



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** September 27, 2018  
**Time:** After 8:30 A.M.\*  
**Place:** Van Nuys City Hall  
Council Chamber 2<sup>nd</sup> Floor  
14410 Sylvan Street  
Van Nuys, CA 91401

**Public Hearing:** August 27, 2018  
**Appeal Status:** Zone Change is appealable only by the applicant to City Council if disapproved in whole or in part. Conditional Uses and Site Plan Review are appealable to the City Council by any party.

**Expiration Date:** September 30, 2018  
**Multiple Approval:** Yes

**Case No.:** CPC-2018-0790-ZC-BL-CU-CUB-SPR  
**CEQA No.:** ENV-2018-791-MND  
**Incidental Cases:** N/A  
**Related Cases:** N/A  
**Council No.:** 12-Englander  
**Plan Area:** Chatsworth-Porter Ranch  
**Specific Plan:** N/A  
**Certified NC:** Chatsworth  
**GPLU:** General Commercial  
**Current Zone:** MR2-1 and P-1  
**Proposed Zone:** (T)(Q)C2-1  
**Applicant:** 9110 De Soto Holding LLC  
**Representative:** Jonathan Riker, Ervin Cohen & Jessup LLC

**PROJECT LOCATION:** 9110 North De Soto Avenue

**PROPOSED PROJECT:** The project involves the demolition of an existing 9,361 square-foot restaurant building and the construction, use, and maintenance of a 79,847 square-foot, four-story self-storage building and a 2,500 square-foot convenience store and gas station. The project will include a 20-foot in height pole sign and approximately 37 parking spaces. Proposed hours of operation for the self-storage use is from 6 a.m. to 10 p.m. daily. Proposed hours of operation for the gas station and convenience store is 24 hours, daily.

#### REQUESTED ACTION:

1. Pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-0791-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; FIND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; FIND the mitigation measures have been made enforceable conditions on the project; and ADOPT the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. Pursuant to Sections 12.32. F of the Los Angeles Municipal Code (L.A.M.C.), a **Zone Change** from MR2-1 and P-1 to (T)(Q)C2-1;

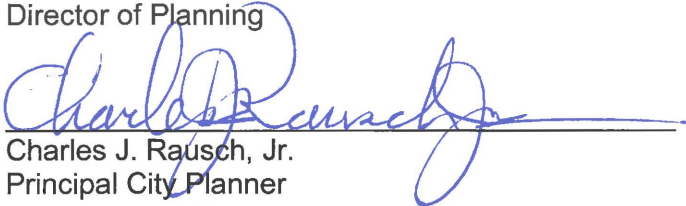
3. Pursuant to L.A.M.C. Section 12.32-R, a **Building Line Removal** to remove a 25-foot Building Line along De Soto Avenue, established under Ordinance No. 108,684.
4. Pursuant to Section 12.24-W,27 of the Los Angeles Municipal Code (L.A.M.C.), a **Conditional Use** to permit the following deviations from commercial corner regulations;
  - a. Hours of operation from 6 a.m. to 10 p.m., daily at a proposed self-storage use and 24-hours, daily at a proposed 2,500 square-foot convenience store in lieu of the permitted hours of 7 a.m. to 11 p.m., daily.
  - b. A 20-foot in height pole sign whereas otherwise not permitted;
  - c. Less than 50 percent window transparency along street frontages whereas otherwise not permitted;
5. Pursuant to LAMC Section 12.24-W,1, a **Conditional Use** to permit the sale and dispensing of beer and wine only for off-site consumption at a proposed convenience store;
6. Pursuant to LAMC Section 12.24-S, a 20 percent reduction in required parking in conjunction with a conditional use;
7. Pursuant to LAMC Section 16.05, **Site Plan Review** for a development project which creates or results in an increase of 50,000 square feet or more of non-residential floor area.

#### RECOMMENDED ACTIONS:

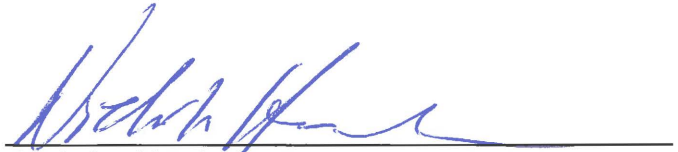
1. **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-0791-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **FIND** the mitigation measures have been made enforceable conditions on the project; and **ADOPT** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Recommend** that the **City Council approve** a **Zone Change** MR2-1 and P-1 to (T)(Q)C2-1 subject to the attached (T) and (Q) Conditions of Approval;
3. **Recommend** that the **City Council approve** a **Building Line Removal** to remove a 25-foot Building Line along De Soto Avenue, established under Ordinance No. 108,684.
4. **Approve** the following deviations from Commercial Corner Development Standards:
  - a. Hours of operation from 6 a.m. to 10 p.m., daily at a proposed self-storage use and 24-hours, daily at a proposed 2,500 square-foot convenience store in lieu of the permitted hours of 7 a.m. to 11 p.m., daily.
  - b. A 20-foot in height pole sign whereas otherwise not permitted;
  - c. Less than 50 percent window transparency on the ground floor whereas otherwise not permitted;
5. **Dismiss** the requested 20 percent reduction in required parking in conjunction with a conditional use, in so much as it is not necessary;
6. **Approve Site Plan Review** for a development project which creates or results in an increase of 50,000 square feet or more of non-residential floor area.

7. **Adopt** the attached findings;


VINCENT P. BERTONI, AICP  
Director of Planning



Charles J. Rausch, Jr.  
Principal City Planner



Nicholas Hendricks  
Senior City Planner



JoJo Pewsawang  
City Planner

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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## PROJECT ANALYSIS

### Project Summary

The project involves the demolition of an existing 9,361 square-foot vacant commercial building and the construction, use, and maintenance of a 79,847 square-foot, four-story self-storage facility (Storage Etc.) and a 2,500 square-foot convenience store and gas station (7-Eleven). The project will include the retention of an existing 20-foot in height pole sign, which is located at the corner of Nordhoff Street and De Soto Avenue. Proposed hours of operation for the self-storage use is from 6 a.m. to 10 p.m. daily. Proposed hours of operation for the gas station and convenience store is 24 hours, daily.



Figure 1. Rendering looking North-East from the intersection of De Soto Avenue and Nordhoff Street.

### Project Details

The proposed project is comprised of a 79,847 square-foot, four-story self-storage facility and a 2,500 square-foot, single-story convenience store/gas station. On-site parking is accommodated by the provision of 40 automobile parking spaces (including 6 EV parking spaces) and 12 bicycle parking spaces. The project is also proposing to retrofit an existing 20-foot in height pole sign at the site with new tenant information signs that will display gas prices and branding for the convenience store, gas station, and self-storage use.

Project Details	
Self-Storage	79,847 SF
Convenience Store and Gas Station	2,500 SF
Automobile Parking	40 spaces
Bicycle Parking	24 spaces

The self-storage building will rise to a maximum height of 45 feet (51 feet 6 inches with stair access tower) and four stories. The De Soto Avenue street frontage is defined primarily by a clear glass skin on the upper floors that offers a high degree of transparency into the building with stone veneer and landscaping on the ground floor. While the units will not be functional along the De Soto Avenue frontage, the high degree of visibility into the building will help create the appearance of an active frontage. The self-storage facility's ground floor will include a customer service/office along the De Soto Avenue frontage. An elevator lobby will also be provided towards the center of the self-storage building for convenient access to storage units on the upper floors.

The convenience market will be a single-story structure occupying 2,500 square feet. The storefront will be oriented facing west towards De Soto Avenue and the gas station pumps. The exterior walls of the convenience market will be clad in the same stone veneer building material as the self-storage facility, thereby lending a common design element to both structures.

### Parking, Access, and Site Circulation

The proposed self-storage facility will be located on the northern portion of the property while the gas station and convenience store will be located on the southern portion of the property. The two uses will share the on-site parking facilities. The project site is located within a State Enterprise Zone that requires commercial parking to be provided at a ratio of 1 space per 500 square feet. The project is required to provide 39 parking spaces and will provide 40 spaces. The project will also be providing installed EV chargers for 15 percent of required parking spaces (total of 6 EV spaces). Vehicular access to the subject property will be provided by two new driveways; one on De Soto Avenue and one on Nordhoff Street. A new pedestrian path of travel will be provided from the sidewalk on Nordhoff Street to the convenience store and from De Soto Avenue to the customer service/office entrance for the self-storage facility.

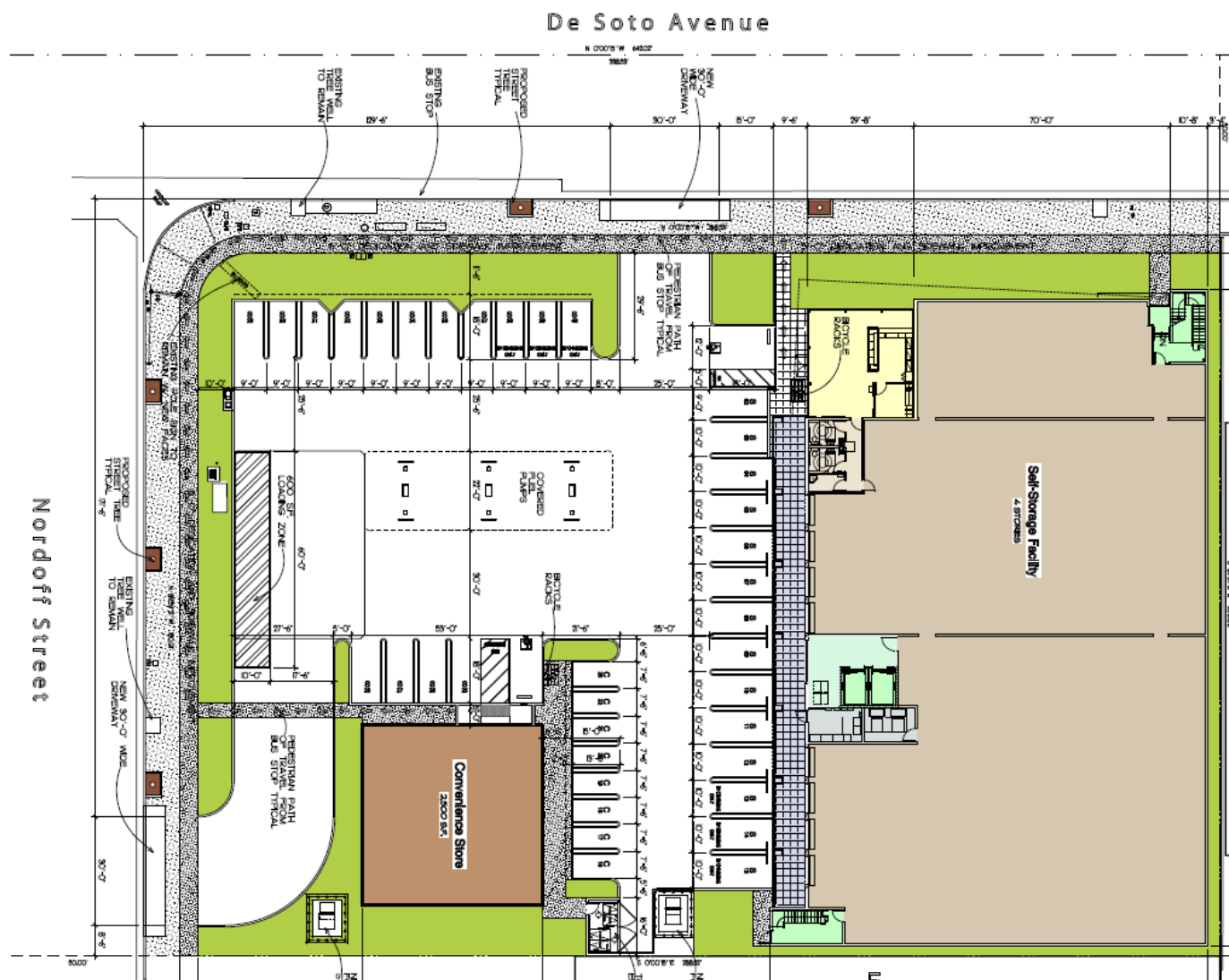


Figure 2. Site Plan . (North to the right)

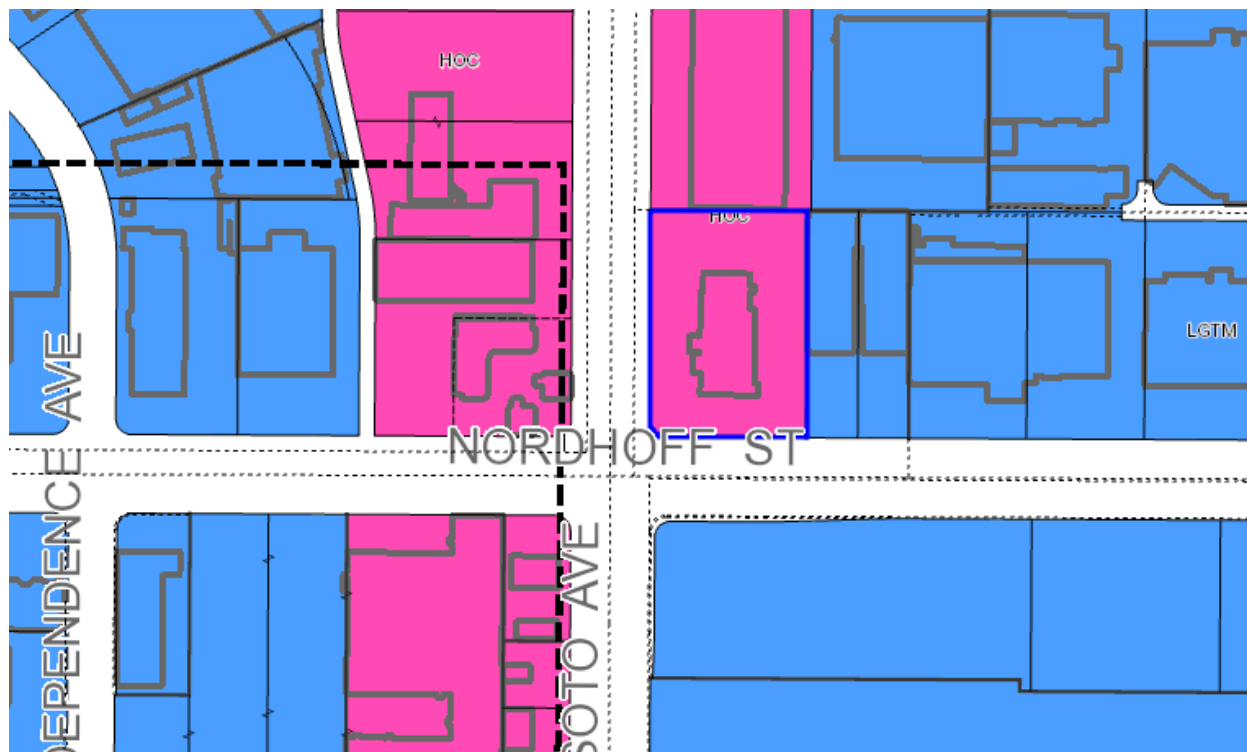
### Sustainability

The project incorporates several sustainable elements. Solar panels will be installed on the self-storage building's roof and 15 percent of the required vehicle parking will be installed for electrical vehicles (6 spaces total). Furthermore, the project will comply with the applicable provisions of the Los Angeles Green Building Code and California Green Building Standards Code.

### Project Background

#### Zoning and Land Use Designation

The Chatsworth-Porter Ranch Community Plan designates the site for General Commercial uses with corresponding zones of C1.5, C2, C4, and RAS3. The subject property is presently zoned MR2-1 and P-1 and is inconsistent with the land use designation.



**Figure 3. ZIMAS view of surrounding General Plan Land Use Designations. Pink signifies General Commercial and blue signifies Light Manufacturing. The subject site is outlined by a bold blue line and is displayed as pink (General Commercial with corresponding zones of C1.5, C2, C4, and RAS3).**

#### Proposed Zoning

The applicant is proposing a zone change from MR2-1 and P-1 to C2-1. The C2-1 zone is consistent with the site's General Commercial land use designation and permits the proposed commercial uses at the site.

	<b>Zone</b>	<b>F.A.R.</b>	<b>Maximum Height</b>
<b>Present Zoning</b>	MR2-1 and P-1	1.5:1	45 feet
<b>Proposed Zoning</b>	C2-1	1.5:1	45 feet

## Project Site

The subject site consists of one corner lot with approximately 57,615 square feet of lot area. The site has a frontage of approximately 265 feet along the east side of De Soto Avenue and a frontage of 180 feet along the north side of Nordhoff Street. The site is presently improved with a 9,361 square-foot single-story commercial building with an associated surface parking lot and pole sign. All existing structures will be demolished as a part of the project.

The project site is presently zoned MR2-1 with a 50-foot strip of P-1 along both street frontages. The site also includes a 25-foot building line along the De Soto Avenue frontage that was established under Ordinance No. 108,684. The project calls for the construction of a four-story self-storage building on the northern portion of the site and a convenience-store/gas station combination along the southern portion of the site.

The project site is located within the Chatsworth-Porter Ranch Community Plan, the Los Angeles State Enterprise Zone (ZI-2374), a 2,000-foot buffer zone for Hazardous Waste Area/Border Zone Properties (BZP) Site (ZI-1192), a Transit Priority Area (ZI-2452), and within the Chatsworth-Northridge Industrial Core (Innov818). The Chatsworth-Porter Ranch Community Plan designates the site for General Commercial land uses and is presently zoned MR2-1 with a 50-foot strip of P-1 along the De Soto Avenue and Nordhoff Street frontage.

