

Item #19

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary), the following:

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. Bureau of Engineering. Prior to issuance of sign offs for final site plan approval and/or project permits by the Planning Department, the applicant/developer shall provide written verification to the Planning Department from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Planning Department.
 - a. That a 2-foot wide strip of land be dedicated along Nordhoff Street adjoining the tract to complete a 52-foot wide half right-of-way in accordance with the Major Highway standards including a 20-foot radius property line returns at the intersection with De Soto Avenue and Lurline Avenue.
 - b. That a 2-foot wide strip of land be dedicated along De Soto Avenue adjoining the tract to complete a 52-foot wide half right-of-way in accordance with the Major Highway standards.
 - c. That all the proposed tract map boundary lines be established in accordance with Section 17.07.D of the Los Angeles Municipal Code prior to the recordation of the final map satisfactory to the City Engineer.
 - d. That any fee deficit under Work Order No. EXT00502 expediting this project be paid.
 - e. Improve Nordhoff Street and De Soto Avenue adjoining the tract by the reconstruction of the existing sidewalks to complete 12-foot wide concrete sidewalks with tree wells including any necessary removal and reconstruction of the existing improvements.
 - f. Construction of necessary sewer facilities to the satisfaction of the Bureau of Engineering. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

- g. Construction of necessary drainage facilities to the satisfaction of the Bureau of Engineering.
- h. Street Trees- Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tress planting shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213) 847-30770 upon completion of construction to expedite tree planting.

3. Department of Transportation

- a. De Soto Avenue - Los Angeles Department of Public Works, Bureau of Engineering (BOE) Standard S-470-0 dictates the standard cross section of a Class II Major Highway near an intersection requiring dual left-turn lanes to have 57-foot half right of way containing a 45-foot half-roadway that transitions along a standard flares section to a 52-foot half-right of way having a 40-foot half roadway. A variable dedication of up to seven feet shall be provided to bring this section of De Soto Avenue up to Class II Major Highway standards.
- b. Nordhoff Street – A variable dedication of up to seven feet shall be provided to bring the adjacent frontage of Nordhoff Street up to the Class II Major Highway Standards.
- c. The parking layout plan shall include the adjacent roadway curbs and show all driveway as well as any structure or off-site driveway within 25 feet of a project driveway. Driveways should be designed pursuant to BOE Standard Plan S-440-3, with the vehicular accessible width "W" shown on the plan as 30 feet for two-way access or 16 feet for one access. Note that the "W" dimension is less than that of the total curb cut, as it excludes the side slopes.
- d. A minimum 50 feet of full-height curb shall be provided between driveways.
- e. To avoid an influx of vehicles impinging on the public right-of-way, a minimum 20-foot queuing reservoir between the future property line and the first parking stall shall be required at all ingress driveways. The reservoir shall be increase to 40 feet at driveways serving 101 to 300 stalls, and 60 feet at driveway serving more than 300 stalls.
- f. To provide internal circulation, all parking areas shall be contiguous and accessible from all other similarly designated parking area without requiring the use of any public street.
- g. A parking area and driveway plan shall be submitted to the Citywide Planning Coordination Section of the Department of Transportation and Bureau of Engineering, Valley District for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety.

4. Bureau of Street Lighting

- a. No street light requirement if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights: two (2) on De Soto Avenue and nine (9) on Nordhoff Street, and two (2) on Lurline Avenue.
- i. Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the

same manner as is required of other facilities, pursuant to Municipal Code Section 17.05N, to the satisfaction of the Department of Telecommunications.

