

FINDINGS

General Plan/Charter Findings (Charter 556)

1. General Plan.

a. **General Plan Land Use Designation.** The subject property is located within the Chatsworth-Porter Ranch Community Plan area which was updated by the City Council on September 4, 1993 and designates the subject property for General Commercial land uses corresponding to the C1.5, C2, C4, and RAS3 Zones. The site is zoned MR2-1 and P-1. The zone change from MR2-1 and P-1 is warranted as the site's existing zoning does not correspond to the range of zones of the General Commercial land use designation. The zone change to C2 would allow the site to be consistent with the land use designation. The proposed self-storage, convenience store, and gas station are commercial uses that are consistent with development permitted in the proposed (T)(Q)C2-1 Zone. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

b. Land Use Element.

The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Chatsworth-Porter Ranch Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Chatsworth-Porter Ranch Community Plan, which designates the site for General Commercial land uses corresponding to the CR, C1.5, C2, C4, and RAS3 Zones.

The proposed project is consistent with the following objectives of the Porter Ranch-Chatsworth Community Plan:

LAND USE: Commerce: The plan provides approximately 620 acres of commercial land and related parking uses. The Chatsworth Business District, Northridge Fashion Center, and the Porter Ranch Regional Center will serve as focal points for shopping, civic and social activities for the community. These commercial areas should contain professional offices, department stores, restaurants and entertainment facilities.

Chatsworth-Porter Ranch Community Plan. The Community Plan text includes the following relevant land use objectives and policies:

Objective 4a: To promote economic well-being and public convenience through:

- a. Allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.

The zone changes will promote a strong and competitive commercial sector by allowing for the redevelopment of a presently underutilized site. The new development and

improvements to the public right of way will substantially upgrade the aesthetic and functional qualities of the site. The project will result in the addition of a four-story 79,847 square-foot self-storage building and a 2,500 square-foot convenience store with a gas station, resulting in a total of 82,347 square feet of development. The project will add neighborhood serving uses that will promote economic well-being through the creation of jobs and public convenience through the provision of new services at the site. The project will also widen the sidewalks along the street frontages to create a more pedestrian friendly area. The improvements will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being and public convenience in the community.

- c. The **Framework Element** for the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping a presently underutilized site with a new self-storage and gas station with convenience store. Removal of the existing P Zone will allow the project to be built up to the street, thereby facilitating the development of new uses that will bring new commercial services to the Chatsworth community. The project is directly served by Metro Local Lines 166, 364, 244 and AVTA Line 787 and is located within approximately 0.5 miles of the Metro Orange Line Nordhoff Station. Proximity to these transit options may help reduce vehicular trips to and from the project, vehicle miles travelled, and reduce air pollution. Further, the site's location within an existing under-utilized commercial district bound by two Boulevard II's enables the city to conserve nearby stable residential neighborhoods and lower-intensity commercial and industrial districts. Such attributes support the requested zone change from MR2-1 and P-1 to C2-1.

Goal 3H: Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.

Objective 3.1: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.

Policy 3.12.1: Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The project will maintain the character of the existing low-intensity commercial district, while improving a presently underutilized site. Surrounding properties are generally developed with industrial warehouses, mini-shopping centers, and a gas station. The project adheres to floor area and height limitations of the zone and of commercial corner/mini-shopping center developments. The introduction of new neighborhood serving uses such as self-storage, gas station, and convenience store will provide an additional amenity and viable commercial uses that will serve the surrounding neighborhoods. The new 79,847 square-foot self-storage use and the 2,500 square-foot convenience store development will add updated landscaping, improved sidewalks, and will maintain the general character of the existing commercial district.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements surrounding the project site. De Soto Avenue is a designated Boulevard II under Mobility Plan 2035, dedicated to a right-of-way width of 105 feet and improved with asphalt roadway, concrete curb, gutters, and a sidewalk. The half right-of-way includes 40-foot roadway, and 10-foot sidewalk. Nordhoff Street is a

designated Boulevard II under Mobility Plan 2035, dedicated to a right-of-way width of 105 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk. The right-of-way includes a 40-foot roadway and 10-foot sidewalk.