## Surrounding Land Uses

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.



**Figure 4. ZIMAS view of existing zoning patterns around the site.**

### **Streets and Public Transit**

De Soto Avenue, adjoining the subject property to the east, is a designated Boulevard II, dedicated to a width of 100 feet and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Nordhoff Street, adjoining the subject property to the south, is a designated Boulevard II, dedicated to a width of 100 feet and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

The following lines provide service to and around the project site:

- Metro Local Lines: 166/364 and 245/244

### **Related Cases**

#### **On-Site:**

Ordinance No. 165,788-SA2070– On May 27, 1990, an Ordinance amending the zoning map for the Chatsworth-Porter Ranch Community Plan became effective, changing the site's zoning from M2-1 and P-1 to MR2-1 and P-1.

Ordinance No. 108,684 – On January 3, 1957, an Ordinance establishing a 25-foot building line on both sides of De Soto Avenue between Victory Boulevard and a line approximately 630 feet northerly of Tulsa Street became effective.

#### **Off-Site:**

Ordinance No. 185,585 and Case No. APCNV-2017-1848-ZC-WDI – On July 16, 2018, an Ordinance became effective, changing the site's zoning from MR2-1 and P-1 to (T)(Q)C2-1. On March 6, 2018, the North Valley Area Planning Commission recommended that the City Council approve the requested Zone Change from MR2-1 and P-1 to C2-1; and conditionally approved a requested Waiver of Dedication and Improvements in conjunction with the expansion of an existing gym, within the C2-1 Zone at 9119 North De Soto Avenue **(to the west across De Soto Avenue)**

Ordinance No. 183,130 and Case No. CPC-2013-1953-ZC-CU-SPR – On June 27, 2014, an Ordinance became effective, changing the site's zoning from MR2-1 and P-1 to (T)(Q)M2-1; on April 16, 2014, the City Planning Commission recommended approval of the zone change request, dismissed a conditional use request to permit commercial corner development to operate 24 hours, daily in lieu of 7 a.m. to 11 p.m., daily, approved site plan review for a development that results in an increase of 50,000 square feet of non-residential floor area, within the (T)(Q)M2-1 Zone at 20700-20848 Nordhoff Street. **(to the south across Nordhoff Street)**

Ordinance No. 180,805 and Case No. NVAPC-2008-1580-ZC-SPR – On September 6, 2009, an Ordinance became effective, changing the site's zoning from MR2-1 and P-1 to (T)(Q)C2-1. On April 2, 2009, the North Valley Area Planning Commission approved and recommended that the City Council adopt a zone change from MR2-1 and P-1 to (T)(Q)C2-1; approved site plan review in conjunction with the demolition of a 34,122 square-foot single-story building and the construction, use, and maintenance of four one-story retail and restaurant buildings with two fast food drive-through restaurants and a combined floor area of 32,600 square feet, within the MR2-

1 and P-1 Zones at 9171-9185 North De Soto Avenue. **(to the southwest across De Soto Avenue)**

Ordinance No. 168620 and Case No. CPC-1992-29-ZC – On February 26, 1993, an Ordinance amending Section 12.04 of the LAMC became effective, changing the site's zoning from P-1, C2-1, and MR2-1 to (T)(Q)C2-1 to construct a mini-shopping center for property located at 9101 – 9111 De Soto Avenue. **(Abutting the subject site to the south across Nordhoff Street)**

Case No. ZA-94-0202-CUB – On June 21, 1994, the Zoning Administrator approved a conditional use to permit the sale of beer and wine for off-site consumption at an existing service station and food mark in the C2-1 and M2-1 Zone at 9061 De Soto Avenue.

### **Public Hearing**

A public hearing on this matter with the Hearing Officer was held at The Marvin Braude San Fernando Valley Constituent Services Center on Monday, August 27, 2018 (see Public Hearing and Communications, Page P-1).

### **Issues and Responses**

#### **Traffic**

At the public hearing, a member of the community spoke to concerns regarding traffic that the project would generate. A traffic study was prepared by Overland Traffic Consultants, Inc. dated January 2018. The traffic study analyzed nine intersections and determined that none of the studied intersections would be significantly impacted by project related trips.

#### **Building Design**

The Chatsworth Neighborhood Council requested that the applicant revise their design to make the building's color palette a bit more muted. The applicant's original proposal had the storage facility's southern façade colored blue and teal, which is the primary color scheme of the Storage Etc. brand. At the request of the Neighborhood Council, the applicant has revised their plans and changed the color scheme to a more muted beige/opaque color scheme with blue/teal colored squares that reflect the branding.

#### **Off-site Alcohol Sales**

Some concerns were raised regarding the proposed off-site sale of alcoholic beverages at the site. The applicant has agreed to a set of conditions recommended by LAPD that will help safeguard the community from potential negative impacts. The project will include cameras, lighting, and other features designed to enhance safety and security at the site. Further, the project will have additional oversight from the Department of Alcoholic Beverage Control, which may place additional restrictions on the ABC license (ie. Limiting single-unit sales, restricting hours of alcohol sales, etc).

#### **Professional Volunteer Program**

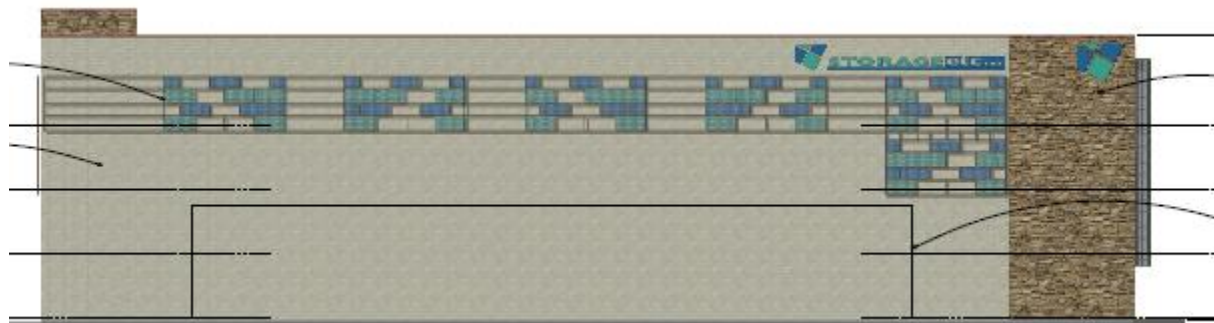
The proposed project was reviewed by the Urban Design Studios Professional Volunteer Program (PVP) on Tuesday, May 15, 2018. PVP Comments are summarized herein:

- The PVP stressed the importance of 360 degree design for all elevations of the building.
- Location of bicycle parking should be sited at convenient locations such as primary building entrances.



- Improve pedestrian connections to the site.

The applicant provided staff with a revised set of plans that incorporates PVP's comments. The applicant updated the northern and western elevations and added design elements to add variation to the facade. The design elements coincide with the branding of the self-storage facility (Storage Etc.) and will be comprised of pre-finished metal grill and perforated metal panels.



**Figure 5. View of the eastern elevation. Decorative metal panels have been added to add design variation to the facade. Outline of existing eastern adjoining property also visible.**

In response to neighborhood concerns, the applicant revised the color scheme of the southern elevation of the self-storage facility to a more muted beige from the previously proposed teal and blue color scheme. The updated plans also show the location of bicycle parking, which are cited as close to main entrances as practically feasible. The site plan also provides dedicated pedestrian entrances to the site from De Soto Avenue (to the self-storage facility) and along Nordhoff Street (to the convenience market).



**Figure 6. View of the southern facade of the self-storage facility. The colors were changed as a result of community input.**

## **Conclusion**

The proposed project will improve an underutilized site with a four-story self-storage building and a convenience store/gas station. The project will introduce new services and amenities and offer conveniences such as the ability to purchase gas, snacks, beer and wine, charge electric vehicles, and procure/visit a storage unit at the same site. The project will facilitate the redevelopment of an underutilized parcel along De Soto Avenue and Nordhoff Street in Chatsworth, and will help develop public improvements to the right of way to current street standards. Based on the information submitted to the record, the surrounding uses, input from the public hearing, the proposed project's compliance with the Chatsworth-Porter Ranch Community Plan, and good planning and zoning practices, the Department of City Planning recommends that the City Commission approve the requested entitlements subject to the conditions of approval.

## 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 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.

**Dedications and Improvements.** Prior to the issuance of any building permits, the following 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). Dedications and improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering.

### 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 Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning 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 Department of City Planning.
  - a. Street Dedications.
    1. Nordhoff Street (Boulevard II) – A 5-foot wide strip of land along the property frontage to complete a 55-foot wide half right-of-way in accordance with Boulevard II of Mobility Plan 2035.
    2. De Soto Avenue (Boulevard II) – A 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way and a 20-foot radius property line return at the intersection with Nordhoff Street in accordance with Boulevard II of Mobility Plan 2035.
  - b. Street Improvements.
    1. Nordhoff Street – Remove the existing sidewalk and construct a new 15-foot concrete sidewalk. Repair all broken, off-grade concrete curb and gutter along the property frontage. Construct a new access ramp at the intersection with De Soto Avenue and upgrade all driveways to comply with ADA requirements.
    2. De Soto Avenue – Remove the existing sidewalk and construct a new 15-foot concrete sidewalk, including around the property line return. Repair all broken, off-



grade concrete curb and gutter along the property frontage. Upgrade all driveways to comply with ADA requirements.

Notes:

Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

- i. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.
- c. No major drainage problems are involved.
- d. Sewer lines exist in De Soto Avenue and Nordhoff Street. Extension of the 6-inch house connection laterals to the new property line may be required. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- e. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

### 3. **Street Lighting.**

- a. Prior to recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
- b. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights: two (2) on Nordhoff Street and two (2) on De Soto Avenue.

### 4. **Urban Forestry – 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 tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

Note: Removal or planting of any tree in the public right-of-way- requires approval of the Board of Public Works. All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077 for permit information.

## **(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:

1. **Site Plan.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped "Exhibit A" and dated September 27, 2018, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Floor Area.** Development at the site is limited to 82,347 square feet of floor area, including a maximum of 79,847 square feet of household storage or warehouse space and 2,500 square feet of convenience store.

## CONDITIONS OF APPROVAL

Pursuant to Section 12.24-W,1, 12.24-W,27, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property.

### **Entitlement Conditions**

1. **Use.** Authorized herein is a four-story, 79,847 square-foot self-storage facility (storage building for household goods); a one-story 2,500 square-foot convenience market; and an automotive fueling station.
2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan, and elevations labeled Exhibit "A" attached to the subject case file. The location, type, and size of signage is not a part of this approval (with the exception of the approved pole sign). Minor deviations may be allowed in order to comply with provisions of the Municipal Code and the conditions of approval.
3. **Hours of Operation.**
  - a. The self-storage use may operate from 6 a.m. to 10 p.m., daily.
  - b. The convenience market and gasoline station may operate 24 hours, daily.
4. **Shared Automobile Parking.**
  - a. Automobile parking shall be provided in conformance with L.A.M.C
  - b. **Electric Vehicle Parking.** A minimum of 15 percent of required parking spaces shall immediately be capable of providing a charge. Plans shall indicate the proposed type and location(s) of Electric Vehicle Supply Equipment (EVSE) and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity.
  - c. When the application of the required 15 percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
  - d. Bicycle parking shall be provided in conformance with L.A.M.C.
5. **Signage.** On-site signs shall be limited to the maximum allowable under the Municipal Code and shall be in substantial conformance with those shown in Exhibit A, and subject to the following:
  - a. **Pole Sign.** Approved herein is the continued use, and maintenance of a maximum 20-foot in-height, double-sided, internally illuminated pole sign to be located within a landscaped planter area as shown in Exhibit A.
    - i. The pole sign shall only be illuminated to the minimum level required for nighttime readability.

6. **Window Transparency.** The De Soto Avenue façade of the self-storage building and the Nordhoff Street façade of the convenience market are permitted to provide less than 50 percent window transparency along the ground floor street frontages.
7. **Sustainability.**
  - a. **Solar.** The project shall provide a minimum of 2,500 square feet of solar panels on the roof of the self-storage building and comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
8. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
  - a. Except as additionally conditioned herein, a submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." Proposed trees shall have a minimum trunk diameter of two inches and a height of eight feet at the time of planting. Palm trees shall not be considered in meeting this requirement.
  - b. The project shall be planted with trees at a minimum ratio of one tree for every four surface parking spaces.
9. **Landscape Buffer.** A landscaped, planted area having a minimum inside width of five feet shall be required along all street frontages of the lot and on the perimeters of all parking areas of the lot
10. **Roof Structures.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view from any abutting properties.
11. **Department of Transportation.**
  - a. A minimum of 30-foot driveway apron is required.
  - b. A minimum 20-foot reservoir space is required between any security gate or parking stall and the property line, to the satisfaction of the Department of Transportation. De Soto Avenue and Nordhoff Street are designated as Boulevard II in the Mobility Plan 2035 of the City of Los Angeles. Backing out onto De Soto Avenue and Nordhoff Street is prohibited.
  - c. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Boulevard, Room 320, Van Nuys, CA 91401.
  - d. That the condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

12. **Fire Department.** Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.

### **Alcohol Related Conditions of Approval**

13. **Alcohol Sales.** Approved herein is the sale and dispensing of beer and wine only for off-site consumption in conjunction with a 2,500 square-foot convenience market.
14. Prior to the utilization of this grant, a camera surveillance system shall be installed to monitor the interior, entrance, exits and exterior areas, in front of and around the premises.
15. Prior to the utilization of this grant, an electronic age verification device shall be purchased and retained on the premises to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
16. Lighting shall be installed in all areas within the business in conformance with the Los Angeles Municipal Code. The lighting shall be such that it renders all objects and persons clearly visible within the establishment.
17. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his control to assure behavior that does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.
18. **Complaint Log.** Prior to the utilization of this grant, a telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations:
  - a. Entry, visible to pedestrians
  - b. Customer service desk, front desk or behind the cashier area.

Complaints shall be responded to within 24-hours. The applicant shall maintain a log of all calls and emails for a trailing period of 3 years, detailing: (1) date complaint received; (2) nature of complaint, and (3) the manner in which the complaint was resolved. This log shall be presented as part of the application if and when a new application to continue the operation is submitted to the Department of City Planning.

19. **STAR Training.** Within the **first six months of utilizing this grant** at this establishment, all employees involved with the sale of beer and wine shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR). Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter referencing Case No. CPC-2018-0790-ZC-BL-CU-CUB-SPR, from the Police Department to the Department of City Planning as evidence of compliance. In the event there is a change in the licensee, within six months of such change, this training program shall be required for

all new staff. The STAR training shall be conducted for all new hires within two months of their employment.

20. The exterior windows and glass doors of the store shall be maintained substantially free of signs and other materials from the ground to at least six feet in height above the ground so as to permit surveillance into the store by police and private security.
21. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted. Official California State lottery games and machines are allowed.
22. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
23. Loitering is prohibited on these premises, the immediately adjacent sidewalk, or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.
24. The applicant shall be responsible for maintaining free of debris or litter the premises, the immediately adjacent sidewalk, or other premises over which they have control.

Should there be a change in the ownership and/or the operator of the business, the business owner or operator shall provide the prospective new business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective owner/operator shall be submitted to the Department of City Planning in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the Department of City Planning within 30-days of the beginning day of his/her new operation of the establishment along with any proposed modifications to the existing the floor plan, seating arrangement or number of seats of the new operation.

25. The City Planning Commission reserves the right to require that the new owner or operator file a Plan Approval application with the Zoning Administrator as the decision maker, if it is determined that the new operation is not in substantial conformance with the approved floor plan, or the operation has changed in mode or character from the original approval, or if documented evidence be submitted showing a continued violation(s) of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties. The application, in association with the appropriate fees, and a 500-foot notification radius, shall be submitted to the Department of City Planning within 30 days of the date of legal acquisition by the new owner or operator. The purpose of the plan approval will be to review the operation of the premise and establish conditions applicable to the use as conducted by the new owner or operator, consistent with the intent of the Conditions of this grant. Upon this review, the Zoning Administrator may modify, add or delete conditions, and if warranted, reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.
26. **MViP – Monitoring, Verification and Inspection Program.** At any time, before, during, or after operating hours, a City inspector may conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building

and Safety which are not addressed within the time prescribed therein, may result in denial of future requests to renew or extend this grant.

27. Within 30 days of the effective date of the Department of Alcoholic Beverage Control license, and within 30 days of the effective date of any modification or alteration of terms of said license, the applicant shall transmit a copy of the valid Department of Alcoholic Beverage Control license to the Development Services Center for attachment to the case file.

### **Environmental Conditions**

28. **Aesthetics (light).** Outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties, the public right of way, nor from above.
29. **Aesthetics (glare).** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.
30. **Hazardous Substances.** Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.
31. **Increased Noise Levels (Demolition, Grading, and Construction Activities).**
  - a. 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.
  - b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
  - c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
  - d. The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.
32. **Public Services (Police – Demolition/Construction Sites).** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.
33. **Public Services (Police).** 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.