- j. Notice: Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.
- k. Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.
- l. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

A. Entitlement Conditions

1. **Use.**
 - A. Lot 1 of Tract No. Map 72312 shall be limited to those neighborhood serving uses permitted in the C1 Zone and the uses permitted in the MR2 Zone, except the residential uses shall be prohibited. Structures constructed for restaurants, fast food, and food establishments shall not be required to provide any setback area; otherwise all others shall observe the minimum setback of the MR2 Zone.
 - B. Lots 2-5 of Tract No. Map 72312 shall be limited to the uses permitted in the MR2 Zone. All structures on Lots 2-5 of Tract 72312 shall observe a minimum 10-foot wide setback from the property line abutting a public right-of-way.
2. **Site Plan.** The development of the property shall be in substantial conformance with this approval and the plans submitted by the applicant and attached to the case file as Exhibit B 1.
3. **Floor Area.** The total floor area of the new buildings on the subject property shall not exceed: Lot 1: 17,200 square feet, Lot 2: 53,124 square feet, Lot 3: 50,843 square feet, Lot 4: 54,341 square feet, and Lot 5: 65,664 square feet
4. **Height.** The project shall comply with the height provision of Height District 1.
5. **Parking.**
 - a. Parking on Lot 1 of Tract 72312 shall not exceed 94 spaces.
 - b. Parking on Lots 2-5 of Tract 72312 shall not exceed 208 spaces.
6. **Bicycle Parking.** The project shall provide bicycle parking in compliance with Ordinance No. 182,386 as follows:
 - a. a minimum of 12 bicycle parking spaces shall be provided on Lot 1, which proposes 17,200 square feet of commercial floor area,
 - b. a minimum of 10 bicycle parking spaces shall be provided on Lot 2, which proposes 25,654 square feet of light industrial floor area,
 - c. a minimum of 10 bicycle parking spaces shall be provided on Lot 3, which proposes 28,600 square feet square feet of light industrial floor area;
 - d. a minimum of 10 bicycle parking spaces shall be provided on Lot 4, which proposes 28,097 square feet square feet of light industrial floor area;
 - e. a minimum of 10 bicycle parking spaces shall be provided on Lot 5, which proposes 29,208 square feet square feet of light industrial floor area.

CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Conditions of Approval

1. **Tract Map Recordation:** Prior to the issuance of the Certificate of Occupancy, the applicant shall provide proof of the recordation of the Final Tract Map 72312.
2. **Architectural Materials.**
 - a. A consistent use of architectural and building materials shall be applied throughout all exterior facades of the buildings to enhance the streetscape and identity of the site.
 - b. The proposed project shall not use architectural finishes that would produce substantial glare.
 - c. The retail windows of the project shall be clear, energy efficient insulated glass in display area.
 - d. The project shall incorporate windows and doors with well-designed trims and details as character defining features to reflect a consistent architectural theme.
 - e. The light industrial buildings shall incorporate a variation of textures, colors, material change, shadow lines or distinctive architectural treatments every 13 linear feet to avoid dull and repetitive facades.
 - f. The light industrial buildings shall organize the massing of the buildings to emphasize their entrances, corners and office space areas.
3. **Light and Glare.** The exterior of the proposed buildings shall be constructed of materials which reduce glare and reflectivity, such as high-performance tinted or deep-color glazed glass, pre-cast concrete or fabricated wall surfaces. All exterior windows should be tinted or contain a lighted reflective film to reduce illumination levels outside of the buildings.
4. **Graffiti.** Every building, structure or portion thereof shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material pursuant to Municipal Code Section 91.8104. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street, or alley, pursuant to Municipal Code Section 91.8104.15.
5. **Parking and Driveway Plan.** A preliminary parking area and driveway plan shall be prepared and submitted to the Bureau of Engineering and City Wide Planning Coordination Section of the Department of transportation in consultation with Council District Office No. 3 for approval prior to the submittal of building plans for plan check by the Department of Building and Safety.
6. **Driveway Way Access.** A 28-foot wide north-south easement between Lots 1 and 2 of Tract Map 72312 shall be maintained as a shared access driveway for employees of the Pratt and Whitney facility.
7. **Signage.** On-site signs shall be limited to the maximum allowable under the L.A.M.C. Section 12.12.2-A 6.