The Bureau of Engineering (BOE) is requiring 5-foot dedication along both De Soto Avenue and Nordhoff Street to complete a 55-foot half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035. The additional dedication would go towards expanding the sidewalk from 10 feet to 15 feet. Conditions for improvements have been imposed under the (T) Tentative Classification conditions in accordance with Boulevard II standards of Mobility Plan 2035.

The dedication and improvement requirement would continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. New street trees will be planted along the project's street frontage and a new direct pedestrian path of travel has been designated from the sidewalk to the main entrance to the self-storage building and the convenience store. The project as designed and conditioned will meet 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 2.6. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.
- 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 3.8. Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The proposed project will provide a 15-foot sidewalk along De Soto Avenue and a 15-foot sidewalk along Nordhoff Street to create a quality, safe and comfortable walking environment. The new sidewalk facilities will improve transit accessibility to and from local bus stops. The self-storage building and the convenience store will benefit from this public improvement by orienting their front entrances to be in line with a direct pedestrian path of travel from the sidewalk. The project will take vehicular access off of two driveways; one on De Soto Avenue and one on Nordhoff Street. Curb cuts have been placed at the furthest possible distance from the intersection to reduce any impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists. The proposed project is located in a major employment center and will be located proximate to neighborhood destinations including places of employment, restaurants, gyms, and transit service. The project is located within 0.5 miles of the Metro Orange Line Nordhoff station, which offers access to local and regional destinations including Chatsworth, Warner Center, Van Nuys, and North Hollywood. The project is also within 0.5 miles of the Metro Orange Line bike path, which mostly runs parallel with the busway. To accommodate bicycle travel, the project will provide convenient and secure bicycle parking on-site.

Zone Change Findings; “T”, “Q” Classification Findings**2. Pursuant to Section 12.32-C of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.**

- a. **Public Necessity:** Approval of the Zone Change removes the existing antiquated footprint zoning and allows the site to be developed as a unified development that is consistent with the goals and objectives of the General Plan Framework Element and the Chatsworth-Porter Ranch Community Plan as outlined above. The project site is located in the Los Angeles State Enterprise Zone and is improved with an existing 9,361 square-foot vacant commercial building. The project will demolish existing improvements and construct a new 79,847 square-foot self-storage building and a 2,500 square-foot convenience store and gas station. The project will establish new viable commercial services to the site and expand the availability and location of such services for the Chatsworth community. Thus, the proposed project optimizes the use of the subject property, introduces new employment opportunities and will generate increased tax revenues from an existing outdated and vacant commercial use, thus providing a public necessity.
- b. **Convenience:** The project will redevelop an under-utilized and restricted industrially zoned property that is located within close proximity to a major employment center (Chatsworth-Northridge Industrial Core) and residential neighborhoods. The project will repurpose a presently underutilized single-use lot with a multi-use development that includes self-storage, a gas station, and convenience store. Public convenience will be served by the addition of viable commercial development at the site that will add needed commercial uses including the aforementioned self-storage, a gas station, and convenience store uses.
- c. **General Welfare:** Granting the Zone Change to the (T)(Q)C2-1 Zone allows for the redevelopment of an underutilized site. The project will enhance the urban environment by encouraging activity on an under-utilized site within the General Commercial land use designation and by improving public facilities surrounding the site to be in line with Mobility Plan 2035 street standards and ADA requirements. Given the project’s proximity to existing job centers and transit services, the project will provided desirable commercial uses to serve the Chatsworth community, thereby advancing general welfare.
- d. **Good Zoning Practices:** The project site is zoned MR2-1 and P-1 and is located within the General Commercial land use designation, which includes the following corresponding zones C1.5, C2, C4, and RAS3. The MR2 and P Zones are not corresponding zones of the General Commercial land use designation. Approval of the Zone Change to C2-1 will make the site’s zoning consistent with the land use designation, in keeping with good zoning practice. The Zone Change will also accommodate the proposed self-storage and gas station/convenience store uses and is consistent with the type of development encouraged by the General Plan Framework Element and the Chatsworth-Porter Ranch Community Plan.
- e. **“T” and “Q” Classification Findings.** Pursuant to LAMC Sections 12.32-G, 1 and G,2(a), The current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are issued to meet the public’s needs, convenience and general welfare served by the required actions. The conditions that limit the operations, scale and scope of development, are also necessary to protect

the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, 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.

For the reasons stated above, the zone change request is beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and is consistent with the General Plan.