### **Administrative Conditions**

34. **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 Department of City Planning for placement in the subject file.
35. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
36. **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 Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
37. **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.
38. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
39. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
40. **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.
41. **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.
42. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.



- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

**NOTE TO THE STATE OF CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL (ABC)**

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grants, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

They may include those identified during hearing testimony, received as part of correspondence via stakeholder groups, city agency, other responsible agency, Council District, Mayor's office, etc.)

- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- The single unit sales of beer and wine shall be prohibited.
- Cashiers selling beer and wine shall be over 21 years of age.
- There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.
- Fortified wine (greater than 16% alcohol) shall not be sold.
- No signs are permitted on the outside of the building or directed from the inside to the outside which display or advertise the availability of alcoholic beverages.
- No sale of alcohol shall be permitted at any self-service, automated check-out station (checkout conducted primarily by the customer, with assistance by a store monitor) if such are available on the site. All sales of alcohol shall be conducted at a full-service checkout station directly attended by a cashier/checkout clerk specifically assigned solely to that station.

## 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 main 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 provide 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.

## PUBLIC HEARING AND COMMUNICATIONS

### Summary of Public Hearing Testimony and Communications

On August 27, 2018, the Hearing Officer held a hearing to take public testimony regarding the proposed project. The hearing was held at the first floor conference room at the Marvin Braude Constituent Services Center in Van Nuys. The hearing was attended by the applicant team and a member of the public. The following is a summary of the testimony received at the public hearings:

#### General Comments:

- The project is a proposed self-storage project and a convenience store/gas station.
- These types of uses are complimentary as their peak usage times do not coincide with one another.
- The operator for the self-storage will be Storage Etc.
- The operator for the convenience store/gas station will be 7-Eleven
- Hours of operation proposed for the self-storage are from 6 a.m. to 10 p.m., daily. Hours for the convenience store and gas station will be 24 hours, daily.
- Pole sign will display gas station pricing and identification only.
- Project will not offer truck rental services on-site.
- Office for the self-storage use will sell boxes and other moving supplies
- Chatsworth Neighborhood Council voted to support the project.

#### Public Comment:

- Owner of a nearby gas station
- Concern regarding extra traffic that will be generated
- Area is heavily congested during rush hour
- Large truck traffic is a concern

**Applicant Response.** The applicant team provided the following responses addressing comments and questions raised by the public and Hearing Officer:

- No large trucks are anticipated as the project serves as storage for small household goods.
- Project will be similar to another self-storage use that was approved at 7050 North Topanga Canyon Boulevard (CPC-2015-1741-ZC-CU-ZAD-SPR).
- Applicant agrees to abide by LAPD suggested conditions.

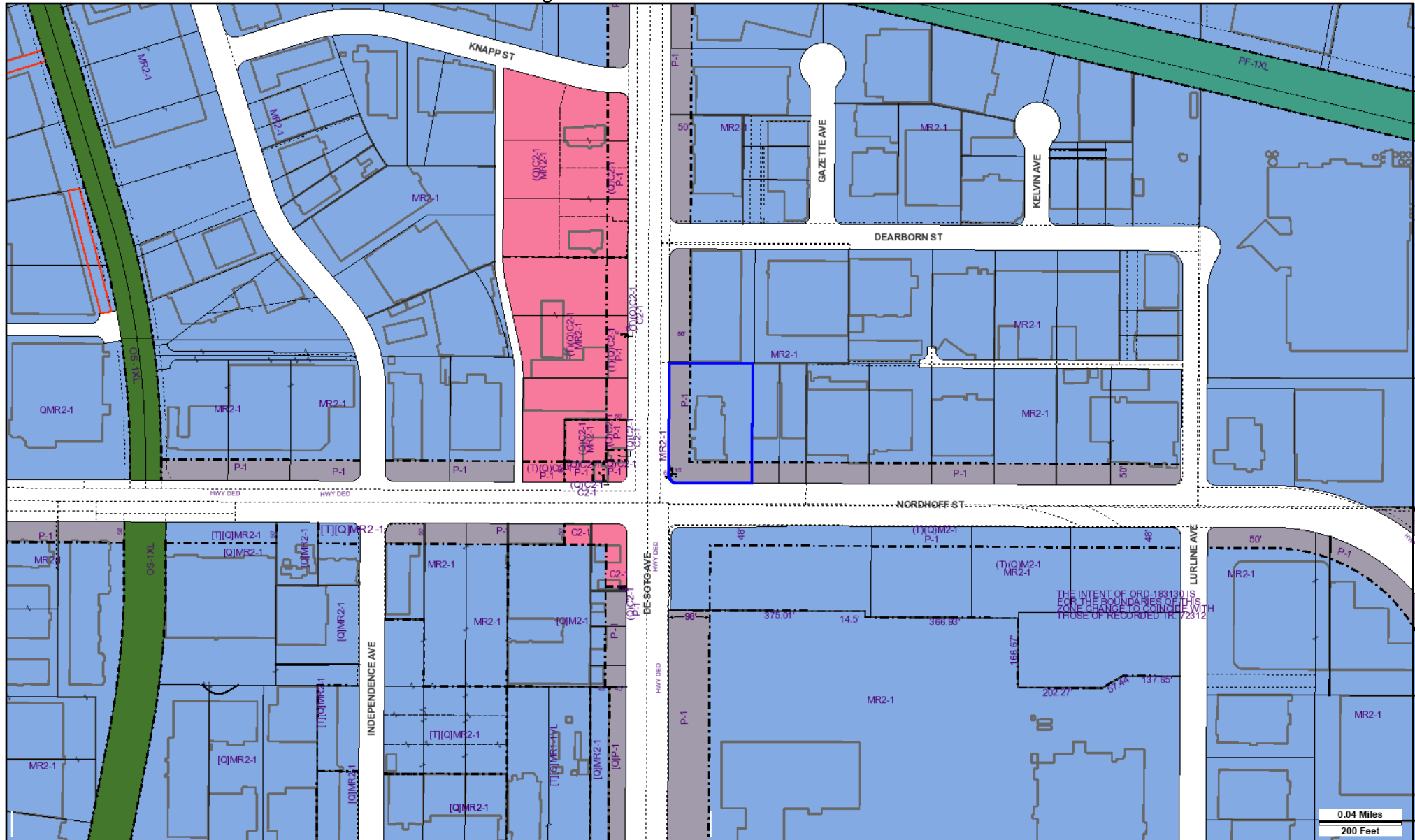
### Chatsworth Neighborhood Council

Staff received a letter of support from the Chatsworth Neighborhood Council dated August 16, 2018 for the proposed zone change from MR2-1 and P-1 to (T)(Q)C2-1 at 9110 De Soto Avenue. The letter stated that there was some concern regarding the height of the self-storage building and the worry regarding setting a precedence in the area. Applicant agreed to not add additional height to the building. There was also some concern regarding the 7-Eleven being proposed. There was some discussion regarding other 7-Eleven's in the area and their operational deficiencies. Applicant agreed to not sell single-unit beers. Hours of operation approved were from 6 a.m. to 10 p.m., daily for the self-storage use and 24 hours, daily for the convenience store and gas station. The letter also stated that the council pushed for more muted colors for the project and to plant 36 inch trees wherever possible.

**Los Angeles Police Department**

Staff received a letter from LAPD Devonshire Area Vice stating that they are opposed to the project without specific knowledge of each individual business and its operating methods. The Department would not be opposed if each business will have conditions imposed to regulate and reduce potential impacts.

**MAPS A**  
**ZIMAS MAP**



Address: 9110 N DE SOTO AVE

APN: 2748037028

PIN #: 198B109 171

Tract: P M 3945

Block: None

Lot: A

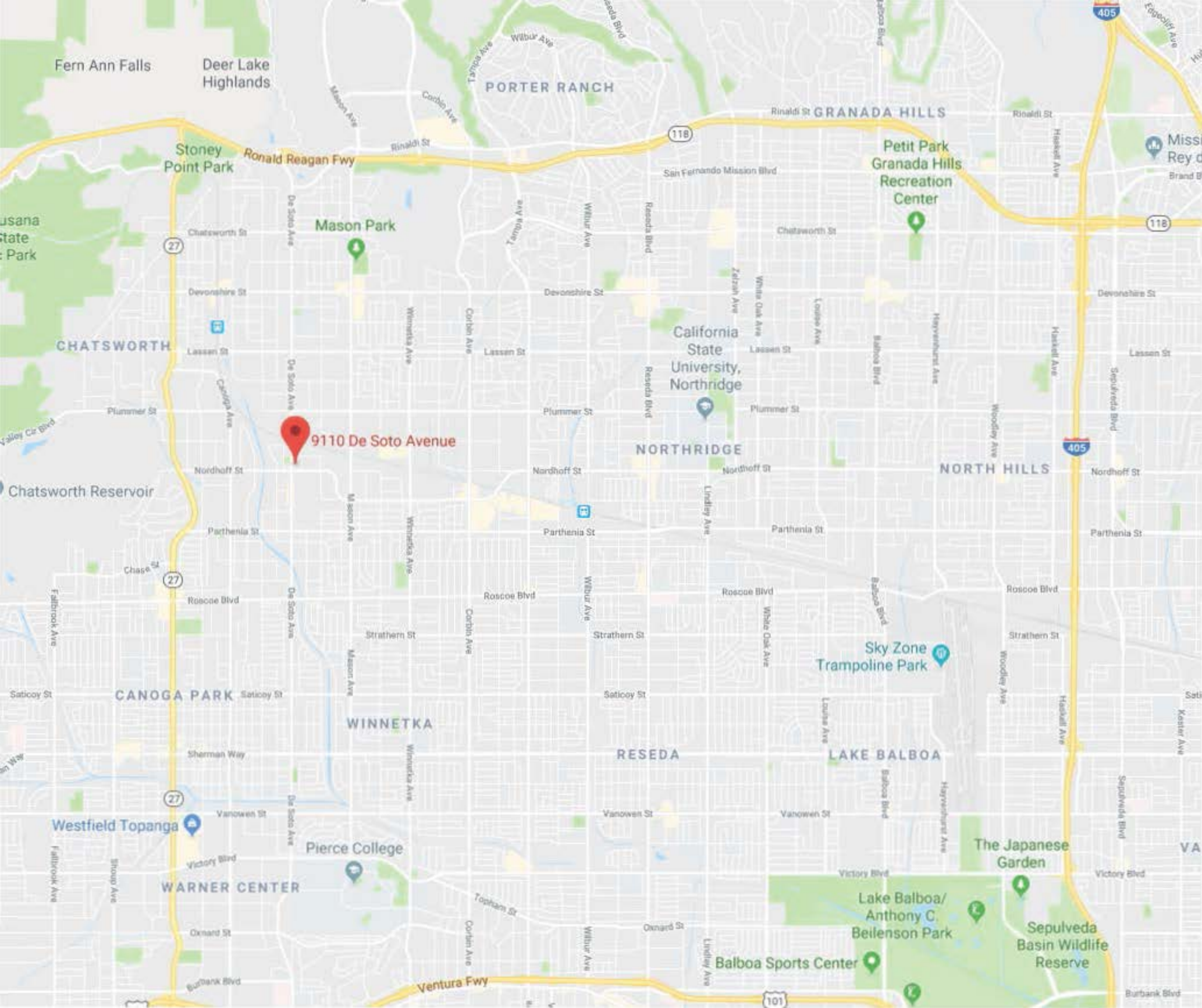
Arb: None

Zoning: MR2-1, P-1

General Plan: Highway Oriented Commercial



**MAP B**  
**VICINITY MAP**



Fern Ann Falls

Deer Lake  
Highlands

PORTER RANCH

GRANADA HILLS

Stoney  
Point Park

Ronald Reagan Fwy

Mason Park

Petit Park  
Granada Hills  
Recreation  
Center

Miss  
Rey d  
Bra

usana  
State  
Park

CHATSWORTH

California  
State  
University,  
Northridge

NORTHRIDGE

NORTH HILLS

9110 De Soto Avenue

Chatsworth Reservoir

CANOGA PARK

WINNETKA

RESEDA

LAKE BALBOA

Westfield Topanga

Pierce College

WARNER CENTER

Sky Zone  
Trampoline Park

The Japanese  
Garden

Lake Balboa/  
Anthony C.  
Beilenson Park

Sepulveda  
Basin Wildlife  
Reserve

Balboa Sports Center

Ventura Fwy

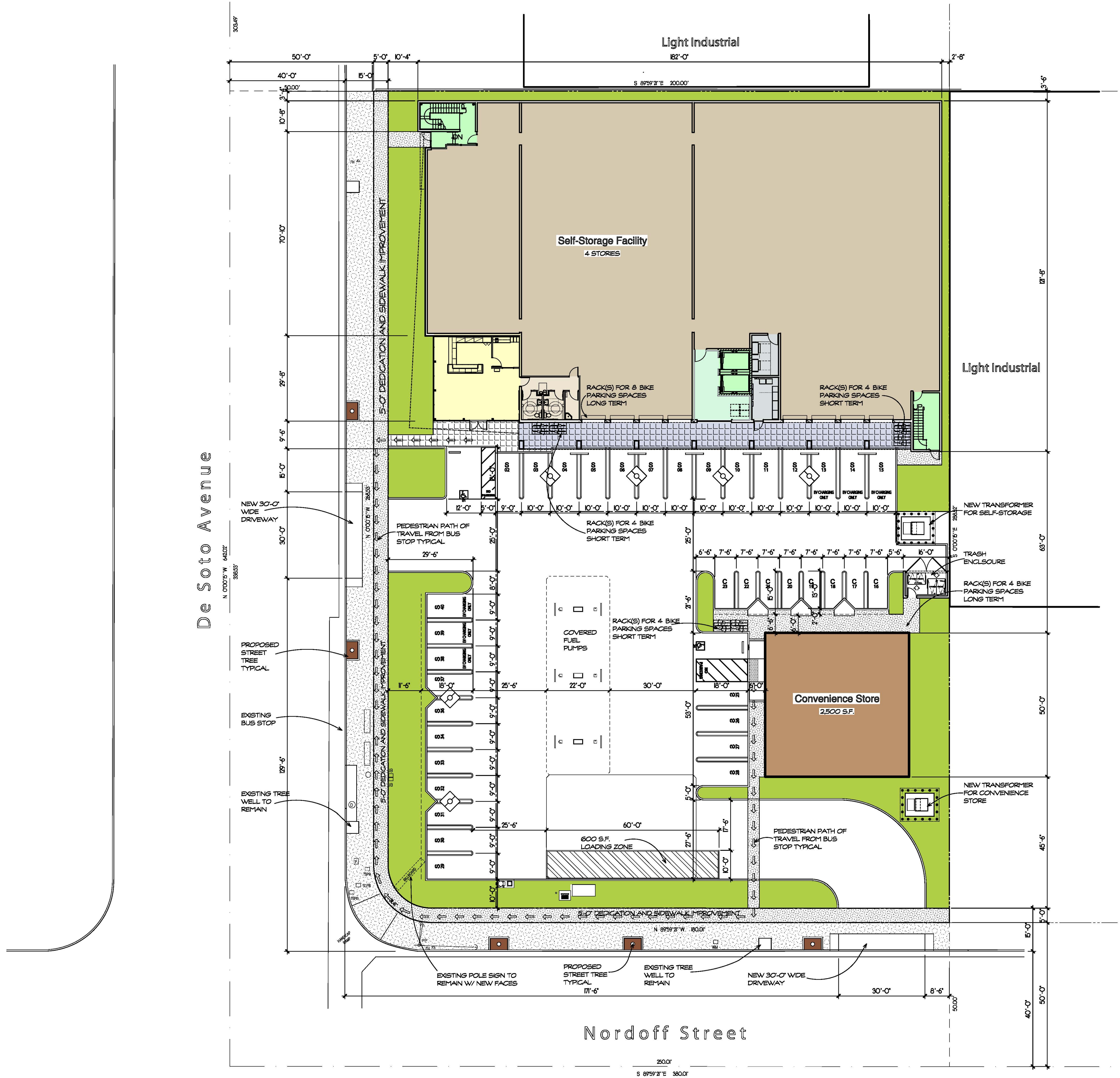
101



**EXHIBIT A**

**Plans**





Statistics										
Building Areas										
	Customer Service	Teller & Janitor	Zoning Code Area	Storage Units	Subtotal	State & Display	Mech & Electrical	Covered Loading	LABC Total	Gross Total
Ground Floor	883	308	314	17,880	18,366	550	591	17,446	304	21,860
Second Floor				18,400	18,400	550	433	20,443	348	21,860
Third Floor				20,468	20,468	550	433	21,476	348	21,788
Fourth Floor				20,468	20,468	550	433	21,476	348	21,788
Totals	883	308	314	78,356	79,641	2,201	1,298	1,161	80,897	112,000
Convenience Store				2,500 S.F.						
Project Totals				81,456 S.F.						
Parking Analysis										
Parking Required										
Convenience Store				1 space/250 S.F.						10 spaces
Parking Required Storage				1 Space/500 S.F. - 1st 10,000 S.F.		10,000 S.F.				20 spaces
Parking Required Storage				1 Space/500 S.F. - remaining S.F.		67,440 S.F.				14 spaces
Total Required										44 spaces
Maximum Bicycle Parking Credit = 1 space/4 bicycle spaces, 20% maximum										3 spaces
Total Required										47 spaces required
Low-emitting, Fuel Efficient & Carpool/Van Pool Spaces										
Electrical Vehicle Charging Stations				Per LABC 5.106.2.2		Per LABC 5.106.2.2				3 spaces
Accessible Parking Spaces Required				38 Total Spaces Provided		Per Conditions of Approval				2 spaces
						Per LABC 11-30-02.2				2 spaces
Parking Provided										
Full Size, including 8 EV Charging Spaces										30 spaces provided
Compact										8 spaces provided
Disabled Access										2 spaces provided
Total Provided:										40 spaces provided
Bicycle Parking - Zoning Code 12.21.18										
Required						Short Term		Long Term		
Warehouse				1 space/10,000 S.F. (min 2)		8 spaces		9 spaces		
Convenience Store				1 space/2000 S.F.		12 spaces		12 spaces		
Total Bicycle Parking Required:						20 spaces		21 spaces		
Bicycle Parking - Green Building Code										
Required						Short Term		Long Term		
5% of total vehicle parking spaces						2 spaces		3 spaces		
Bicycle Parking Provided										
Required						Short Term		Long Term		
Warehouse						8 spaces		9 spaces		
Convenience Store						4 spaces		4 spaces		
Total Bicycle Parking Provided:						12 spaces		13 spaces		
Site Statistics - Total Site										
Total Site Area				Provided		Required/Allowed				
82,347 S.F.				82,347 S.F.		1.43		66,430 S.F.		1.50
Floor Area Ratio										
Building Coverage:				24,900 S.F.		42.17%				
Paving Coverage:				25,385 S.F.		44.00%				
Proposed Landscape Coverage				7,855 S.F.		13.77%				
Required Paving Lot Area:						11				