8. **Pedestrian Access.** Designated pedestrian walkways from the public right-of-ways leading to the commercial pads as well as internal to the site between the buildings shall be provided.
9. **Landscaping.** The landscaping project site shall be in substantial conformance with the citywide landscape ordinance (L.A.M.C. Section 12.42-B) and as shown on the plans submitted by the applicant and attached to the case file as Exhibit B 4, whereby
 - a. the 10-foot front yard setback area along Lot 1 shall be landscaped with a minimum 24-inch box Crepe Myrtle trees,
 - b. the 10-foot front yard setback area along Lots 2-5 shall be landscaped with a minimum 24-inch box Swan Hill Olive trees,
 - c. the parking area of Lot 1 shall be landscaped with 24-inch box fern pine and coast live oak trees installed in landscape parking peninsulas throughout the parking lot,
 - d. the parking areas of lots 2-5 shall be landscaped with 24-inch box Brisbane box installed in landscape parking peninsulas throughout the parking lots,
 - e. the parkway area between 10-foot sidewalk and the face of the curb shall be landscaped with a minimum 24-inch box Brisbane Box trees,
 - f. the vehicular entry areas of the site shall be landscaped with a minimum 24-inch box Swan Hill Olive trees.
 - g. the tree canopy shall be a minimum 55% of the parking area of Lot 1 Tract 72312
 - h. the tree canopy shall be a minimum 50% of the non-secured parking area for Lots 2-5 of Tract 72312.
 - i. ten 24-inch box trees shall be provided within Council District 3 as directed by the Council Office.

B. Environmental Conditions

10. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.
11. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
12. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
13. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.
14. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
15. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
16. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

17. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
18. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
19. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
20. Trucks having no current hauling activity shall not idle but be turned off.
21. The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
22. The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
23. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
24. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.
25. Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
26. All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner.
27. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
28. Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.
29. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
30. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains.
31. All major repairs shall be conducted off-site.

32. Drip pans or drop clothes shall be used to catch drips and spills.
33. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
34. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
35. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
36. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
37. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
38. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
39. The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.
40. Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
41. Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each. Distance between speakers shall not exceed 40 feet. Amplified signals shall be inaudible beyond the boundaries of the subject property.
42. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
43. The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

44. The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.
45. Implementing measures detailed in said Department of Transportation communication to the Planning Department dated September 18, 2013 and attached shall be complied with. Such report and mitigation measures are incorporated herein by reference.
46. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following: Weather-based irrigation controller with rain shutoff Matched precipitation (flow) rates for sprinkler heads; Drip/microspray/subsurface irrigation where appropriate Minimum irrigation system distribution uniformity of 75 percent Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials Use of landscape contouring to minimize precipitation runoff.
47. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.
48. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
49. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
50. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
51. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)
52. All restroom faucets shall be of a self-closing design.
53. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
54. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

55. To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

C. Administrative Conditions of Approval

56. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
57. **Code Compliance.** Area, height and use regulations of the RD2-1 zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
58. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
59. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
60. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
61. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
62. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
63. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

64. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City planning Expedited Processing Section.

FINDINGS

General Plan/Charter Findings

1. **General Plan Land Use Designation.** The subject property is located within the area covered by the Chatsworth-Porter Ranch Community Plan, amended and adopted by the City Council on April 2, 2003. The existing Community Plan designates the subject property as Light Industrial with the corresponding zones of MR2 and M2. The proposed zone change recommendation to the (T)(Q)M2-1 Zone is consistent with the current Light Industrial land use designation and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.
2. **General Plan Text.** The Chatsworth-Porter Ranch Community Plan text includes the following relevant land use purposes, objectives, and policies:

Purpose: The Plan is intended to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet the existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities, under the general principle that such employment should be available with a reasonable commuting distance from residential locations.

As featured, the Plan designates approximately 1,821 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and to insure its development with high quality industrial uses, in keeping with the urban residential character of the Community, to the extent possible, the Plan proposes classifying all undeveloped industrial lands as well as industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

Objectives:

4. To promote economic well-being and public convenience through:
 - a. allocating and distributing commercial land for retail, services and other facilities in quantities and patterns based on the Los Angeles City Planning Department accepted planning principles and standards.
 - b. designating lands for industrial development that can be used without detriment to adjacent uses of other types and imposing such restrictions on the types and intensities of industrial uses as are necessary to this purpose.
10. To improve vehicular circulation patterns within the Community and encourage specific improvement to key streets, highways and intersection to improve the flow of traffic and accommodate future demand.

