

EXHIBIT 7

Density Bonus and Inclusionary Housing Plan

**515 Pioneer Drive
Glendale, CA 91203**

Linc Housing Corporation
3590 Elm Avenue
Long Beach, CA 90807

National Community Renaissance
9421 Haven Avenue
Rancho Cucamonga, CA 91730

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

Applicants, Linc Housing Corporation and National Community Renaissance (collectively, “Applicant”) propose the development of a 340-unit, 100% affordable housing development for seniors and small families located at 515 Pioneer Drive (the “Project”).

Maximum Number of Units Permitted per Glendale Municipal Code (“GMC”):

The Project is located within the R-3050 (Moderate Density Residential) zone. Multiple residential dwelling units are permitted in the R-3050 zone. Sites zoned R-3050 are permitted one (1) unit per 3,050 square feet. Consequently, a maximum of forty (40) units (39.9, rounded up to 40) are permitted by right within the 121,992 square foot lot area.

Number of Affordable Units Meeting California Density Bonus Law Requirement per California Government Code (“Gov. Code”) Sections 65915, *et seq.*:

Per California’s Density Bonus Law (Gov. Code sections 65915-65918), housing developments with 100% of all units in the development (including total units and density bonus units, but exclusive of a manager unit or units), that are reserved for lower income households per section 50079.5 of the California Health and Safety Code (“HSC”), are entitled to an unlimited density bonus if located within one-half mile of a major transit stop, as defined by subsection (b) of section 21155 and section 21064.3 of the California Public Resources Code (“PRC”).

100% of all units of the Project (exclusive of the three (3) manager units) are reserved for lower income households per section 50079.5 of HSC. All units except the three (3) manager units will be restricted to and occupied by lower income households pursuant to the California Tax Credit Allocation Committee (“CTCAC”) (80% of Los Angeles County area median income or lower), at affordable rents for at least 55 years. This satisfies the 100% lower income requirement of Gov. Code section 65915(b)(1)(G).

Moreover, in accordance with 65915(c)(1)(B)(ii), at least 20% of the units will be available to low income households at State law affordable rents. Such restrictions will be placed on the gross rents (including a utility allowance) to be charged, as follows: a minimum of 14 units must be rented to extremely low income residents (as defined by HSC) at 30% of 30% of area median income and a minimum of 68 units must be rented to low income residents (as defined by HSC) at 30% of 60% of area median income. The balance of the units will be rented to lower income households at the rents required by CTCAC for units financed with low income housing tax credits.

Amount of Density Bonus Requested per Gov. Code Sections 65915, *et seq.*:

Applicant is requesting 300 units above the maximum allowable density by right (forty (40) units per GMC) on the Project site. This amounts to a 750% density bonus. Under state density bonus law, the Project qualifies as 100% affordable per section 50079.5 of HSC and is located within one-half mile of a major transit stop per sections 21064.3 and 21155(b) of PRC.

Gov. Code section 65915 defines major transit stop as it is defined in PRC section 21155, which also references PRC section 21064.3. Collectively, PRC sections 21064.3 and 21155(b) define major transit stops as existing rail or bus rapid transit stations, ferry terminals served by either a bus or rail transit service, and the intersection of two or more bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods, as well as “major transit stops that are included in the applicable regional transportation plan.” Per PRC section 21060.2, bus rapid transit (“BRT”) is an enhanced public mass transit service with features that are distinguishable from typical bus operations.

The Project is located within one-half mile of Pacific Avenue and Glenoaks Boulevard, which has been identified as a future BRT station for a project included in the Southern California Association of Governments (“SCAG”) most recent Regional Transportation Plan. The BRT station in the Regional Transportation Plan qualifies the Project as being located within one-half mile of a major transit stop per Gov. Code section 65915.

Additionally, Metro is completing its environmental analysis on the North Hollywood to Pasadena Transit Corridor which will extend the G Line (Orange Line) east to connect with the L Line (Gold Line). The Metro Board of Directors have proposed a BRT station at Pacific Avenue and Glenoaks Boulevard. The draft Environmental Impact Report (“EIR”) was circulated for comment in late 2020 and the staff report for the proposed BRT station at Pacific Avenue and Glenoaks Boulevard received approval on May 27, 2021. Certification of a Final EIR is anticipated in Summer 2021. On September 3, 2020, SCAG unanimously voted to approve and fully adopt Connect SoCal, the 2020 to 2045 Regional Transportation Plan/Sustainable Communities Strategy, which includes the North Hollywood to Pasadena Transit Corridor BRT.

Lastly, PRC section 21155(b) identifies the following as characteristics of transit priority projects: (1) containing at least 50% residential uses or at least .75 FAR when containing between 26-50% residential uses; (2) a minimum density of at least twenty dwelling units per acre; and (3) located within one-half mile of an existing major transit stop or a major transit stop included in the applicable regional transportation plan. The Project is consistent with the three characteristics of transit priority projects per PRC section 21155(b) as the Project: (1) is a 100% affordable residential project; (2) includes 121 dwelling units per acre; and (3) is located within one-half mile of a major transit stop.