Vicinity Map

Sheet Index

- A-1.1 Plot Plan
- ALTA ALTA Survey
- LC-1.1 Landscape Concept Plan
- Convenience Store Floor Plan
- Convenience Store Elevations
- A-2.1 Ground Floor Plan
- A-2.2 Second & Third Floor Plans
- A-2.3 Fourth Floor Plan
- A-2.4 Roof Plan
- A-3.1 West & South Elevations
- A-3.2 East & North Elevations
- A-4.1 Project Views
- A-4.2 Project Views
- A-4.3 Project Views
- A-4.4 Project Views
- A-4.5 Project Views

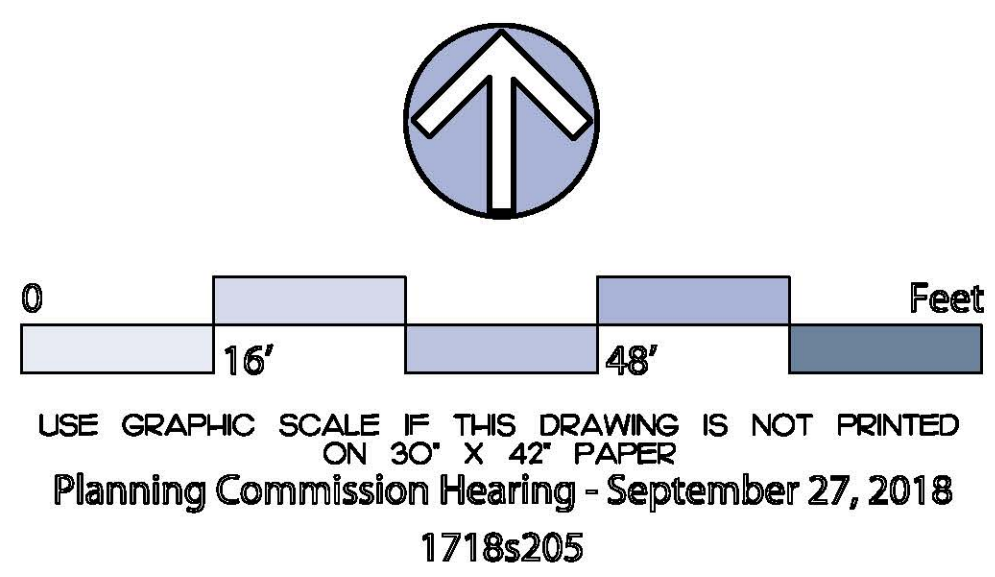
A New Retail/Self-Storage Project for:  
**Great American Capital**  
9110 North De Soto Avenue  
Chatsworth, CA 91311

James Goodman ARCHITECTURE  
An Architectural Corporation Member American Institute of Architects

26901 Camino de Estrella, Suite A, Capistrano Beach, California 92624 949.493.0740 Information@jgalea.com

Ellia Thompson - Ervin Cohen & Jessup LLP • Land Use Entitlement  
Barbara L Hall, PE Inc • Civil Engineering  
Emerald Design • Landscape Architecture

Plot Plan











LANDSCAPE CONCEPT

TREE LEGEND					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
	BRACHYCHITON POPULNEUS	BOTTLE TREE	EXISTING TO REMAIN	2	LOW
	BRACHYCHITON POPULNEUS	BOTTLE TREE	24" BOX	2	LOW
	CHAMAEROPS HUMILIS MULTI TRUNK (3 MIN)	MEDITERRANEAN FAN PALM	15 GAL	6	LOW
	LAGERESTROMIA INDICA	CRAPPE MYRTLE	EXISTING TO REMAIN	2	MOD
	LAGERESTROMIA INDICA	CRAPPE MYRTLE	EXISTING TO BE REMOVED	1	N/A
	LAGERESTROMIA 'SIOUX' STANDARD TRUNK	SIOUX CRAPPE MYRTLE	24" BOX	1	MOD
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX	19	MOD
	OLEA 'WILSONI' STANDARD	WILSONS FRUITLESS OLIVE	24" BOX	4	LOW
	PINUS CANARIENSIS	CANARY ISLAND PALM	EXISTING TO REMAIN	1	OFF SITE
	SYAGRUS ROMANZOFFIANA	QUEEN PALM	EXISTING TO REMAIN	1	OFF SITE

SHRUB, VINE, GROUND COVER LEGEND					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	WATER USE
	AGAVE BLUE FLAME	BLUE FLAME AGAVE	5 GAL	110	LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	186	LOW
	SOPHORA SECUNDIFLORA	TEXAS MOUNTAIN LAUREL	24" BOX	2	LOW
	NASSELLA TENUISSIMA	MEXICAN FEATHER GRASS	5 GAL	234	LOW
	CAESALPINIA GILLIESII	DESERT BIRD OF PARADISE	5 GAL	26	LOW
	RHAPHIOLEPS 'UMBELLATA MINOR'	DWARF YEDDO HAWTHORN	5 GAL	104	MOD
	ARBUTUS UNEDO SHRUB FORM	STRAWBERRY TREE	5 GAL	36	LOW
	MYOPORUM PARVIFOLIUM	MYOPORUM	1 GAL	@ 18" OC	LOW
	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	@ 18" OC	LOW
	3" DEEP LAYER OF GRAVEL OVER FILTER FABRIC IN AREA BETWEEN NEW BUILDING AND EXISTING				

- LANDSCAPE NOTES
- ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
  - LANDSCAPING IS TO CONFORM TO ALL APPLICABLE CODES & ORDINANCES.
  - PROPERTY OWNER SHALL BE RESPONSIBLE FOR ALL ON-SITE LANDSCAPING AS SHOWN.

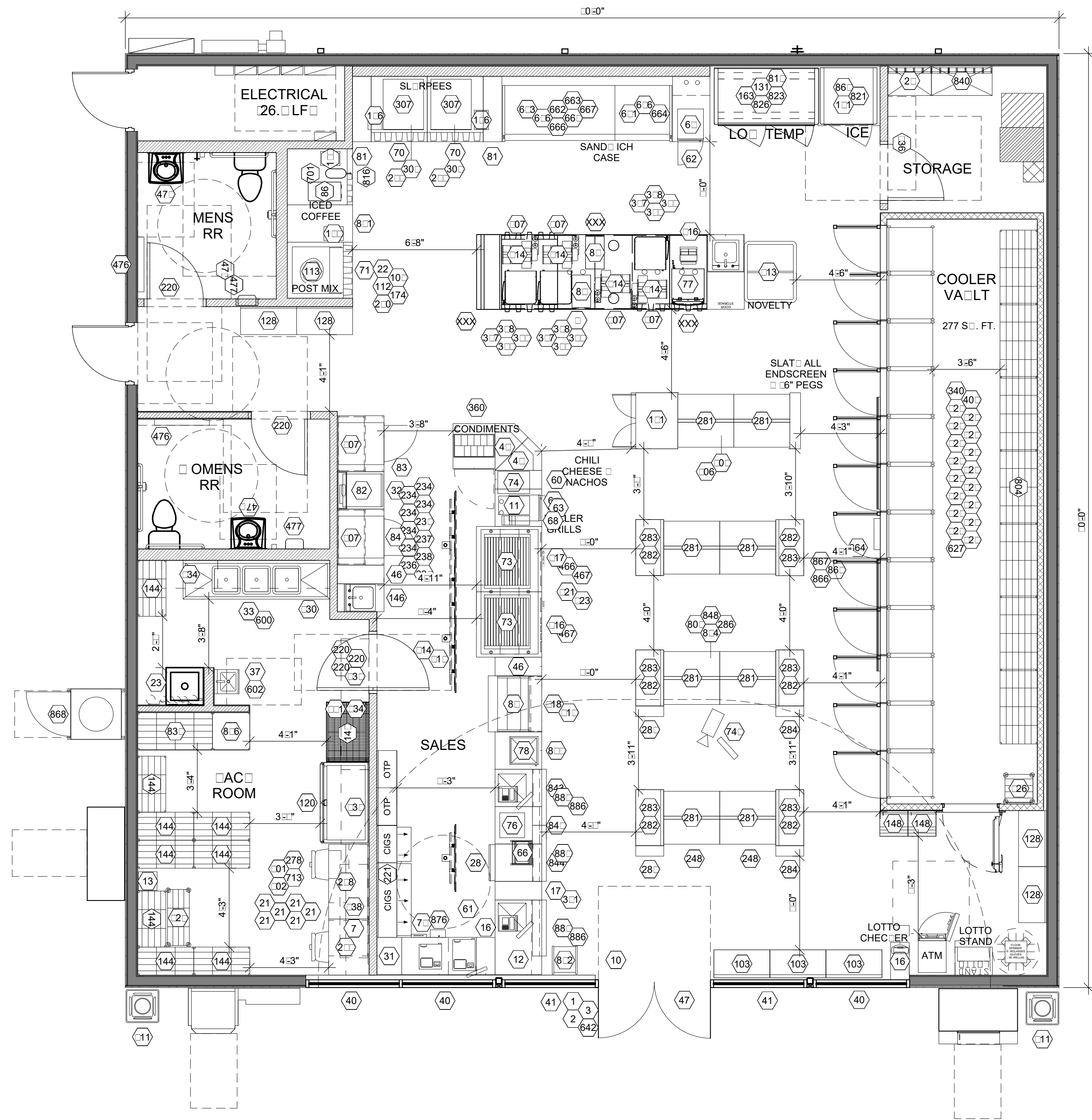
PARKING SHADE CALCULATIONS	
QUANTITY OF OPEN STALLS=	39
TREES REQUIRED FOR OPEN STALLS=	10 (1 TREE PER 4 STALLS)
TREES PROVIDED FOR OPEN STALLS=	17
TOTAL PARKING STALL AREA=	5590 SF
SHADE AREA REQUIRED=	2795 SF (50%)
SHADE AREA PROVIDED=	2930 SF (52.4%)

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Emerald Design • Landscape Architecture  
Fiedler Group • 7-Eleven Design





**LAYOUT INFORMATION**

ROLLER GRILLS 2 SELF-SERVE  
SANDWICH CASE  
VAULT DOORS 12  
LO TEMP DOORS 2  
ICE MERCH. DOORS 1  
NOVELTY CASE 1 ENDCAP  
SAFETY CASE 1 LG  
SLURPEE BARRELS 8

GONDOLA UNITS 60"H 16  
END CAPS 60"H 06  
POE RINGS 04 - NOT IN TOTAL  
LO UNITS 36"H 03  
HIGH UNITS 72"H 04  
TOTAL 2

TOTAL SQ FT 2,00 SF  
SALES FLOOR AREA 1,44 SF

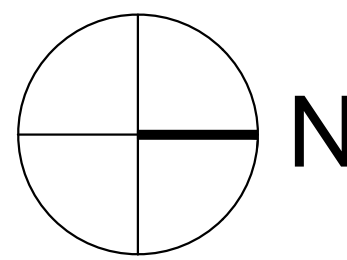
GAS: YES LIOR: NO  
SEER: YES FINE: YES

OCCUPANCY LOAD 4  
TRAVEL DISTANCE 200  
COMMON PATH OF TRAVEL 7  
RESTROOMS REQUIRED 1  
EXITS REQUIRED 2

OVERHEAD SHELVES 3 FT  
FLOOR SHELVES 42 FT

**OCCUPANCY CALCULATION**

MERCHANDISE	1160 SF	30	3 PEOPLE
ITCHEN SALES	24 SF	200	2 PEOPLE
STORAGE AC ROOM	774 SF	300	3 PEOPLE
OFFICE	6 SF	100	1 PERSON
RESTROOM	217 SF	N/A	0 PEOPLE
TOTAL			4 PEOPLE



104062 - LOS ANGELES, CA - LAYOUT 7

9111 DE SOTO AVE  
LOS ANGELES, CA

SCALE: 1/4" = 10'

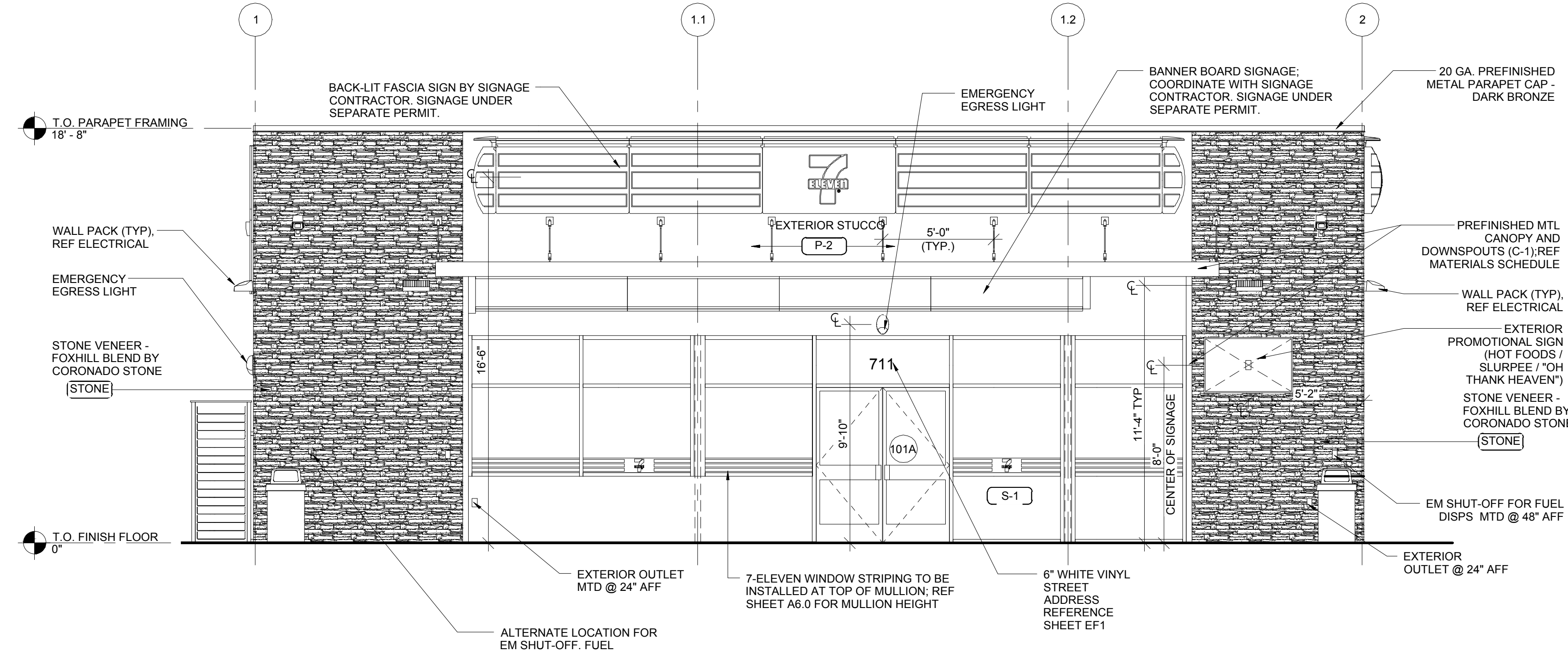
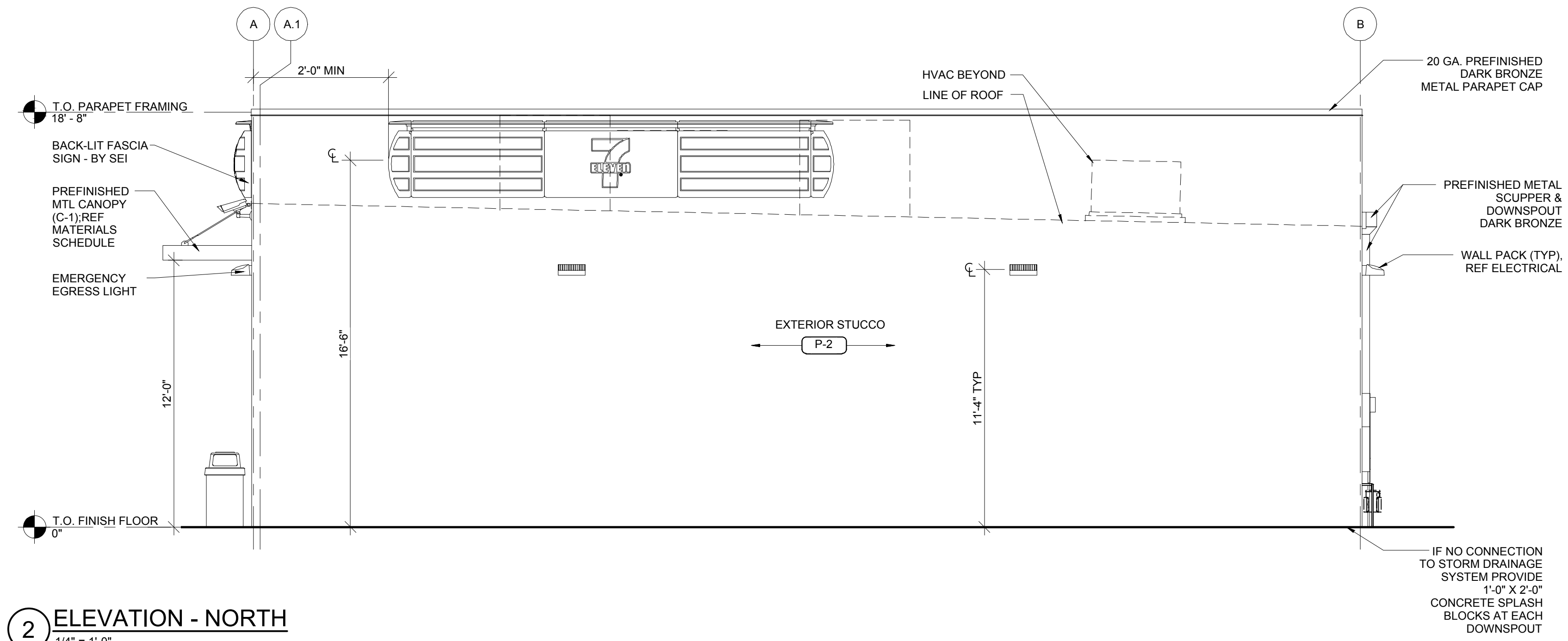
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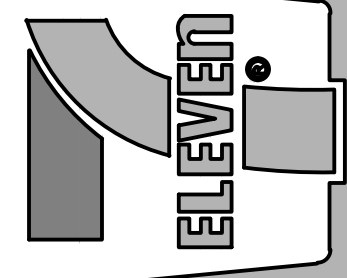
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061818