Building Line Removal Findings

- 3. Pursuant to Section 12.32-R of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The 25-foot Building Line along the east side of De Soto Avenue was established by Ordinance No. 108,684 (approved on October 30, 1956). The requested Building Line removal is in conformity with public necessity, convenience, general welfare, and good zoning practice in that its retention on the subject property is no longer necessary for the purpose of reserving a portion of the property for future highway dedication and improvement. Building Lines were required before the imposition of "T" Conditions on Zone Changes, which allowed public improvements including street dedications on individual Zone Change requests.

De Soto Avenue is a designated Boulevard II, dedicated to a width of 100 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk. Through the "T" Condition process, the subject property will be required to dedicate and improve an additional five-foot wide strip of land along De Soto Avenue adjoining the project to complete a 55-foot half right-of-way, therefore bringing De Soto Avenue, along the property's frontage, in line with current street standards, thus making the Building Line unnecessary. Therefore, the requested building line removal is in conformity with public necessity, convenience, general welfare, and good zoning practice in that its retention on the subject property is no longer necessary for the purpose of reserving a portion of the property for future highway dedication and improvement.

Historically, the primary function of the building line was to provide uniform setback of buildings. These are now considered unnecessary, as yard setbacks are required per the respective zone under the current LAMC. Further, the Mobility Plan seeks to "recognize walking as a component of every trip, and [seeks to] ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment." Thus, the removal of the Building Line will allow for the project to be built closer to the street, ensuring high quality pedestrian access to the site. The commercial corner development will still provide a landscaped setback that will be consistent with other developments in the surrounding area.

Conditional Use Findings (Alcohol, Commercial Corner – Hours and Pole Sign, Window-Transparency)

- 4. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project will enhance the built environment by redevelopment a presently underutilized site with a 79,847 square-foot self-storage building, a 2,500 square-foot convenience store, and a gas station. The new developments would replace an existing 9,361 square-foot vacant commercial building that was last utilized as a restaurant. The project would provide

neighborhood serving commercial uses within a major industrial-commercial jobs center in the West Valley.

Alcohol

The applicant is requesting a Conditional Use to allow the sale and dispensing of beer and wine for off-site consumption in conjunction with a proposed 2,500 square-foot convenience store (7-Eleven). The convenience store will be located on the southern half of the development site, which also includes a six-pump gas station. The primary use of the convenience store will be the sale of snacks, drinks, and other convenience store items for gas station and self-storage customers.

The site is located at the intersection of De Soto Avenue and Nordhoff Street, two major arterials in the northwest San Fernando Valley. The site is located in the Chatsworth-Northridge Industrial Core (“Innov818”), which is defined by light industrial uses and ancillary commercial services. The intersection presently includes mini-shopping centers and gas station uses. The area includes a number of businesses that provide commercial and professional services to residents, workers, and visitors to the area. Convenience markets are an intrinsic part of these service amenities necessary for the conservation, development, and success of a vibrant commercial area. The availability of beer and wine will be an amenity that is incidental to the convenience store items that are offered at 7-Eleven. The authorization for the sale of beer and wine, in conjunction with a proposed convenience store and gas station will support the surrounding community by providing a service that is beneficial to employees, visitors and local residents. Conditions relative to alcohol sales have been recommended to the Department of Alcoholic Beverage Control to be included as a part of the license to prohibit the single-unit sales of alcohol to discourage the possibility of nuisance activities. Therefore, the sale of beer and wine for off-site consumption will provide a service that is beneficial to the community.

Commercial Corner (Hours, Transparency, and Pole Sign)

The applicant is requesting a Conditional Use to allow hours of operation from 6 a.m. to 10 p.m. for the self-storage building, 24-hour operation for the gas station and convenience store, less than 50 percent window transparency along street frontages and a 20-foot pole sign at the corner of De Soto Avenue and Nordhoff Street, all in conjunction with the proposed redevelopment of the site.