Policies

Land Use Industry: On-street parking shall be prohibited in industrial areas whenever possible.

Land Use Industry: In keeping with the low density residential character of the Community Plan, to the extent possible, the Plan proposes the preservation of all existing MR zoned lands, and classification of all underdeveloped industrial land in the MR1 and MR2 Zones.

Land Use Industry: The Plan encourages continues development of research and development type industries which do not generate excessive noise, dust, and fumes and are compatible with the residential character of the north and west San Fernando Valley.

Circulation: Adequate highway improvement shall be assured prior to the approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development

Circulation: All major highways should be re-stripped where feasible to provide three through lanes in each direction. Additional turning lanes should be created on most major highway intersection. Double left-turn land configuration would result in six lanes on intersection approaches and requires substantial widths (10 feet) for most lanes. Such a configuration could be accommodated within the existing 100-foot right-of-way on major highways. Widening the approach to 104 feet is recommended where two left-turn lanes and adequate width in curb lane are necessary.

Framework Element - Industrial Districts - Lands designated for industrial use by the Community Plans should continue to be designated for these purposes to support economic development and jobs generation. Some limited flexibility is allowed to promote recycling when appropriate.

The **Transportation Element** of the General Plan is not likely to be affected by the recommended action herein. Nordhoff Street and De Soto Avenue are designated as Class II Major Highways in the Transportation Element of the General Plan. The recommended dedications and improvements will implement the goals and objectives of the Community Plan.

Bicycle Ordinance No. 182,386 -

The proposed project is subject to the provisions of the recently adopted Bicycle Ordinance, which became effective March 13, 2013. The ordinance requires that a minimum of one bicycle parking space be provided for each 500 square feet of combined floor area contained all the office, business commercial and industrial buildings on any lot. The proposed project is required to provide a minimum of 62 bicycle parking spaces and distributed as follows:

- a. a minimum of 12 bicycle parking spaces will be provided on Lot 1, which proposes 17,200 square feet of commercial floor area,
- b. a minimum of 10 bicycle parking spaces will be provided on Lot 2, which proposes 25,654 square feet of light industrial floor area,
- c. a minimum of 10 bicycle parking spaces will be provided on Lot 3, which proposes 28,600 square feet square feet of light industrial floor area;
- d. a minimum of 10 bicycle parking spaces will be provided on Lot 4, which proposes 28,097 square feet square feet of light industrial floor area;
- e. a minimum of 10 bicycle parking spaces will be provided on Lot 5, which proposes 29,208 square feet square feet of light industrial floor area.

The **Sewerage Facilities Element** of the General Plan will not be affected by the recommended action.

The proposed light industrial project is consistent with the current Chatsworth-Porter Ranch Community Plan. The proposed project preserves and improves land designated for industrial purposes, while developing an arrangement of commercial and industrial buildings that enhance the appearance of the industrial district and promote economic development as well for the area. The Department of Transportation and the Bureau of Engineering recommendations to enhance and improve the abutting Major Highways and the surrounding circulation system are incorporated into the conditions of approval and contribute to the implementation of the Community Plan.

Entitlement Findings

4. **Zone Change, L.A.M.C. Sec. 12.32.F:** The recommended zone change is in conformance with the public necessity, convenience, general welfare or good zoning practice.

The recommended (T)(Q)M2-1 zone is consistent with the recently adopted Light Manufacturing General Plan Land Use designation. The proposed project involving commercial and light industrial floor area is typically permitted by the Light Manufacturing Land Use Designation with a corresponding zone of M2. Commercial and light industrial floor area are in demand in the northwest area of the City and the proposed project will create more opportunity for users in the commercial and light industrial real estate marketplace. The project is convenient to public transit that travels along De Soto Avenue. Connectivity to other public transit lines as well as nearby freeways is within proximity to the subject site.

Public Necessity: The granting of the proposed zone change would result in the development of a 321,741 square-foot site that has been owned by Pratt and Whitney and vacant for many years. The zone change would allow for the construction of commercial and industrial structures to address the demand for commercial and industrial floor space to provide neighborhood serving employment, goods and services, consistent with the General and Community Plan's objective to promote economic development and job generation in the Community Plan Area. The remaining portion of the larger Pratt and Whitney manufacturing site will remain MR Zone and continue to provide employment opportunities and serves as a catalyst for industrial uses.

