the inconsistency of the property's current land use designations. Without the General Plan Amendment and Zone and Height District Change, the commercial building would be limited to the eastern half of the property. The two-story commercial building is consistent with the type of development encouraged by the General Plan Framework Element and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan with regards to the Neighborhood Commercial land use designation, as outlined above. To ensure

that the development is in harmony with the General Plan, the proposed Q Conditions contain provisions regarding use, height, floor area, and parking.

- e. **“T” Tentative and “Q” Classification Findings.** Per LAMC Section 12.32 G.1, 2 current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the proposed project. Such limitations are necessary to ensure that the scale, design and scope of future development on the site are limited to protect the orderly agreement of the property concerned into lots and/or that provision be made for adequate streets, drainage facilities, grading, sewers, utilities, park and recreational facilities; and that projective be made for improvements the best interest of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the general Plan as discussed in Findings Section 1, and to prevent potential adverse environmental effect of adding incompatible uses to the established neighborhood. The Q conditions prevent the property from being utilized for all the uses ordinarily permitted in a particular zone classification and/or that the development of the site shall conform to certain specified standards, because the limitations are deemed necessary to:
- (1) Protect the best interests of and assure a development more compatible with the surrounding property or neighborhood; and
 - (2) Secure an appropriate development in harmony with the objectives of the General Plan; and
 - (3) Prevent or mitigate potential adverse environmental effects of the zone change as discussed in findings Section 1.

7. **Project Permit Compliance Findings**

- a. ***The project substantially complies with the applicable regulations, findings, standards, and provisions of the Specific Plan.***

The proposed project is located within the boundaries of the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan and meets the definition of a project under Section 4 of the Specific Plan. The site is not located in a prominent ridgeline protection area, the site is vacant of any development including trees, and the site is not subject to provide a staging area as no subdivision is proposed. The subject site is located along a designated scenic corridor (Specific Plan Map Nos. 1 & 2); therefore, it is subject to Section 9 of the Specific Plan which sets a height limitation of 30 feet for all structures. Additionally, the subject lot is within a designated “K”-Equestrian District (Specific Plan Map No. 4) but is not subject to any of the provisions. Official Trails (Specific Plan Map No. 3) for the Housekeeping District are shown along Sunland Boulevard and Wheatland Avenue north of the subject site and is further shown on the Community Plan map north of the subject site. There is a crosswalk that allows a rider to activate the signal without dismounting located in front of the lot to the east at the intersection. The project complies with the applicable regulations, and provisions of the Specific Plan.

- i. **Section 7** of the Specific Plan Regulates Equine Protection. Although the proposed project is in an Equinekeeping “K” District, no equine uses, or structures are located on the project site as it is proposed for commercial uses. The proposed project is across the street from the located on an Official Equestrian Trail as shown on Specific Plan Map No. 3 and the Community Plan

Map. The Official Equestrian Trail also extends north along Wheatland Avenue. The proposed project is not located on a Non-Public Equestrian Trail as shown on Specific Plan Map No. 4. Section 7 is primarily applicable to projects pursuant to LAMC Section 17.00, for the exception of non-conforming Equine uses as delineated in Section 7.B of the specific plan.

- ii. The Specific Plan Section 8.C prohibits certain plant materials within the Specific Plan area for all new projects. This project does not propose any prohibited plants, is conditioned herein to substantially comply with the landscape plan shown in Exhibit "A".
- iii. The northernmost portion of the project site is located within a Scenic Highway Corridor, which is defined in Section 4 of the Specific Plan as "the area extending 500 feet on either side of the centerline of the roadway of each of the Scenic Highways." Sunland Boulevard is a designated Scenic Highway under the Specific Plan, and Specific Plan Map No. 1. Section 9.A, Building Height limits the height of buildings or structures within the Scenic Highway Corridor to 30 feet. The proposed project is 25 feet in height as shown in Exhibit "A", and therefore complies with the height regulations of the Scenic Highway Corridor.
- iv. This project is conditioned to comply with Section 9.B.1, Exterior Lighting, which requires that all light fixtures be shielded to minimize illumination of adjacent properties and to reduce glare. The submitted plans do not specify the type of light fixtures; prior to condition clearing the applicant shall provide details in the submitted drawings of all exterior light fixtures that comply with this provision of the Specific Plan.
- v. This project is conditioned to comply with Section 9.B.2 Roofs and Roof-Mounted Structures, which requires that all new roofs shall be surfaced with non-glare material, and all roof-mounted equipment, except for solar energy devices, be screened from view from the right-of-way of the adjacent Scenic Highway (Sunland Boulevard), with a finish quality and compatible building materials and colors. The proposed roof materials for this project are compatible with the building materials and colors and shield all rooftop equipment.
- vi. This project has been conditioned to comply with Section 9.B.4, Fencing, Gate Materials, and Walls, which requires use of natural fencing and wall materials where feasible.
- vii. This project has been conditioned to with Section 9.B.5, Landscaping, which requires landscaping that is designed to minimize visual impacts of the project as seen from the right-of-way of the Scenic Highway and prepared by a state licensed Landscape Architect or Architect. As conditioned by this grant, the applicant shall provide a Landscape Plan prior to obtaining for a building permit for the construction of the proposed project.
- viii. This project complies with Section 9.B.7, Parking Lot Design. The applicant has provided a Landscape Plan, which shows the parking lot landscaping and automatic irrigation system.

- ix. This project has been conditioned to comply with Section 9.C, Signs which delineates permitted and prohibited signs. The condition of approval reflects such language.

As such, the project substantially complies with the applicable regulations, findings, standards, and provisions of the Specific Plan.

- b. ***That the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.***

A Mitigated Negative Declaration (MND), Case No. ENV-2018-3004-MND, was prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA) and published on October 22, 2020, which incorporates mitigation measures and monitoring measures that mitigate negative environmental effect to less than significant impacts when implemented. The Mitigated Negative Declaration was analyzed based on the project description reflected in the applicant's site plans as shown in Exhibit "A". These site plans incorporate use, height, floor area, and parking provisions.

C. Environmental Findings

Environmental Findings. The project was analyzed under Mitigated Negative Declaration No. ENV-2018-3004-MND ("Mitigated Negative Declaration") and the Mitigation Monitoring Program attached to this report as Exhibit B. The Mitigated Negative Declaration was published on October 22, 2020 and circulated for 20 days ending November 11, 2020 with no public comments. On the basis of the whole of the record before the lead agency including any comments received, and the action of the City Planning Commission, the lead agency finds in its independent judgment and analysis that this project was environmentally assessed in Case No. ENV-2018-3004-MND and that no subsequent EIR, negative declaration, or addendum is required for approval of the project.

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