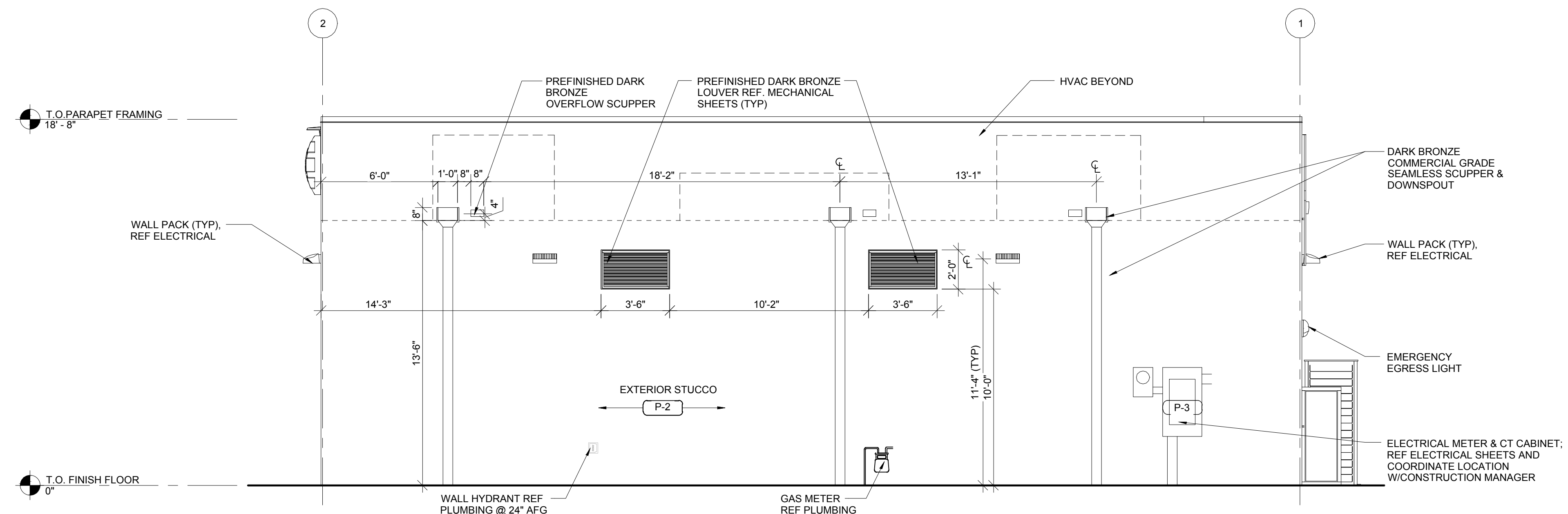
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7-ELEVEN, INC. 3200 Hollywood Rd, Irvin, Texas 77063 7-11 104062 111 DE SOTO AVE LOS ANGELES, CA	Revised Date Description
ARCHITECTURE CIVIL ENGINEERING MEP ENGINEERING PLANNING 107 SANDHILL ROAD DALLAS, TEXAS 75238 O: 214-343-4000 F: 214-03-6778 d@dimensiongroup.com	
17-8-8 Scales: AS NOTED Date: 6/1/2018 Drawn by: Checked by:	
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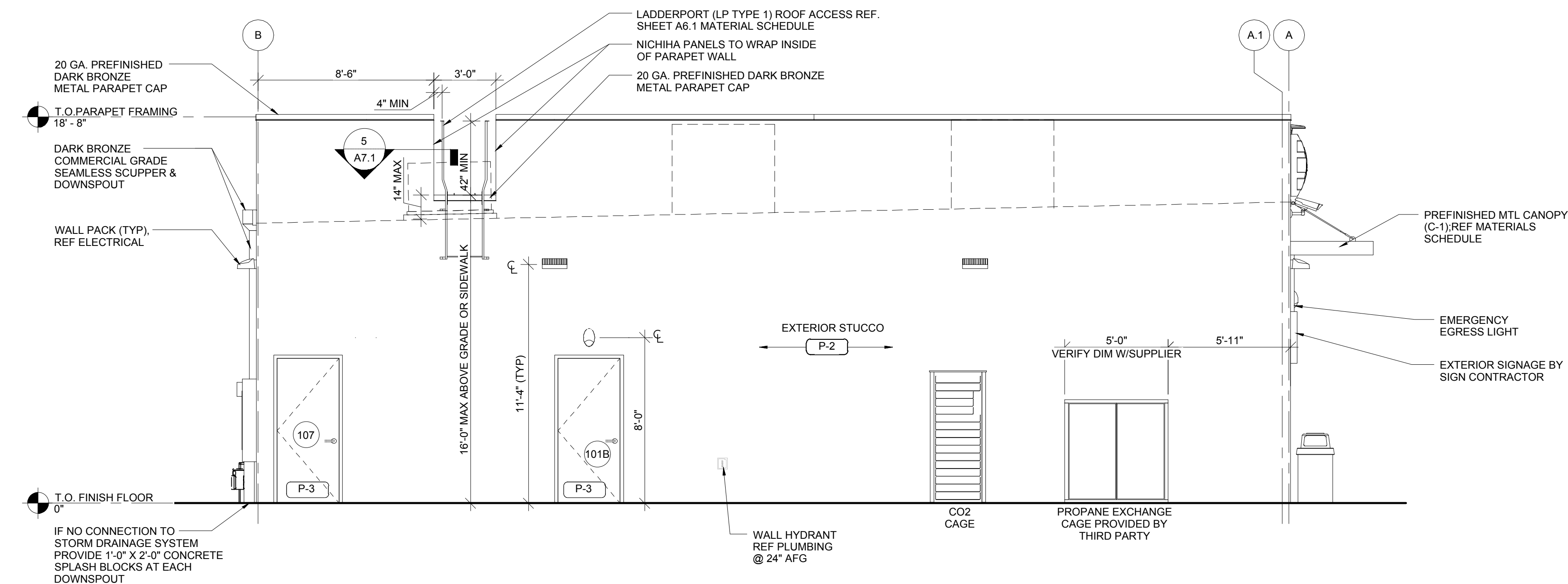




Job#:	Scale:	Date:	Drawn By:	Checked By:	Rev. #	Date	Description
16061	AS NOTED	07/23/18	XX	XX			
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<p> <b>fiedlergroup</b> Architect &amp; Engineering 299 N. Euclid Ave., Ste 550 Pasadena, CA 91101 (213) 381-7891 fiedlergroup.com</p>					<p></p>		
<p>REGISTERED PROFESSIONAL ENGINEER <b>PATRICK O. FIEDLER</b> No. C-38123 Exp. 3-31-2019 CIVIL STATE OF CALIFORNIA</p>					SHEET: <b>A3.0</b>		



② ELEVATION - EAST  
1/4" = 1'-0"



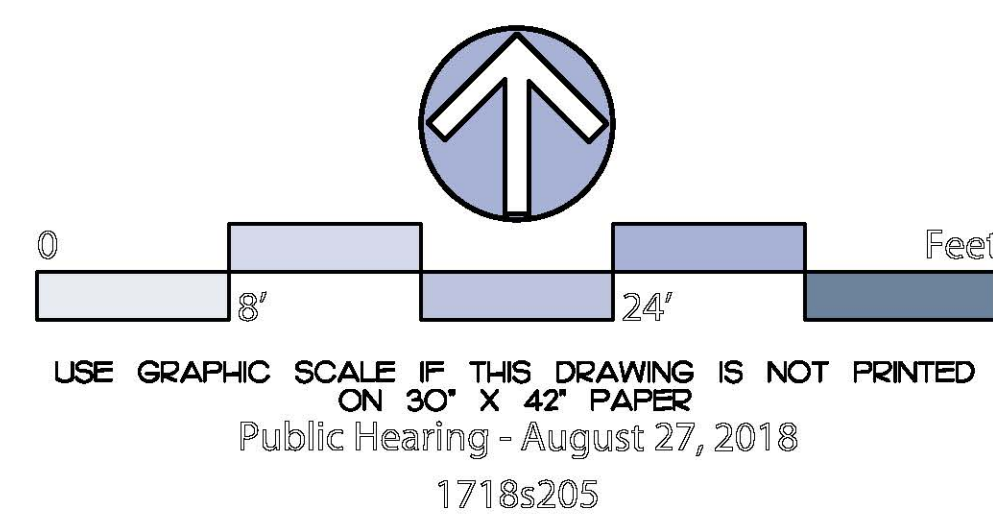
1 ELEVATION - SOUTH  
1/4" = 1'-0"

[illegible]





Ground Floor Plan



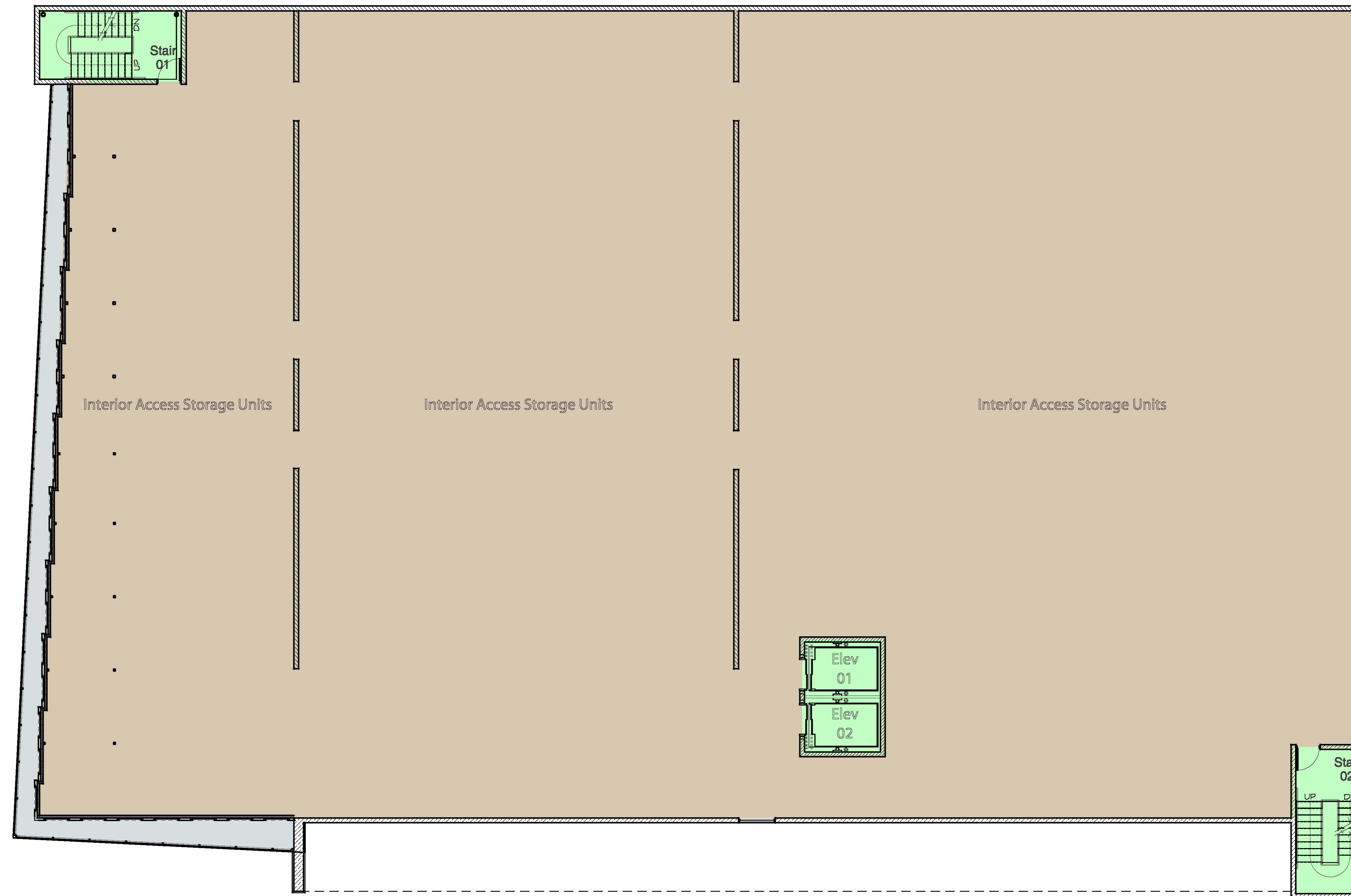
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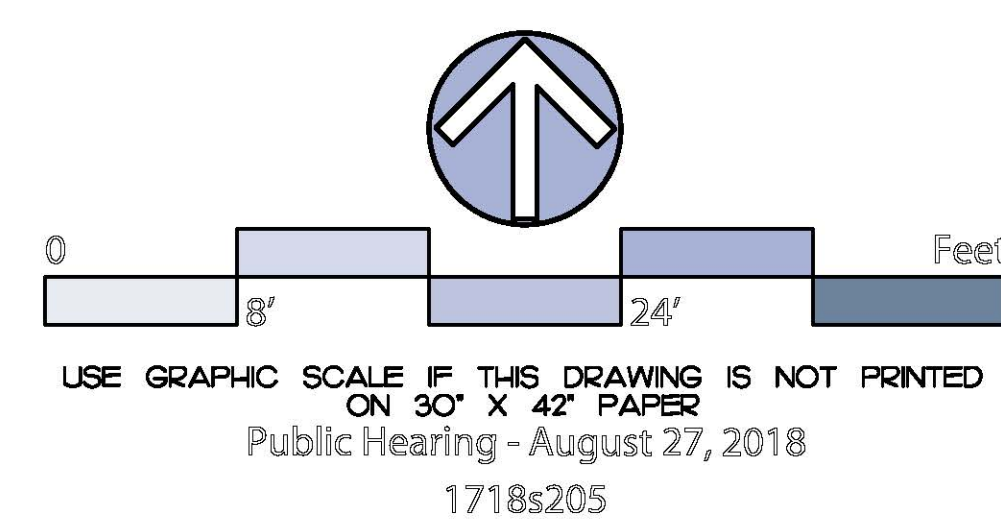
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Second Floor Plan