Convenience: Granting the proposed zone change would result in a commercial and light industrial project that is consistent with the public convenience. In addition to the proposed commercial uses, the construction of new light industrial buildings will encourage the establishment of uses such as research and development, assembly repair, testing or high-technology type industries. The proposed buildings and uses will make employment opportunities available within reasonable commuting distances from surrounding Canoga Park, Winnetka, Northridge and Chatsworth communities.

General Welfare: Granting the requested zone change from MR2-1 and P1 to (T)(Q)M2-1 would be consistent with the General Welfare of the Community Plan area. The zone change is being processed concurrently with a tentative tract map request to allow the subdivision of the 321,741 square-foot site into five parcels that will be developed with three commercial buildings and four light industrial buildings. The subdivision instantly creates five new parcels of real estate that will improve the property tax contribution to the County. The construction activity related to the new buildings will instantly result in

demand for local workers and the demand for local goods and services. Upon completion, the new structures will improve opportunities to add permanent workers, bring new visitors and users to the area which will enhance the economics and quality of life. The architecture of new buildings, along with landscaping, lighting and signage designs will improve the aesthetics and appearance of the area. Further, the zone change would not conflict with any applicable fire and safety codes which are intended to promote the General Welfare.

Good Zoning Practices: The practice of the Planning Department is to reference the Community Plan for guidance and direction when considering a zone change for a parcel of land. In this instance, the Chatsworth-Porter Ranch Community Plan was referenced which has Objectives, Policies and Standards and Criteria relative to industrial land for its protection and preservation, in addition to the Land Use Designation. As stated in the General Plan Text section above, "In keeping with the low density residential character of the Community Plan, to the extent possible, the Plan proposes the preservation of all existing MR zoned lands, and classification of all underdeveloped industrial land in the MR1 and MR2 Zones." Further, "The Plan encourages continued development of research and development type industries which do not generate excessive noise, dust, and fumes and are compatible with the residential character of the north and west San Fernando Valley."

The proposed zone change to (T)(Q)M2-1, with its use restrictions, allows for the development and establishment of emerging uses on the 321,741 square-foot project site that will be compatible with the surrounding light industrial character of the north and west San Fernando Valley. The "Q" Qualified restrictions of the proposed zone would limit the site's uses to those consistent with the MR2 Zone pattern abutting and surrounding the project site, and consistent with the existing Light Manufacturing land use patterns observed in the broader Chatsworth-Porter Ranch Community Plan area. Therefore, the granting of the (T)(Q)M2-1 Zone, which is consistent with the Community Plan's land use designation, its policies and existing zoning patterns is practicing good zoning.

The action, as recommended, is made contingent upon compliance with the "(T)" and "(Q)" conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

Site Plan Review. Pursuant to Municipal Code Section 16.05.

5. **That the project is in substantial conformance with the purpose, intent and provision of the general plan applicable community plan and any applicable specific plan;**

As stated in the findings for the proposed commercial corner development, the overall project is located within the area covered by the Chatsworth-Porter Ranch Community Plan, amended and adopted by the City Council on April 2, 2003. The existing Community Plan designates the subject property as Light Industrial with the corresponding zones of MR2 and M2. As stated earlier, the intent of the Chatsworth-Porter Ranch Community is to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the community. The proposed commercial corner development meets the purposes, objectives and policies of the Chatsworth-Porter Ranch Community Plan.

The commercial corner component of the development will consist of neighborhood serving commercial uses within two 3,500 square feet retail floor buildings and one 10,200

square foot retail building situated at the westerly portion of the site. The 17,200 square feet of retail floor area is located on a lot (Lot 1 of Tract No 72132) which is configured for easy access through two two-way entry points. The light industrial component of the development will consist of four warehouse buildings totaling 111,577 square feet on four lots (Lots 2-5 of Tract No. 72312) totaling 223,972 square feet. The four light industrial buildings will be situated mostly along the easterly portion of the project site.