The expanded hours will provide a service that is beneficial to the community. The proposed self-storage building (6 a.m. to 10 p.m., daily) and convenience store (24 hours, daily) are proposed to operate beyond the 7 a.m. to 11 p.m. hours of operation permitted for a commercial corner development. The self-storage facility will include a customer service office that will be open from 6 a.m. to 10 p.m., daily. According to the applicant, the self-storage use is most active either before work hours or after work hours. A majority of the customers tend to stop by their units after work on their way home. With regards to the gas station and convenience store, the expanded hours will offer a convenience to workers and visitors to the area that need to refuel their vehicles or pick up convenience store items late into the evening or early in the morning. Given the proposed mixture of uses at the site, the 24 hour operation of the gas station and convenience store will allow the site to be active during early morning hours and late into the evening, providing services to the community which might not otherwise be available.

The proposed 79,847 square-foot self-storage building and 2,500 square-foot convenience store will enhance the built environment with well-designed commercial buildings. The applicant has requested to deviate from the minimum required 50 percent ground floor

transparency along the project's street frontages. The self-storage building's has approximately 20 percent ground floor transparency along the De Soto Avenue street frontage. The upper floors however will have approximately 70 percent transparency, thereby providing more than adequate street fronting visibility into the building. The self-storage building will include enhanced landscaping and stone veneer along the ground floor that will help enhance the project's appearance along De Soto Avenue.

The convenience store's western facade faces De Soto Avenue and the project's gas station improvements. The western facade includes approximately 55 percent window transparency that will help maintain clear visibility into the store from the street, thus complying with commercial corner development standards. The store's southern facade faces Nordhoff Street and is providing no ground floor transparency. Instead, the project will provide enhanced landscaping and a stone veneer exterior that will help enhance the appearance of the convenience store from Nordhoff Street. In addition, a pedestrian path of travel from Nordhoff Street will be clearly delineated to provide clear pedestrian orientation for the project.

The pole sign provides a beneficial service to the community by displaying clear and concise information to the public. The project would reutilize an existing pole sign at the site and would retrofit it to display tenant information for the self-storage use, gas station and convenience store along with applicable legally required gasoline pricing information. The pole sign will help brand the development and the sign's design will complement the project's overall design and include prominent tenant identification.

5. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The subject property is a rectangular-shaped piece of land containing approximately 1.32 acres with approximately 927 feet of frontage along De Soto Avenue and 600 feet of frontage along Nordhoff Street. The project site is currently developed with approximately 9,361 square-foot single-story commercial building, a surface parking lot, and a pole sign. The project will demolish existing improvements in order to construct a new 79,847 square-foot self-storage building on the northern half of the lot and a 2,500 square-foot convenience store and gas station on the southern half of the lot. With the concurrent Zone Change request, the project will be located on a site zoned C2-1, which permits commercial uses including convenience markets, gas stations, and self-storage uses. The C2-1 zone permits an F.A.R of 1.5 to 1 and a maximum height of 45 feet. The overall project complies the overall floor area and height limitations of the zone and is thus compatible with the surrounding neighborhood. The project complies with commercial corner development regulations including providing a 5-foot landscape buffer and is requesting conditional use approval to construct a new pole sign and to deviate from transparency requirements along Nordhoff Street.

Surrounding uses include a mix of industrial and commercial uses. The northern adjoining property is zoned MR2-1 and P-1 and is developed with industrial uses. The eastern adjoining property is zoned MR2-1 and P-1 and is developed with automotive repair uses. The southern adjoining property (across Nordhoff Street) is developed with a mini-shopping center with various fast food and neighborhood serving uses. The eastern adjoining properties (across De Soto Avenue) are zoned C2-1 and are developed with a mini-shopping center and a LA Fitness gym. To the southwest of the project site, properties are zoned C2-1 and MR2-1 and are developed with a gas station, convenience store, and various fitness uses.

Alcohol

The applicant is seeking a Conditional Use to allow the sale and dispensing of beer and wine for off-site consumption in conjunction with the operation of an approximately 2,500 square-foot convenience store with hours of operation of 24 hours, daily. The City Planning Commission has incorporated a number of conditions into this grant that are designed to ensure that the use will be compatible with the adjacent properties and the surrounding neighborhood. Conditions such as requirements for STAR training and security cameras have been imposed to ensure that the project will not adversely affect or degrade adjacent properties. The operations of the convenience store will take place indoors, with commercial loading taking place on-site and not within public streets, which should ensure that the operations will not further degrade adjacent properties.