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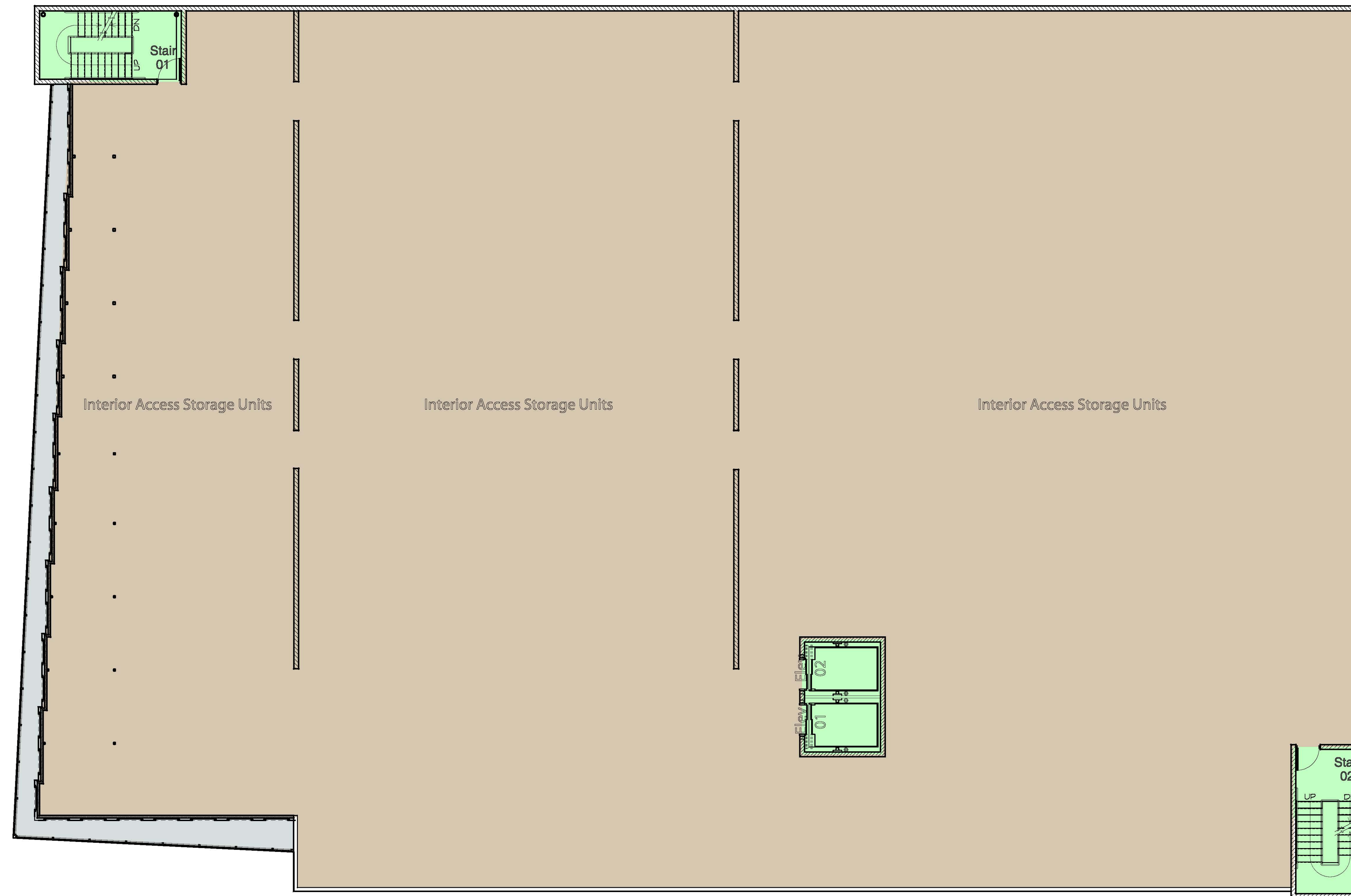
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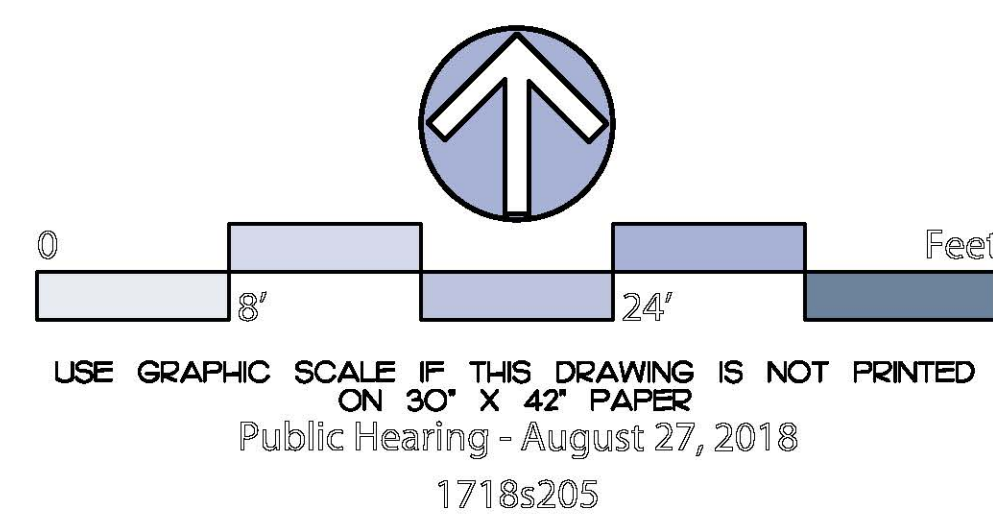
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Third & Fourth Floor Plans



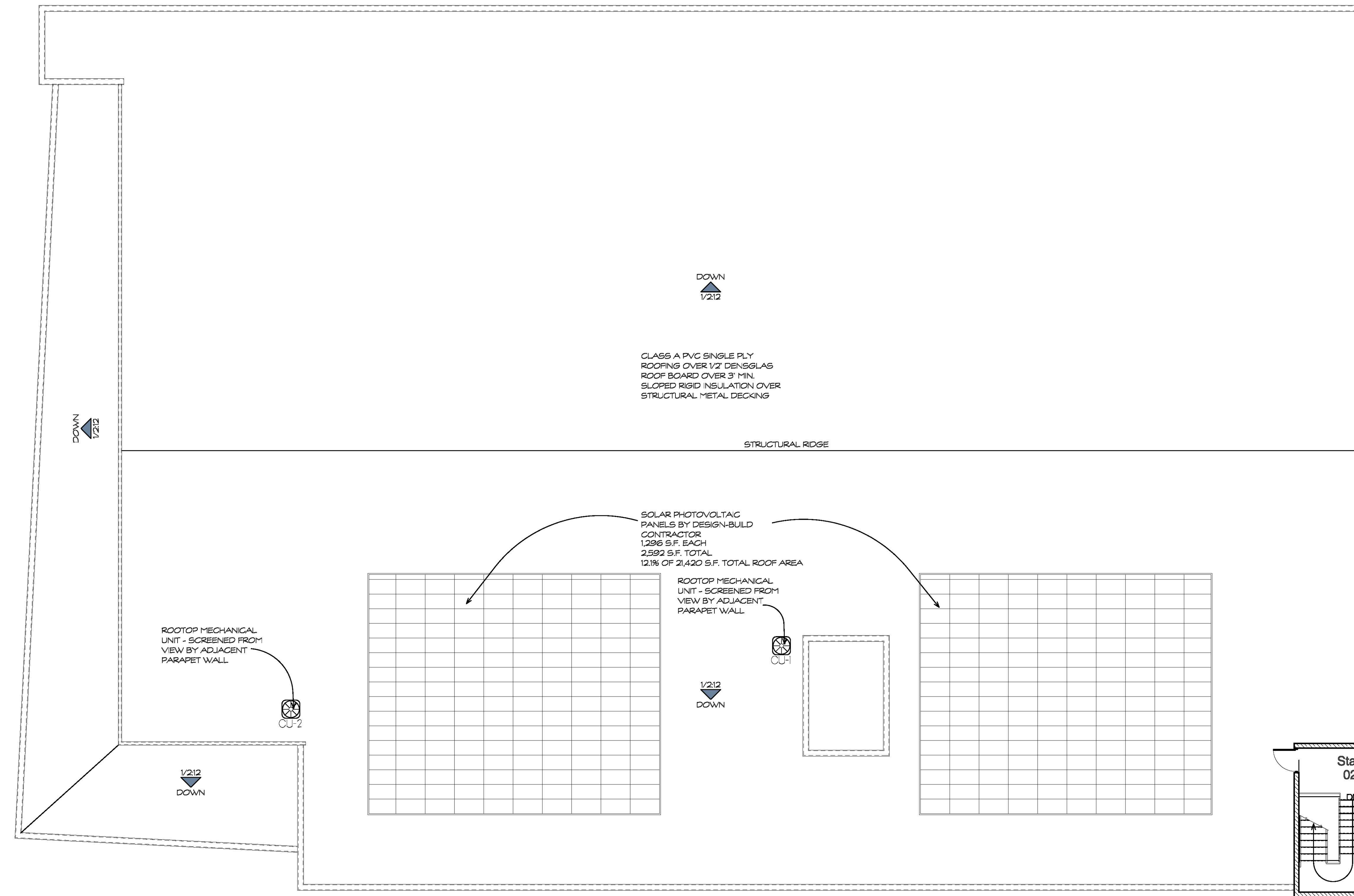
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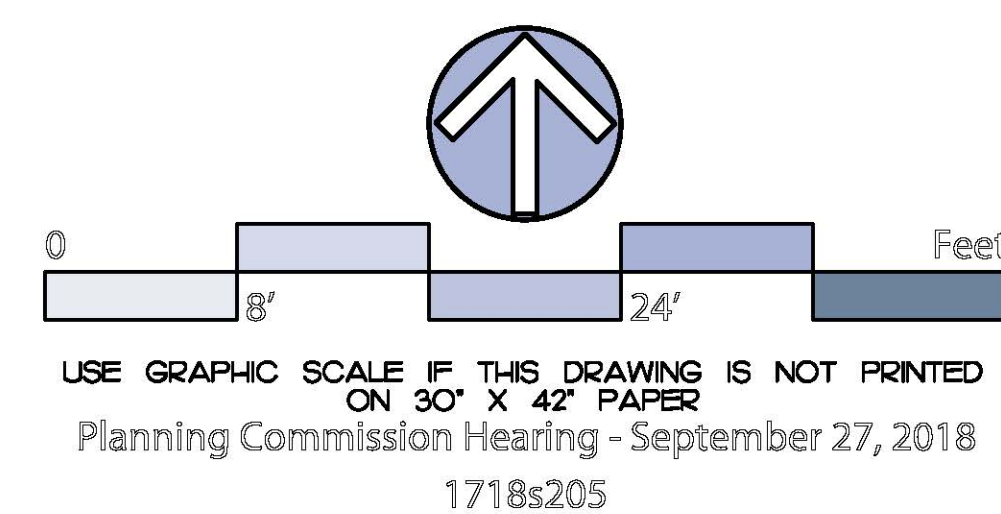
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Roof Plan



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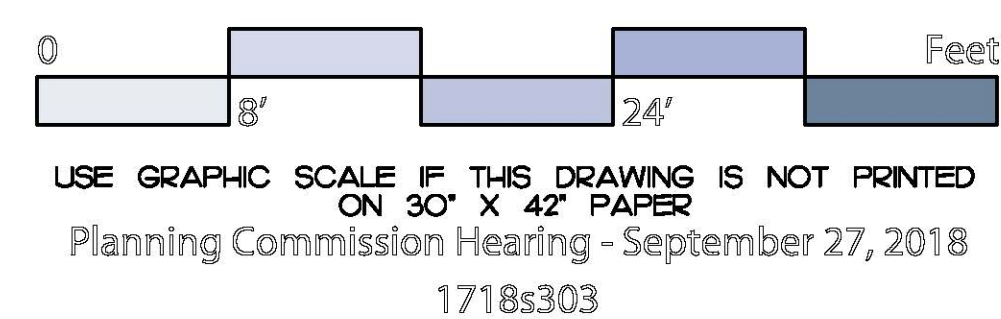


West Elevation (De Soto Avenue)



South Elevation

## Exterior Elevations



A New Retail/Self-Storage Project for:  
Great American Capital

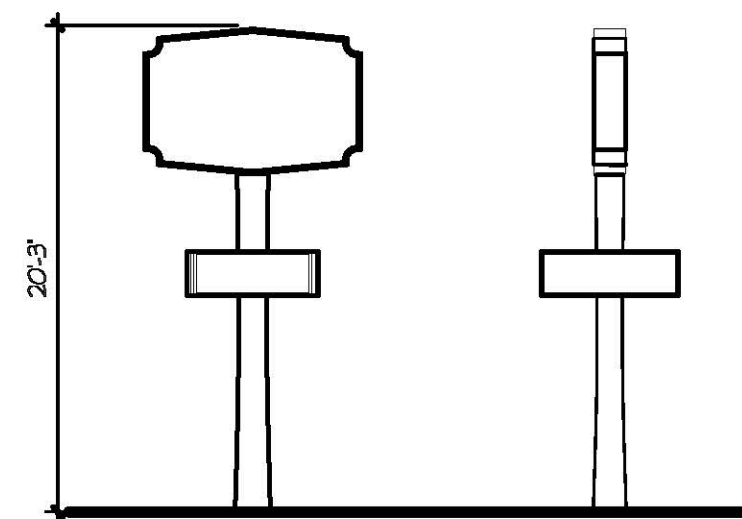
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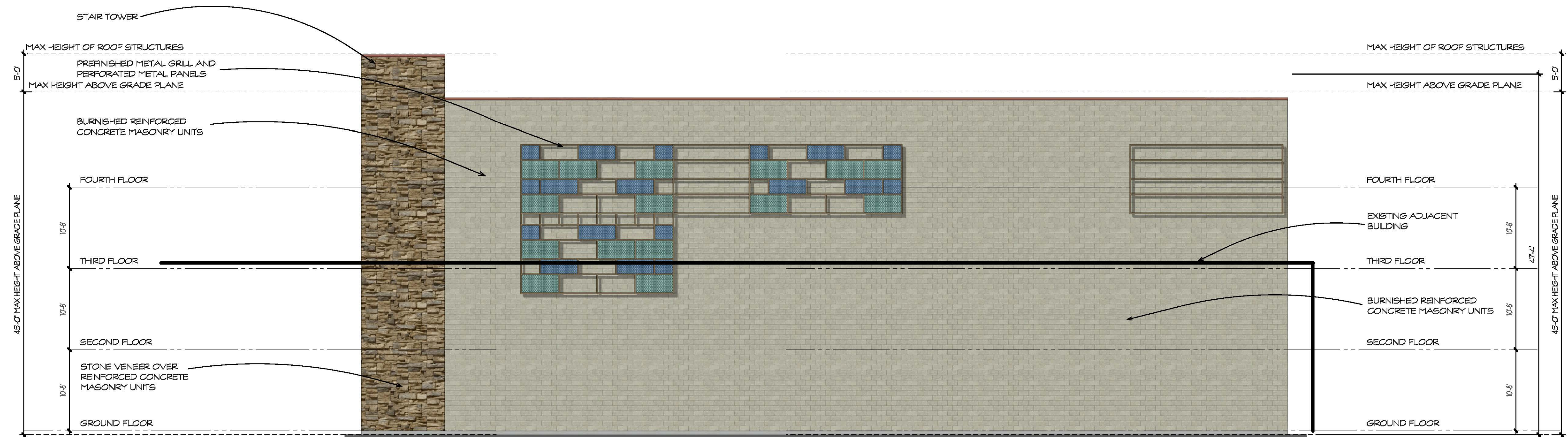
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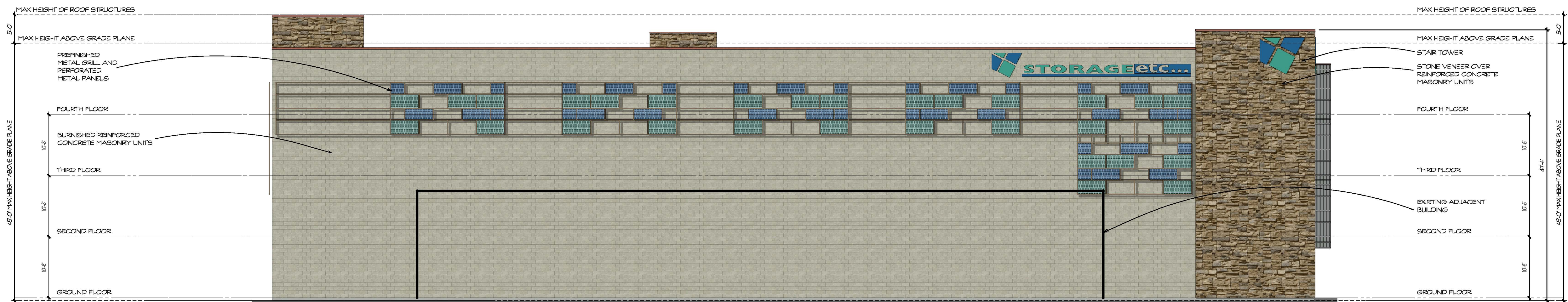


EXISTING POLE SIGN TO BE REPAIRED AND REPAINTED. NEW SIGN FACES TO BE SUBMITTED FOR REVIEW UNDER SEPARATE PERMIT.