The north-south access point for the westerly portion of the development is along De Soto Avenue, while north-south access point for the easterly portion of the site is located along Lurline Avenue, and three east-west access points are located along Nordhoff Street. Per the Bureau of Engineering, land dedication and off-site improvements are required to enhance the vehicular and pedestrian circulation patterns in the area and along the property frontages, including a 12-foot wide sidewalk between the property line and the curb. Additionally, a minimum 10-foot wide landscape buffer between the proposed buildings and the property line is being provided. The proposed arrangement, use, and location of the three commercial buildings, as well as the four industrial buildings, will encourage and contribute to the economic, physical health, safety and welfare of the community and therefore, the proposed commercial corner development is in substantial conformance with the community plan.

6. **That the project consist of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading area, lighting, landscaping trash collection and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighborhood properties and;**

The surrounding properties to the north consist of one-story light warehouses buildings in the MR2-1 zone, and occupied by a restaurant and coffee shop, an eye-glasses and frames manufacturing facility, a church and a warehouse. The surrounding properties to the east across Lurline Avenue in the MR2-1 Zone consist of a sheet metal manufacturing facility with the Nutroderm facility in the abutting east building. The surrounding property to the south is the Pratt and Whitney manufacturing facility. The property to the west across De Soto Avenue in the C2-2 Zone consists of a Shell Oil Service station, and the properties in the P1 and [Q]P1 Zones consists of a tire shop, a restaurant and brake repair shop. A large warehouse building is located just west of the service station and used as a fitness facility. Many of the properties west of De Soto Avenue are developed similar to the proposed project with landscaping, parking and loading areas along the front portion of these sites. Trash collection, additional parking and some loading activities occur in the rear of very few properties.

The proposed project consists of a commercial corner development totaling 17,200 square feet of retail floor area including 7,000 square feet of drive through restaurant space and four light industrial building totaling 111,577 square feet of floor area. The height of the proposed commercial structures will not exceed 24 feet, while the height of the proposed light industrial buildings will not exceed 30 feet 6 inches.

Off street parking is provided for each of the five lots established by the tentative tract map and shown on the table below. The parking is situated behind or alongside the primary buildings. No parking is provided along the street frontage between the property line and the proposed buildings.

Lot No.	Lot Size	Proposed Use	Square Feet*	Parking Stalls
1	100,558 sf	Commercial	17,200	94
2	53,124 sf	Light Industrial	25,654	58
3	50,843 sf	Light Industrial	28,600	40
4	54,341 sf	Light Industrial	28,097	51
5	65,664 sf	Light Industrial	29,208	59

*Includes warehouse, office and mezzanine floor area.

The proposed loading areas are located in the rear of the lots behind the buildings, away from the street view. While the placement of the loading area at the rear is not typical of the existing buildings in the area, the configuration is preferred so that the immediate light manufacturing community is developed with buildings that have a stronger street presence to enhance its appearance and improve safety.

The proposed landscaping complies with the City's landscape ordinance. The commercial component of the project will provide 55% canopy coverage, while the light industrial component of the project will provide the required 50% canopy coverage. Additionally, the applicant will provide and plant ten 24-inch box (Live Oak) trees within Council District 3.

As for the trash collection area, the proposed areas are also located in the rear of the lots behind the buildings, away from the street view. While the placement of trash areas at the rear is not typical of the existing buildings in the area, the configuration is preferred so that the light manufacturing community began to be developed with buildings with a greater street presence to enhance its appearance and improve safety.

The proposed project complies with many of the guidelines or has incorporated many of the recommendations from the Citywide Design Guidelines, Professional Volunteer Program and the Walkability Checklist. Also, the development complies with the Community Plan and the provisions of the proposed MR2-1 Zone. Therefore, the proposed development will be compatible with the existing and future developments on adjacent properties and neighborhood properties.

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

The proposed project has no residential components and therefore, no recreation or service amenities are required.

CEQA Findings

A Mitigated Negative Declaration (ENV-2013-1954-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. I hereby adopt that the Mitigated Negative Declaration, and impose the conditions shown in that document on this approval.