Commercial Corner (Hours, Transparency, and Pole Sign)

The applicant is seeking commercial corner deviations to permit extended operating hours, reduced transparency along the Nordhoff Street frontage, and a 20-foot pole sign at the corner of Nordhoff Street and De Soto Avenue. The additional operating hours will help to activate the street corner with active commercial uses. The proposed operation of 24 hours daily for the convenience market and 6 a.m. to 10 p.m., daily for the self-storage use are reasonable and the use will not generate nuisance activity. Self-storage and convenience store staff will be present at the site to help monitor and deter nuisance activities. As conditioned, the expanded operating hours will not adversely affect surrounding properties.

The reduced window transparency will not adversely affect surrounding properties. The intent of the transparency requirements is to ensure visibility into active storefronts. The self-storage building will have an active customer service office along De Soto Avenue. According to the submitted floor plan, the remainder of the street frontage is occupied by interior access storage units. According to the applicant, there are safety concerns with providing transparency into active storage areas. The applicant has instead provided 70 percent transparency along the upper levels to meet the intent of the regulations. With regards to the convenience store, the submitted floor plan indicates that a storage room and cooler vault (used to store chilled beverages) will be located along the southern wall, which precludes the placement of windows along the Nordhoff Street frontage. Thus, the southern frontage is not an active storefront area as it is mostly used for storage. As such, providing less than 50 percent ground floor transparency along the project's street frontages is warranted. The ground floor elevations will instead be comprised of stone veneer, applicable signage, and a landscape bed to help make the development more compatible with the surrounding community.

Pursuant to LAMC Section 12.22-A,28(a)(6), pole signs are not permitted on commercial corner sites, without first obtaining conditional use approval. The proposed 20-foot pole sign will be located at the corner of Nordhoff Street and De Soto Avenue, which are both designated Boulevard II with a right of way width of 110 feet. Given the width of the street, the proposed sign would not dominate the visual appearance of the area, but instead would be compatible with the existing urban landscape. The sign's design includes stucco and metal panels in colors complimenting the project. Other nearby shopping centers and commercial uses have similar pole signs including a Shell Gas Station, the Chatsworth Commerce Center, LA Fitness, and a shopping center across De Soto Avenue. The pole sign will conform with code requirements that regulate size and height. As conditioned, the pole sign will be compatible with surrounding properties.

Therefore, the project's location, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

6. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan

The project site is comprised of a 57,620 square-foot lot located at the northeast corner of the intersection of De Soto Avenue and Nordhoff Street. The Chatsworth-Porter Ranch Community Plan designates the site as General Commercial with corresponding zones of CR, C1.5, C2, C4, RAS3 and Height District No. 1. The project site is zoned MR2-1 and P-1 and is inconsistent with the land use designation. The property is not located within a specific plan and is not located within an interim control ordinance area. The applicant has requested a Zone Change of the project site from MR2-1 and P-1 to C2-1. The Chatsworth-Porter Ranch Community Plan contains the following text:

Objective 4: To promote economic well-being and public convenience through:

- a) Allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principals and standards;

The project will develop the site with a viable commercial enterprise in an area designated and zoned for such uses. The project will include features such as electric vehicle charging stations and solar panels that are intended help the site reduce its environmental footprint. The condition requiring a minimum of 15% of all Code required parking spaces to be provided with EV chargers onsite will support the adoption of low and zero emission transportation fuel sources by the project's visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions 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), 5.7 (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). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the visitors who use electric vehicles and utilize electricity on site for other functions. As such, the project substantially conforms with the purpose, intent, and provisions of the General Plan.

Alcohol

The Community Plan text is silent with regards to alcohol sales. In such cases, the Commission must interpret the intent of the Plan. The project will promote economic well-being and public convenience by allowing for the operation of commercial development that will offer a "one stop shop" for convenience store items such as snacks, coffee, food, and beer and wine. In conjunction with the approval of the Conditional Use, the use of the convenience store is consistent with the requested Zone Change. With conditions and limitations imposed by the City Planning Commission, the surrounding properties should be protected from predictable impacts of the proposed use.