Existing Pole Sign

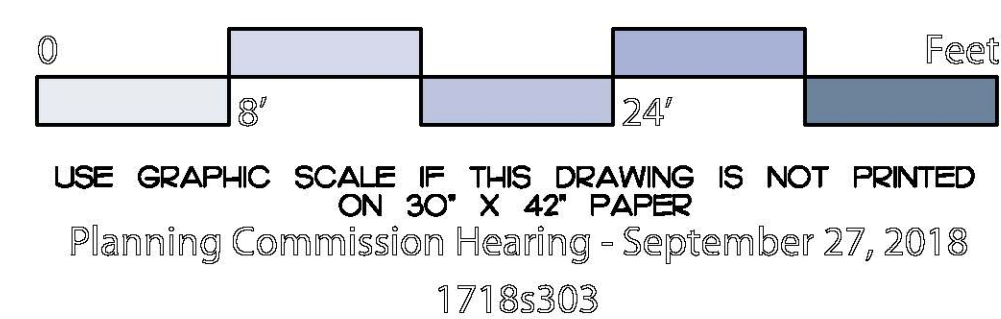


East Elevation



North Elevation

## Exterior Elevations



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# **EXHIBIT A.1**

## **Renderings**





From De Soto Avenue looking Northeast

Project Views

Planning Commission Hearing - September 27, 2018

A New Retail/Self-Storage Facility for:  
**Great American Capital**  
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Chtasworth, California 91311

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From De Soto Avenue looking East

Project Views

Planning Commission Hearing - September 27, 2018

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From De Soto Avenue looking Southeast

Project Views

Planning Commission Hearing - September 27, 2018

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From De Soto Avenue & Nordoff Streets

Project Views

A New Retail/Self-Storage Facility for:  
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From Nordoff Street looking West

Project Views

Planning Commission Hearing - September 27, 2018

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Emerald Design ° Landscape Architecture



NOTE: CONCEPT ART ONLY, FULL SURVEY REQUIRE



EXISTING CONDITIONS



PROPOSED SIGNAGE

Square footage Calculations:

Purpose a New top cabinet for existing pylon sign  
City to review. Pending full survey of existing sign

Photo Overlay - Existing Free Standing Sign - Sign E1  
NTS



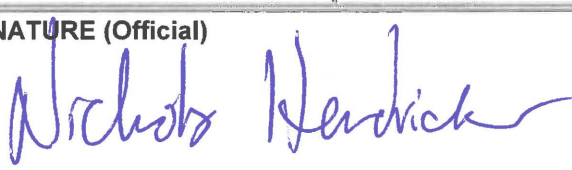
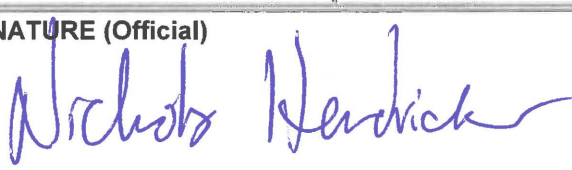
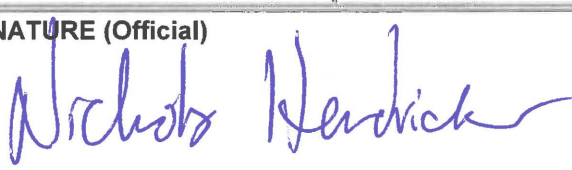
date:	rev.	description:	designer:
12.15.17	00	Original Concept	bw
03.15.18	R1	Update art with changes per customer request	bw
03.15.18	R2	Update art with 2nd option for existing pylon sign	bw



**EXHIBIT B**

**Environmental Clearance**

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**PROPOSED MITIGATED NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY</b> City of Los Angeles	<b>COUNCIL DISTRICT</b> CD 12 - MITCHELL ENGLANDER		
<b>PROJECT TITLE</b> ENV-2018-791-MND	<b>CASE NO.</b> CPC-2018-790-ZC-BL-CU-SPR		
<b>PROJECT LOCATION</b> 9110 N DE SOTO AVE			
<b>PROJECT DESCRIPTION</b> The project involves the demolition of an existing 9,361 square-foot restaurant building and the construction, use, and maintenance of a 79,847 square-foot, four-story self-storage building and a 2,500 square-foot convenience store and gas station. The project is requesting a Zone Change from P-1 and MR2-1 to C2-1, a removal of a 25-foot Building Line, a Conditional Use for self-storage, commercial corner deviations for hours and pole sign, and alcohol sales within the convenience store, and any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation, haul route, street tree removal, and building permits.			
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> Haskel Iny, 9110 De Soto Holding, LLC 11100 Santa Monica Boulevard, Los Angeles, CA 90067			
<b>FINDING:</b> The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance <div style="text-align: center;">(CONTINUED ON PAGE 2)</div>			
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.			
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.			
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.			
<b>NAME OF PERSON PREPARING THIS FORM</b>  JoJo Pewsawang	<table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="width: 50%; vertical-align: top;"><b>TITLE</b>  City Planner</td><td style="width: 50%; vertical-align: top;"><b>TELEPHONE NUMBER</b>  (213) 978-1214</td></tr></table>	<b>TITLE</b>  City Planner	<b>TELEPHONE NUMBER</b>  (213) 978-1214
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<b>ADDRESS</b>  200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	<table border="1" style="width: 100%; border-collapse: collapse;"><tr><td style="width: 50%; vertical-align: top;"><b>SIGNATURE (Official)</b>  </td><td style="width: 50%; vertical-align: top;"><b>DATE</b></td></tr></table>	<b>SIGNATURE (Official)</b>  	<b>DATE</b>
<b>SIGNATURE (Official)</b>  	<b>DATE</b>		

**I-120. Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

**I-130. Aesthetics (Glare)**

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

**VIII-110. Hazardous Substances**

- Environmental impacts may result from project implementation due to the use, storage, and creation of hazardous materials. However, these impacts can be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

**XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- 
- 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.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

**XIV-20. Public Services (Police – Demolition/Construction Sites)**

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- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

**XIV-30. Public Services (Police)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- 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.

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**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles		<b>COUNCIL DISTRICT:</b> CD 12 - MITCHELL ENGLANDER		<b>DATE:</b>	
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning					
<b>ENVIRONMENTAL CASE:</b> ENV-2018-791-MND		<b>RELATED CASES:</b> CPC-2018-790-ZC-BL-CU-SPR			
<b>PREVIOUS ACTIONS CASE NO.:</b>		<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions			
<b>PROJECT DESCRIPTION:</b> DEMOLITION OF AN EXISTING 9,361 SF VACANT RESTAURANT TO CONSTRUCT AN 82,347 SF COMMERCIAL DEVELOPMENT INCL 4-STORY 45FT TALL 79847SF STORAGE BUILDING & 2500 SF CONVENIENCE STORE/GAS STATION					
<b>ENV PROJECT DESCRIPTION:</b> The project involves the demolition of an existing 9,361 square-foot restaurant building and the construction, use, and maintenance of a 79,847 square-foot, four-story self-storage building and a 2,500 square-foot convenience store and gas station. The project is requesting a Zone Change from P-1 and MR2-1 to C2-1, a removal of a 25-foot Building Line, a Conditional Use for self-storage, commercial corner deviations for hours and pole sign, and alcohol sales within the convenience store, and any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation, haul route, street tree removal, and building permits.					
<b>ENVIRONMENTAL SETTINGS:</b> The subject site is presently improved with a 9.361 square-foot restaurant building, a surface parking lot, and pole sign. The subject site is zoned P-1 and MR2-1 and is located within the Chatsworth-Porter Ranch Community Plan with a General Plan Land Use Designation of General Commercial. The site is further located within the Chatsworth-Northridge Industrial Core, within 2000 feet Buffer Zone for BZP Site, a 25-foot building line, an urban agriculture incentive zone, and is within 8 kilometers of the nearest known fault (Santa Susana Fault).  Surrounding properties are generally developed with industrial and commercial uses. The northern adjoining property is zoned P-1 and MR2-1 and is developed with an industrial use (plastics and metal related services). The eastern adjoining property is zoned P-1 and MR2-a and is developed with automotive related uses. The southern adjoining property (across Nordhoff Street) is zoned (T)(Q)C2-1 and is developed with a mini-shopping center with fast-food uses. The western adjoining properties (across De Soto Avenue) are zoned (Q)C2-1 and are developed with a mini-shopping center and an LA Fitness gym.					
<b>PROJECT LOCATION:</b> 9110 N DE SOTO AVE					
<b>COMMUNITY PLAN AREA:</b> CHATSWORTH - PORTER RANCH  <b>STATUS:</b>  <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		<b>AREA PLANNING COMMISSION:</b> NORTH VALLEY		<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> CHATSWORTH	
<b>EXISTING ZONING:</b> MR2-1 P-1		<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b>		<b>LA River Adjacent:</b>	
<b>GENERAL PLAN LAND USE:</b> HIGHWAY ORIENTED COMMERCIAL		<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b>			



	<b>PROPOSED PROJECT DENSITY:</b>	
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Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Planner			(213) 978-1214		
Signature		Title		Phone	

Evaluation Of Environmental Impacts:

1.
- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2.
- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3.
- Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4.
- "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5.
- Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
- a.
- Earlier Analysis Used. Identify and state where they are available for review.
- b.
- Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c.
- Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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<b>INITIAL STUDY CHECKLIST</b> (To be completed by the Lead City Agency)	
<i>Background</i>	
<b>PROPONENT NAME:</b> Haskel Iny, 9110 De Soto Holding, LLC	<b>PHONE NUMBER:</b> (310) 286-2207
<b>APPLICANT ADDRESS:</b> 11100 Santa Monica Boulevard, Los Angeles, CA 90067	
<b>AGENCY REQUIRING CHECKLIST:</b> Department of City Planning	<b>DATE SUBMITTED:</b> 02/09/2018
<b>PROPOSAL NAME (if Applicable):</b>	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>				
a.	Have a substantial adverse effect on a scenic vista?			✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓		
<b>II. AGRICULTURE AND FOREST RESOURCES</b>				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
<b>III. AIR QUALITY</b>				
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓	
e.	Create objectionable odors affecting a substantial number of people?		✓	
<b>IV. BIOLOGICAL RESOURCES</b>				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
<b>V. CULTURAL RESOURCES</b>				

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?		✓	

#### VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?		✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?		✓	
e.	Result in substantial soil erosion or the loss of topsoil?		✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?		✓	

#### VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓	

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	✓		
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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#### IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓

#### X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

#### XI. MINERAL RESOURCES

a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

#### XII. NOISE

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

### XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

### XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	

### XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

### XVI. TRANSPORTATION/TRAFFIC

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

#### **XVII. TRIBAL CULTURAL RESOURCES**

a.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			✓	
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✓	

#### **XVIII. UTILITIES AND SERVICE SYSTEMS**

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

#### **XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2018-791-MND** and the associated case(s), **CPC-2018-790-ZC-BL-CU-SPR**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

<b>PREPARED BY:</b>	<b>TITLE:</b>	<b>TELEPHONE NO.:</b>	<b>DATE:</b>
	City Planner	(213) 978-1214	07/13/2018

Impact?	Explanation	Mitigation Measures
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## APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

### I. AESTHETICS

a.	NO IMPACT	The existing visual character of the surrounding locale is highly urban and the project site is not located within or along a designated scenic highway, corridor, or parkway. No designated scenic vistas in the local area would be impeded, and the project will not substantially block any scenic vistas. Therefore, no impact will result.	
b.	NO IMPACT	A significant impact would occur only if scenic resources would be damaged or removed by a project, such as a tree, rock outcropping, or historic building within a designated scenic highway. There are no identified scenic resources such as rock outcroppings or historic buildings located on-site. The building has not been identified as requiring Historic Preservation Review. No impact will result.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site. This development would redevelop a parcel that contains a one-story restaurant building. Moreover, the Project's design reduces its apparent bulk and mass. The façade of the self-storage building features material changes to reduce its apparent bulk. Therefore, the Project would not degrade the existing visual character or quality of the Project Site and its surroundings and impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<b>The project (through new building materials and lighting) has the potential to create a new source of substantial light and glare for adjacent residential land uses. The referenced Mitigation Measures shall apply to reduce impacts to a less than significant level.</b>	<b>I-120, I-130</b>

### II. AGRICULTURE AND FOREST RESOURCES

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with single-story restaurant building. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under a Williamson Act Contract. The project site is not zoned for agricultural use or under a Williamson Act Contract. The project site is currently zoned MR2-1 and P-1. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act Contract. Therefore, no impact would occur.	
c.	NO IMPACT	Neither the project site nor surrounding parcels are zoned for forest land or timberland. No impacts related to forest land or timberland will occur.	
d.	NO IMPACT	Neither the project site nor surrounding parcels are zoned for forest land or timberland. No impacts related to forest land or timberland will occur.	
e.	NO IMPACT	Neither the project site nor surrounding parcels are zoned for forest land or timberland. No impacts related to forest land or timberland will occur.	

### III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The Project would develop 82,347 square feet of commercial space in the Chatsworth-Porter Ranch Community Plan. The Project would not add residents to the Plan. The Project site is classified as "General Commercial" in the Community Plan, a zoning classification that allows the proposed uses. As such, the RTP/SCS' assumptions about growth in the City likely accommodate employment growth on this site. As such, the Project does not conflict with the	
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Impact?	Explanation	Mitigation Measures
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		growth assumptions in the regional air plan and this impact is considered less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions are estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results conducted by Cadence Environmental Consultants dated May 9, 2018, for the project, Overall Construction (Maximum Daily Emission) for the proposed project would not exceed the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO2), and Respirable Particulate Matter (PM10 and PM2.5). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Additionally, the project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions. The project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.</p>	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	Per an Air Quality Study prepared by Cadence Environmental Consultants from May 2018, the proposed project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Therefore, the project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors, and violations of air quality standards) would be less than significant.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project were to expose sensitive receptors to pollutant concentrations. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The project site is surrounded by commercial and industrial uses. The project is subject to demolition, grading, and construction standards to mitigate air pollution and dust impacts. Additionally, the project is not expected to contribute to pollutant concentrations or expose surrounding uses and other sensitive receptors to substantial pollutant concentrations. The project is required to meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading, and construction related to air pollution. Therefore, construction and operation of the project would result in a less than significant impact for both localized and regional air pollution emissions.	
LESS THAN SIGNIFICANT IMPACT	Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include	

Impact?	Explanation	Mitigation Measures
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	agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.	
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#### IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	The proposed commercial development is within a highly urbanized area that does not contain any biological resources or habitat area. The site is zoned MR2-1 and P-1 and the General Plan Land Use Designation is General Commercial. The site is presently improved with a singles-story, vacant restaurant building. No impact will result.	
b.	NO IMPACT	The project site is fully developed and within a highly urbanized area, and does not contain any biological resources or habitat area. No impact will result.	
c.	NO IMPACT	The project site is fully developed and within a highly urbanized area, and does not contain any biological resources or habitat area. No impact will result.	
d.	NO IMPACT	A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the urbanized nature of the subject property and surrounding area, the lack of a major water body, and the limited number of trees, the subject property does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. No impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The	



Impact?		Explanation	Mitigation Measures
		proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.	
f.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use or Forest Land to Non-Forest Use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	

#### V. CULTURAL RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project includes the demolition of a commercial building constructed in 1964. However, the structure has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource based on data available on the City's HistoricPlacesLA website (the City's new online information and management system created to inventory Los Angeles' significant historic resources). Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known archeological resources; however, the applicant shall abide by current law if archaeological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known paleontological resources; however, the applicant shall abide by current law if paleontological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	No human remains are expected to be located on the project site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Therefore, impacts will be less than significant.	

## VI. GEOLOGY AND SOILS

a.	NO IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	The site is located in a seismically active area approximately 08.7 kilometers from the nearest fault (Santa Susana Fault), but the project is not expected to cause or accelerate any geological hazards. The project is also subject to the seismic standards of the Department of Building and Safety's Uniform Building Code, thereby reducing possible seismic hazard impacts to a less than significant level.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of liquefaction. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Areas Susceptible to Liquefaction, Exhibit B, the subject property is not located within a	

Impact?	Explanation	Mitigation Measures
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		Liquefiable Area or Potentially Liquefiable Area. Therefore, the project would not cause personal injury or death or resulted in property damage as a result of liquefaction, and no impact would occur.	
d.	LESS THAN SIGNIFICANT IMPACT	According to ZIMAS, the site is not located within an area of historically earthquake-induced landslides, and landslides on the site are not anticipated based on the area's flat terrain.	
e.	LESS THAN SIGNIFICANT IMPACT	Construction of proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	According to ZIMAS, the project site at 9110 North De Soto Avenue is not located within an unstable soil area, landslide, or liquefaction area, and is not expected to cause or accelerate any geological hazards. No impact will result.	
g.	LESS THAN SIGNIFICANT IMPACT	The project site is not located in an area known to have expansive soils. Impacts will be less than significant.	
h.	LESS THAN SIGNIFICANT IMPACT	No septic tanks or alternative waste disposal systems are proposed. The project will be served by the City's sewer system. No impact will result.	

## VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT IMPACT	The project is required to comply with the City of Los Angeles Building Code and State of California Title 24 requirements, both of which were amended to meet AB 32 goals for the reduction of green house gases. Impacts are therefore less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	Through required implementation of the LA Green Building Code, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable	

Impact?	Explanation	Mitigation Measures
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contribution to emissions and impacts would be less than significant.