Consistent with sections 21064.3 and 21155(b) of PRC, the BRT station at Pacific Avenue and Glenoaks Boulevard is a planned major transit stop included in the Regional Transportation Plan. The Project is also consistent with the characteristics of transit priority projects under section 21155(b) of PRC. The Project is therefore entitled to an unlimited density bonus per Gov. Code section 65915(b)(1)(G).

Number and Description of Incentives Requested:

If a project meets the criteria of Gov. Code section 65915(b)(1)(G), the project is entitled to four incentives and is additionally entitled to a height increase of up to three additional stories, or 33

feet. The Project meets the above criteria, and is therefore entitled to four incentives or concessions and a height increase of up to three additional stories, or 33 feet.

Incentives

The Project is entitled to and is requesting **four** incentives pursuant to Gov. Code section 65915(d)(1)(D):

1. Reductions in various street front, street side and interior setbacks;
2. Reduction in studio unit size from 600 square feet to 360 square feet, reduction in one-bedroom unit size from 600 square feet to 530 square feet, and reduction in two-bedroom unit size from 800 square feet to 750 square feet;
3. Increase in building height from 69 feet (36 feet, as permitted under the R-3050 standards plus the automatic height increase of 33 feet) to 75 feet. A maximum of three stories, or 36 feet are permitted under the R-3050 zone and the Project is entitled to a height increase of up to three stories, or 33 feet per Gov. Code section 65915(b)(1)(G)); the Project is therefore requesting an incentive for a height increase of an additional 6 feet; and
4. Reduction in permanently landscaped open space from 30% to 15%.

Building Height

A maximum of three stories, or 36 feet are permitted in the R-3050 zone. The Project is additionally entitled to a height increase of up to three stories, or 33 feet because it meets the criteria of Gov. Code section 65915(b)(1)(G), bringing the total height allowed to 69 feet. The Project, as designed, has a height of five stories, or 75 feet from the building's lowest point to the top of stair penthouse, 6 feet above what is allowed; an incentive for the 6-foot height increase is requested.

Number and Description of Waivers Requested:

The Project is requesting **two** waivers pursuant to Gov. Code section 65915(e):

1. Increase in floor area ratio ("FAR") from 0.65:1 to 2.45:1 in the R-3050 zone; and
2. Increase in lot coverage from 50% to 58%.

Amount of Vehicular Parking Concessions Requested per Gov. Code Section 65915:

If a project is both 100% affordable to lower income households per section 50079.5 of HSC and has unobstructed access to a major transit stop located within one-half mile of the housing development, then a local jurisdiction shall not impose a parking ratio per Gov. Code section 65915(p)(3)(A).

A housing development has unobstructed access to a major transit stop if a resident is able to access the major transit stop without encountering natural or constructed impediments. Natural or constructed impediments include, but are not limited to, freeways, rivers, mountains, and bodies of water, but do not include residential structures, shopping centers, parking lots, or rails used for transit.

The Project has unobstructed access to a major transit stop located within one-half mile of the development. As such, the City of Glendale may not impose any parking ratio for the development. Despite the parking allowance under Gov. Code section 65915(p)(3)(A), the Project, as designed, will provide a total of 342 parking stalls.

Child Care Space:

Not applicable.

Inclusionary Housing Requirement:

On May 7, 2019, the City adopted a Citywide Inclusionary Zoning Ordinance, Ordinance No. 5928, codified at GMC 30.35 (collectively, the “IZO”). The IZO became effective after a 30-day period on June 7, 2019. The IZO requires a housing development (a rental development project of eight (8) or more dwelling units proposed to be constructed in the City) to provide fifteen (15) percent of the units as affordable to low income households. The project is subject to the IZO.

The Project is required to provide five (5) affordable units to very low income households (15 percent of 30 base density units (4.5 rounded up to 5)). Under the IZO (GMC 30.35.050(C)), “[t]o the extent required by state law, all affordable units required pursuant to the grant of a density bonus shall count toward the inclusionary unit requirement contained in this chapter. Very low income density bonus units shall be equivalent to low income inclusionary units.”

Therefore, the Project meets the IZO requirement by reserving 100% of all units in the development (including total units and density bonus units, but exclusive of the manager unit), to lower income households under GOV section 65915. Thus, no additional affordable units are required under the IZO.

Affordable Housing Commercial Development Impact Fee:

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

With the exception of hotels, auto dealerships, community land uses which serve the public, and the reconstruction of any building destroyed by fire, flood, earthquake or other act of nature (so long as the square footage does not exceed the square footage before the loss), the Commercial DIF imposes a \$4 per square foot fee (per the FY 2019-2020 Citywide Fee Schedule) on all commercial development projects with a gross floor area exceeding 1,250 square feet. The Project is not subject to the Commercial DIF as the Project does not encompass a permitted commercial component.