Commercial Corner (Hours, Transparency, and Pole Sign)

The project promotes economic well-being by allowing for the development of a 79,847 square-foot self-storage facility and a 2,500 square-foot convenience market at the site. The

project site is designated for General Commercial land uses and the proposed Zone Change is consistent with the land use designation. The requested deviations from commercial corner development standards and the authorization to allow a pole sign at the site will promote economic well-being in the Plan Area by adding viable commercial endeavors to the site. The project adheres to the use and development parameters of the proposed zone, except where conditional use approval and commercial corner deviations were requested.

Conditional Use – Alcohol Specific

7. The proposed use will not adversely affect the welfare of the pertinent community.

The approval of the Conditional Use to permit the sale of alcoholic beverages for off-site consumption within a convenience market (7-Eleven) will not adversely affect the welfare of the community. The proposed sale of beer and wine will be a service provided to patrons of the convenience store. The project will utilize a Type 20 license from the California Department of Alcoholic Beverage Control, which regulates alcohol sales. With oversight from CA ABC and the incorporation of a number of conditions with this grant, the project will continue to be compatible with the character of the immediate neighborhood. Further, the market and deli's operation will be fully enclosed within the building and should not impact the surrounding community.

As stated previously, the focus of the convenience market is primarily the sale of convenience store items such as snacks, coffee, drinks, with the sale of beer and wine for off-site consumption being a service that offers convenience to patrons of the site. Conditions have been incorporated into this grant to require security measures such as the installation of a surveillance system and deterrence of graffiti. In addition, the grant requires the installation of age verification device at the point of sale to deter underage drinking. Employees must also undergo training provided by the Los Angeles Police Department STAR (Standardized Training for Alcohol Retailers) Program. Both the Conditions of Approval and the requirements of the State Alcoholic Beverage Control agency are intended to protect the public health, welfare and safety of the community. In addition, the nearest residential uses to the site are over 1,400 feet to the south and all properties to the east, west, and north are industrial or commercial in nature. Therefore, it is expected that the proposed off-site sales of a beer and wine will not adversely affect the welfare of the pertinent community.

8. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

According to the California State Department of Alcoholic Beverage Control (ABC) licensing criteria, there are six (6) on-site and three (3) off-site alcohol sales licenses allocated to Census Tract No. 1134.21. Currently there are four (4) on-site licenses and three (3) off-site licenses in this census tract.

- (2) Type 20 Off Sale – Beer and Wine
- (1) Type 21 Off Sale – General
- (1) Type 40 On Sale – Beer (Bar, Tavern)

- (2) Type 41 On Sale – Beer and Wine
- (1) Type 51 On Sale – General (Club)

In addition, the former restaurant on the site held a Type 21 license for on-site sales of a full line of alcoholic beverages for a number of years. Though the conditional use expired after one year of non-use, the ABC permit does not expire. Thus the approval of this case would not result in an additional ABC permit in the area.

As reported by the Los Angeles Police Department, within Crime Reporting District No. 1781, which has jurisdiction over the subject property, a total of 244 crimes were reported in 2017, compared to the citywide average of 191 crimes and the high crime reporting district average of 229 crimes for 2017. In 2017, there were 11 Narcotics, 0 Liquor Law, 1 Public Drunkenness, 1 Disturbing the Peace, 0 Disorderly Conduct, and 14 DWI related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Over concentration can be undue when the addition of a license will negatively impact a neighborhood. Over concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. The project will not adversely affect community welfare because the neighborhood serving convenience market with the off-site sale of beer and wine only is a desirable use in an area designated for commercial uses. In this case, the proposed project will provide a convenience to workers, visitors, and residents in the immediate neighborhood and as conditioned, will not negatively impact the area. No evidence was submitted for the record establishing any nexus between the subject site and the area's crime rate. Nevertheless, conditions such as those related to the STAR Program, age verification and security cameras, have been imposed by the City Planning Commission in conjunction with this approval. Public safety measures to mitigate nuisance and criminal activities have been incorporated into the grant to assure better oversight. The City Planning Commission has also included recommended conditions related to the sale and distribution of alcoholic beverages for further consideration by the State Department of Alcoholic Beverage Control as conditions on the alcohol license, including the prohibition on single unit sales. Therefore, as conditioned, the use is not expected to contribute to the area's crime rate or generate any nuisance activity and will not result in an undue concentration of establishments.

9. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The following sensitive uses are located within 1,000 feet of the subject site:

- The Garden Christian Fellowship 20745 Nordhoff Street

The sale of beer and wine for off-site consumption will be in a controlled environment within the convenience market and will be managed by trained employees and subject to multiple conditions addressing security and upkeep of the site. Thus, the proposed project will not detrimentally affect the sensitive use within proximity of the subject site. To ensure that the nearby sensitive use is adequately mitigated from any potential adverse impacts of this project, conditions been imposed to ensure that no loitering, littering, excessive noise or light will result from the operation of this business. Therefore, with the conditions imposed herein, the off-site sales of beer and wine at a proposed convenience store should not detrimentally affect the neighboring sensitive use or create potential nuisances for the surrounding area.

Conditional Use - Commercial Corner (Hours, Pole Sign, and Transparency)

10. **Based on data provided by the City Department of Transportation or by a licensed traffic engineer, that ingress to and egress from the project will not create a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.**

A Traffic Study was prepared for the proposed project by Overland Traffic Consultants Inc and submitted to the Department of Transportation for review and approval. The Traffic Study analyzed nine intersections and found that the proposed project (after accounting for the removal of restaurant trips and pass-by traffic adjustments) would result in a total of 260 net new daily trips, a net decrease of four trips during the a.m. peak hour and a net increase of 11 trips during the p.m. peak hour. In a memo dated May 23, 2018, the Department of Transportation determined that the proposed project would not produce a significant transportation impact at any of the studied intersections.

LADOT found that the conceptual site plan to be adequate but the applicant will be required to obtain final approval from LADOT for the proposed project's site access and circulation during plan check. LADOT has also required that a maximum of two driveways shall be permitted and that driveways shall be located as far away from the intersection of De Soto Avenue and Nordhoff Street as feasible. In view of the foregoing, the ingress to and egress from the project will not create a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.

11. **The project approval will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity of the proposed project.**

The project replaces an existing commercial corner restaurant with a self-storage/gas station/convenience store. The project has requested deviations to operating hours to allow hours of operation beyond 7 a.m. to 11 p.m., daily, for both the self-storage use and for the convenience store/gas station use and will also include the reuse of an existing 20-foot in-height pole sign serving the gas station/convenience store, and less than 50 percent ground floor window transparency along the De Soto Avenue frontage for the self-storage building and along the Nordhoff Street frontage of the convenience store. Therefore, the approval will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity as the commercial corner development already exists at the site.

Site Plan Review Findings

12. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan**

The project site is comprised of one corner lot located at northeast corner of the intersection of De Soto Avenue and Nordhoff Street. The Chatsworth-Porter Ranch Community Plan designates the site for General Commercial land uses with corresponding zones of C1.5, C2, C4, RAS3, and Height District No. 1. The property is not located within a specific plan and is not located within an interim control ordinance area. The applicant has requested a zone change of the project site from MR2-1 and P-1 to C2-1. The Chatsworth-Porter Ranch Community Plan contains the following text.

Objective 4: To promote economic well-being and public convenience through:

- a) Allocating and disturbing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principals and standards;

Objective 10: To improve vehicular circulation patterns within the Community and encourage specific improvements to key streets and intersections to improve the flow of traffic and accommodate future demand;

The project is consistent with the objectives of the Community Plan in that it will continue to allocate space for viable commercial development in the area, and as discussed in more detail in above Finding No.1. The development will provide additional employment opportunities within an underdeveloped commercial site. The project includes self-storage, convenience market, and a gas station to serve the surrounding neighborhood. The commercial development will create a pedestrian friendly environment by linking buildings with dedicated walkways, by widening the public sidewalk, and by separating vehicular and pedestrian access points to the site. The project will improve and provide street trees, close extraneous curb cuts, and provide appropriate drought tolerate landscaping, including providing a minimum 5-foot landscaped buffer around the site's street frontages, in keeping with commercial corner/mini-shopping center development regulations. As proposed, the project will be in substantial conformance with the provisions of the General Plan and the Chatsworth-Porter Ranch Community Plan. The project is not located within a Specific Plan.

13. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.**

Compatibility with Existing and Future Development

The proposed structures are consistent with the visual character of the area. Surrounding uses include a mix of industrial and commercial uses. The northern adjoining property is zoned MR2-1 and P-1 and is developed with industrial uses. The eastern adjoining property is zoned MR2-1 and P-1 and is developed with automotive repair uses. The southern adjoining property (across Nordhoff Street) is developed with a mini-shopping center with various fast food and neighborhood serving uses. The eastern adjoining properties (across De Soto Avenue) are zoned C2-1 and are developed with a mini-shopping center and a LA Fitness gym. To the southwest of the project site, properties are zoned C2-1 and MR2-1 and are developed with a gas station, convenience store, and various fitness uses. The project site is presently developed with an underutilized vacant single-story commercial building. The project will demolish existing improvements in order to construct a new four-story, 79,847 square-foot self-storage building and a 2,500 square-foot convenience store and gas station. The project complies with the floor area and height limitations of the proposed C2-1 zone and commercial corner/mini-shopping center regulations that regulate developmental form in the area. While the self-storage use is taller than existing buildings, it is still within the 45-foot height limit at the site, and it is sufficiently setback and includes articulation and landscaping to minimize the appearance of bulk and massing. As such, the new structures will be similar in scale to existing buildings in the surrounding area.

Arrangement of Buildings (Height, Bulk, Setbacks)

The location of the buildings has been designed to be compatible with adjacent uses. The project site is located within Height District No. 1 on a commercial corner site, which limits development to a maximum height of 45 feet. The existing MR2-1 and P-1 zones and the proposed C2-1 Zone limits F.A.R. at the site to 1.5 to 1. No setbacks are required for non-residential development within the C2 Zone. As stated previously, the proposed project complies with the floor area and height limitations of the proposed C2-1 zone and commercial corner/mini-shopping center regulations that regulate developmental form in the area. While the self-storage use is taller than existing buildings, it is still within the 45-foot height limit, and it is sufficiently setback and includes articulation and landscaping to minimize the appearance of bulk and massing. The project is providing a minimum 5-foot landscape buffer along all street frontages in accordance with commercial corner development regulations. As such, the new structures will be similar in scale to existing buildings in the surrounding area.

The self-storage building will have a customer service area/office that is positioned along De Soto Avenue to help activate the street frontage and encourage pedestrian activity. A direct pedestrian path of travel is also provided along the Nordhoff Street frontage to the convenience store. Internal pedestrian circulation is accommodated through sidewalks along building frontages.

Therefore, the proposed height, bulk and setbacks of the development are similar to nearby structures, and the proposed landscaping will make the site more attractive and well integrated with the surrounding neighborhood.

Parking, Loading Areas, Trash Collection

The project's surface parking lot is shared between the self-storage facility and the gas station/convenience store. The project will include a total of 40 vehicle parking spaces, 24 bicycle parking spaces, a 600 square-foot loading zone, and a dedicated trash enclosure area. The project will include six EV parking stalls, a 600 square-foot loading zone, and on-site trash enclosure area. The loading zone will be provided along the southern portion of the property to serve the convenience store. The project will also include on-site trash collection for both refuse and recyclable materials, in conformance with the L.A.M.C. The trash enclosure is located on the eastern side of the property, along the northern side of the convenience market building.

Landscaping

The project will provide 7,935 square feet of native landscaping including 25 trees and hundreds of shrubs. Landscaping will be provided along the site's street frontages as well as within the surface parking lot. The site will also include six shade trees capable of providing 62 percent of shade over the parking area in the summer after 10 years of growth.

Lighting

The proposed project's lighting scheme will be compatible with surrounding development. Exterior lighting will illuminate on-site facilities in order to provide sufficient lighting for circulation and security, while minimizing impacts on adjacent properties. Ground level lighting for the commercial center will activate and enhance the pedestrian environment at night.

The project has been conditioned, herein, to ensure that the proposed arrangement of buildings, off-street parking facilities, and other such pertinent improvements will be compatible with existing and future development on neighboring properties.

14. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The proposed project involves the development of a self-storage facility and convenient store/gas station. No residential uses are proposed. The proposed project is not subject to the City's open space requirements pursuant to LAMC Section 12.21-G,2, however, the project has been conditioned so that all open areas not used for buildings, driveways, and parking areas be attractively landscaped, include an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect.

Environmental Findings

15. On August 8, 2018, a Mitigated Negative Declaration (ENV-2018-0791-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 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 Department of City Planning in Room 763, 200 North Spring Street.
16. **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 Zone C, areas of minimal flooding.