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED		VIII-110
b.	LESS THAN SIGNIFICANT IMPACT		
c.	LESS THAN SIGNIFICANT IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		

#### IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP). Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	Based upon the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on the Project Site. The Proposed Project is an infill development project on a site that is currently fully developed and is largely impervious. Implementation of the Proposed Project would not increase site runoff or result in any changes in the local drainage patterns, since implementation of the LID Plan would reduce the amount of surface water runoff after storm events. The Proposed Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Therefore, impacts to surface water hydrology or substantial erosion or siltation on- or off-site would be less than significant.	
LESS THAN SIGNIFICANT IMPACT	No streams or rivers are contained on-site and as such the development will not alter the existing drainage patterns. Further, the project will comply with L.A.M.C. Section 64.70 to ensure that surface runoff will not result in flooding.	
LESS THAN SIGNIFICANT IMPACT	Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.	
g.	NO IMPACT	The proposed project is not located within a 100-year flood hazard area. Therefore no impact will result.	
h.	NO IMPACT	The proposed project is not located within a 100-year flood hazard area. Therefore no impact will result.	
i.	NO IMPACT	The project site is not located within a potential dam inundation zone. No impact will result.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. The project site and the surrounding areas are not located near a water body to be inundated by seiche and is not located within a tsunami inundated zone. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	

#### X. LAND USE AND PLANNING

a.	NO IMPACT	A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community. The Project Site is comprised of a portion of one City block surrounded by existing boundaries (development, roads). The Project is not of a scale or nature that could physically divide an established community. The Project is not affecting any right-of-ways. The Project would be built on an existing urban infill site currently improved with structures. As such, no impact related to physical division of an established community will occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are	

Impact?	Explanation	Mitigation Measures
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		designed to avoid or mitigate. The site is located within the Chatsworth-Porter Ranch Community Plan Area. The site is zoned MR2-1 and P-1, with a General Plan land use designation of General Commercial. The proposed project would be comprised of 79,847 square feet of self storage use and 2,500 square feet of retail. The project is requesting a zone change from MR2-1 to C2-1, which conforms to the land use designation of the Plan. The proposed uses are permitted in C2 zoned lots. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code, and will be in compliance with the C2 Zone development standards of the Zoning Code. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, impact would be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	

#### **XI. MINERAL RESOURCES**

a.	NO IMPACT	MRZ-2 sites are identified in two community plan elements of the city's general plan, the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community plans. Neither the project site nor the surrounding area is identified as an area containing mineral deposits of regional or statewide significance. Therefore, no impact to known mineral deposits would occur.	
b.	NO IMPACT	The project site is not delineated as a locally important mineral resource recovery site on any City plans. Furthermore, the project site is surrounded by dense urban uses and residential uses. Thus, the Project Site would not be an adequate candidate for mineral extraction. Therefore, no impacts to loss of availability of a locally important mineral resource will occur.	

#### **XII. NOISE**

Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. During construction of the proposed project, the applicant will be required to comply with the City's Noise Ordinance No. 161,574, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible, and will also be required to comply with construction noise mitigation measures including limiting construction activities to specific times and days (i.e., 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday, with no work on Sunday) and implementing specific construction equipment operations requirements, which will reduce impacts to a less than significant level. Therefore, with required mitigation measures, impacts would be less than significant.</p>
b.	LESS THAN SIGNIFICANT IMPACT	<p>The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from construction equipment would be well below the significance thresholds. Therefore, project impacts would be less than significant.</p>



Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied properties by more than 5 dBA. Therefore, project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	During the construction phase, the project may create a substantial temporary or periodic increase in ambient noise levels in the project vicinity. Noise from recurrent activities (e.g., conversation, amplified music) or non-recurrent activities (e.g., parties) would elevate ambient noise levels to differing degrees. The City's noise ordinance would also provide a means to address nuisances related to restaurant or retail noise. The proposed Mitigation Measures will reduce the impacts to a less than significant level.	
e.	NO IMPACT	The project is not located within two miles of a public airport or public use airport. No impact will result.	
f.	NO IMPACT	The project is not located within two miles of a private airstrip. No impact will result.	

### **XIII. POPULATION AND HOUSING**

a.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of no residential units. The project will accommodate residential population growth in keeping with the Chatsworth-Porter Ranch Community Plan land use and density designations, and would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	As no housing currently exists on the Project Site, the Project would not displace any existing housing. Therefore, no impacts related to housing displacement would occur, and no mitigation measures would be required.	
c.	NO IMPACT	As no housing currently exists on the Project Site, the development of the Project would not cause the displacement of any persons or require the construction of housing elsewhere. Therefore, no impacts related to population displacement would occur, and no mitigation measures would be required.	

#### XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	The proposed restaurant is served by Fire Station No. 96. The project will comply with all applicable City fire safety regulations, reducing potential impacts to a less than significant level.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<b>The additional sale of alcoholic beverages has the potential to increase the demand for police services in the area. The project is served by LAPD Devonshire Division and within Reporting District 1781. The referenced Mitigation Measures shall apply to reduce impacts to a less than significant level.</b>	XIV-20, XIV-30
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project does not exceed the thresholds of 75 or more residential units or 100,000 square feet of commercial. The project proposes 82,347 square feet of commercial. Impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	Since the Project would not be including any housing or any permanent residents, there would be no required open space elements and no expected use of existing park facilities. Therefore, impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The proposed project would result in no residential units, which will not result in increased demand for library services and resources of the LAPL System. The proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less than significant impact on library services.	

Impact?	Explanation	Mitigation Measures
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#### **XV. RECREATION**

a.	NO IMPACT	A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities. The Project would increase the number of employees at the Project Site. Employees of commercial uses do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours. Therefore, no impact would occur.	
b.	NO IMPACT	A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project would increase the number of employees at the Project Site. Employees of commercial uses do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours. Therefore, no impact would occur.	

#### **XVI. TRANSPORTATION/TRAFFIC**

a.	LESS THAN SIGNIFICANT IMPACT	According to the DOT Case No. 46635 dated May 23, 2018, the proposed hotel will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project will result in an increase of 260 daily trips (0 trips during the a.m. peak and 11 trips during the p.m. peak). The analysis traffic study concluded that none of the study intersections would be significantly impacted by project related traffic. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	According to the DOT Case No. 46635 dated May 23, 2018, the proposed project will not conflict with an applicable congestion management program. The analysis traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program administered by Metro. According to the analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments,	

Impact?	Explanation	Mitigation Measures
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arterial monitoring stations or to any of the regional transit services in the area surrounding the project. Impacts will be less than significant.

c.	NO IMPACT	The proposed project is located approximately 20 miles from Burbank Airport. The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d.	NO IMPACT	The project does not involve any design features that are unusual for the area or any incompatible uses. Impacts will be less than significant.	
e.	NO IMPACT	A significant impact would occur if the proposed project would result in inadequate emergency access. The project does not propose any changes to emergency access, and will require approval of plans by the Fire Department. Further, the project must comply with all applicable City fire safety regulations. No impact will occur.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on or offsite. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the proposed project would not interfere with any Class I or Class II bikeway systems. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.	

#### **XVII. TRIBAL CULTURAL RESOURCES**

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, which is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The lead agency has not received any substantial evidence that the proposed	
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Impact?	Explanation	Mitigation Measures
	<p>project may case a substantial adverse change to a tribal cultural resource to impose a mitigation measure. According to ZIMAS and the Office of Historic Resources the project is not listed as a historic resource. Therefore, there will be no substantial adverse change in the significance of a tribal cultural resource and the impacts related to tribal and cultural resources will be less than significant.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project would result in a substantial adverse change in the significance of a tribal cultural resource including, but not limited to: sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe the presumption that the project site is historically or culturally significant as defined in Public Resources Code Section 5024.1. Assembly Bill 52 (AB 52) established a formal consultation process for California Native America Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a Project if the tribe has submitted a written request to be notified. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. On April 18, 2018, the Department of City Planning mailed notices to 10 tribes which had requested notification pursuant to AB 52. On May 19, 2018, a letter was received from the Fernandeno Tataviam Band of Mission Indians and on April 24, 2018, the Gabrieleno Band of Mission Indians-Kizh Nation requesting that ground disturbances at the site be monitored by professional Native American monitors. No evidence was submitted to supplement the tribe's request for a monitor or that the site would be a resource for tribal cultural resources. Therefore, impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
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#### **XVIII. UTILITIES AND SERVICE SYSTEMS**

a.	LESS THAN SIGNIFICANT IMPACT	The project will be served by the City's sewer system and is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	LADWP conducts water planning based on forecast population growth. The proposed self-storage facility, gas station and convenience store is not anticipated to directly induce population growth in the area. It is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.	
c.	LESS THAN SIGNIFICANT IMPACT	The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply	

Impact?	Explanation	Mitigation Measures
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		the City's water needs in the years to come. The Project shall comply with the City of Los Angeles Low Impact Development Ordinance (City Ordinance No. 181,899) and to implement Best Management Practices that have stormwater recharge or reuse benefits for the Project. Impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance.	
f.	LESS THAN SIGNIFICANT IMPACT	The project will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32) which requires the recycling and proper disposal of solid waste. Impacts will be less than significant.	
g.	LESS THAN SIGNIFICANT IMPACT	The project will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32) which requires the recycling and proper disposal of solid waste. Impacts will be less than significant.	

#### **XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, or threaten to eliminate a plant animal community. The project is located in a developed, urbanized area and will not disrupt or hinder any known habitats. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less than significant levels with implementation of the mitigation measure provided in the previous sections. None of these potential impacts are considered	

Impact?		Explanation	Mitigation Measures
		cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of the mitigation measure identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly	



# MITIGATION MONITORING PROGRAM

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Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

# MITIGATION MONITORING PROGRAM

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## Aesthetics

### **I-120 Aesthetics (Light)**

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Once, at plan check

**Action Indicating Compliance:** Plan approval

### **I-130 Aesthetics (Glare)**

Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-construction

**Monitoring Frequency:** Once, at plan check

**Action Indicating Compliance:** Plan approval

## Hazards and Hazardous Materials

### VIII-110 Hazardous Substances

Environmental impacts may result from project implementation due to the use, storage, and creation of hazardous materials. However, these impacts can be mitigated to a less than significant level by the following measure:

- Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

**Enforcement Agency:** Los Angeles Fire Department; Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Fire Department; Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-operation

**Monitoring Frequency:** Once, for Plan approval prior to operation

**Action Indicating Compliance:** Plan approval prior to operation (Pre-operation)

## Noise

### XII-20 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- 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.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

**Action Indicating Compliance:** Issuance of Certificate of Occupancy or Use of Land

## **Population and Housing**

### **Public Services**

#### **XIV-20      Public Services (Police – Demolition/Construction Sites)**

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

**Enforcement Agency:** Los Angeles Department of building and Safety

**Monitoring Agency:** Los Angeles Department of building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspections during construction

**Action Indicating Compliance:** Field inspection sign-off

# Regulatory Compliance Measures

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In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

## AESTHETICS

- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
  - 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.
  - 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.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
  - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
  - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
  - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

## AGRICULTURE and FORESTRY

## AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project

shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- 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.
  - 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.
  - 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.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
  - **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
  - **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
  - **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
  - **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
  - **Regulatory Compliance Measure RC-AQ-7:** The project shall comply with SCAQMD Rule 461 – Gasoline Transfer and Dispensing, which requires a permit from SCAQMD for all gasoline fueling stations.

**BIOLOGY**

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
  - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
  - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
  - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

**CULTURAL RESOURCES**

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior's Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
  - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
  - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
  - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
  - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
  - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.



- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
  - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
  - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
  - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
  - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
  - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
  - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  - Stop immediately and contact the County Coroner:

1104 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

## **GEOLOGY AND SOILS**

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** 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.
- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
  - ground stabilization
  - selection of appropriate foundation type and depths
  - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include,

but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

## **HAZARDS AND HAZARDOUS MATERIALS**

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
  - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
  - **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
  - **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

## **HYDROLOGY AND WATER QUALITY**

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
  - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
  - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
  - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

## **MINERAL RESOURCES**

## **NOISE**

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

## **POPULATION AND HOUSING**

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
  - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

## **PUBLIC SERVICES**

### **Schools**

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

### **Parks**

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
  - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.



- (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

## **RECREATION**

See RC measures above under Parks.

## **TRANSPORTATION AND TRAFFIC**

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

## **PUBLIC UTILITIES AND SERVICE SYSTEMS**

### **Water Supply**

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** 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).

**Energy**

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

**Solid Waste**

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, 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 Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.



## **EXHIBIT C**

### **Department Correspondence**

**Bureau of Engineering  
Department of Transportation – Impact Assessment  
Fire Department  
Bureau of Street Lighting  
Urban Forestry  
Los Angeles Police Department**

**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL CORRESPONDENCE**

**Date:** May 4, 2018

**To:** Mr. Vince Bertoni, Director  
Department of City Planning  
Attn: Jojo Pewsawang (City Planner)



**From:** Mr. Edmond Yew, Division Engineer  
Land Development & GIS Division  
Bureau of Engineering

**Subject: Case No. CPC 2018-0790 (ZC/BL/CU/SPR): 9110 North De Soto Avenue**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Zone Change, Building Line Removal, Conditional Use Permit and Site Plan Review adjoining the area involved:

1. Dedication Required:

**De Soto Avenue** (Boulevard II) – A 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way and a 20-foot radius property line return at the intersection with Nordhoff Street in accordance with Boulevard II of Mobility Plan 2035.

**Nordhoff Street** (Boulevard II) – A 5-foot wide strip of land along the property frontage to complete a 55-foot wide half right-of-way in accordance with Boulevard II of Mobility Plan 2035.

2. Improvements Required:

**De Soto Avenue** – Remove the existing sidewalk and construct a new 15-foot concrete sidewalk, including around the property line return. Repair all broken, off-grade concrete curb and gutter along the property frontage. Upgrade all driveways to comply with ADA requirements.

**Nordhoff Street** – Remove the existing sidewalk and construct a new 15-foot concrete sidewalk. Repair all broken, off-grade concrete curb and gutter along the property frontage. Construct a new access ramp at the intersection with De Soto Avenue and upgrade all driveways to comply with ADA requirements.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

3. No major drainage problems are involved.
4. Sewer lines exist in De Soto Avenue. Extension of the 6-inch house connection laterals to the new property line may be required. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. Submit parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 202-3495.

cc: Jonathan Riker  
Valley District Office

**CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE**

9110 De Soto Av.  
DOT Project ID 46635

Date: May 23, 2018

To: Nicholas Hendricks, Senior City Planner  
Department of City Planning

  
From: [Sergio Valdez](#), Transportation Engineer  
Department of Transportation

Subject: **IMPACT ASSESSMENT FOR THE PROPOSED CONVENIENCE MARKET WITH  
GASOLINE SERVICE AND SELF-STORAGE FACILITY AT 9110 DE SOTO AVENUE**

**CPC-2018-790-ZC-BL-CU-SPR**

**ENV-2018-791-EAF**

The Department of Transportation (DOT) has completed an assessment of transportation impacts for the aforementioned project, located in the community of Chatsworth. This assessment included a review of a professional Transportation Impact Study (TIS) prepared by Overland Traffic Consultants, Inc. for the applicant, dated January 2018. To evaluate the effects of the project on the available transportation infrastructure, the significance of project-related traffic impacts were measured in terms of the net change to the peak hour vehicular traffic volume-to-intersection capacity (v/c) ratios against baseline conditions and compared to DOT's established threshold standards.

The TIS selected nine key intersections which DOT verified the nine intersections in the TIS were consistently analyzed pursuant to a scoping agreement between DOT and the consultant executed on January 11, 2018, and conducted independent field studies and research to validate the supporting data collected. The TIS adequately evaluated potential project-related transportation impacts to the surrounding region and found that none of the nine studied intersections were significantly impacted.

## PROJECT DESCRIPTION

The proposed project consists of the removal of a 9,361 square foot family restaurant closed on January 6, 2018 and the construction of a proposed 88,285 square foot mini-warehouse self-storage facility as well as a 2,500 square foot 24-hour convenience store with 6 ancillary gasoline fueling positions.

Access to the site will be provided via one driveway located on Nordhoff Street as well as one driveway located on De Soto Avenue.

## DISCUSSION AND FINDINGS

### A. Trip Generation

The proposed project is estimated to produce a net change to adjacent street traffic by 260 additional trips on a typical weekday. With respect to weekday peak hour adjacent street traffic, the project is expected to have negligible effect during the morning peak hour and a net increase of about 11 vehicles during the afternoon peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The trip generation table is included in **Attachment 1**.

### B. Study Methodology

The TIS analyzed nine intersections for impacts using the Critical Movement Analysis as published by the Transportation Research Board, as follows:

1. De Soto Avenue and Lassen Street
2. De Soto Avenue and Plummer Street
3. De Soto Avenue and Nordhoff Street
4. De Soto Avenue and Parthenia Street
5. De Soto Avenue and Roscoe Boulevard
6. Nordhoff Street and Topanga Canyon Boulevard
7. Nordhoff Street and Canoga Avenue
8. Nordhoff Street and Mason Avenue
9. Nordhoff Street and Winnetka Avenue

The TIS analyzed impacts under two principal scenarios:

- Existing conditions
- Future cumulative base projection

DOT verified that volume-to-capacity (v/c) ratios and levels of service (LOS) analyzed were correctly calculated. For the future baseline projection analysis, the findings accounted for other known developments in evaluating potential cumulative impacts.

To reflect a conservative assessment of the project, DOT also confirmed the following alternative analysis parameters would not change study results:

- On January 20, 2016, the City Council adopted a revised Mobility Element of the General Plan, known as Mobility Plan 2035. Pursuant to the plan's central focus on revised street standards and priority networks, reductions in motor vehicle lanes along designated arterials that comprise the Transit Enhanced Network and the Bicycle Enhanced Network are pending, necessitating a cumulative base analysis where said reductions occur prior to project build out.
- Signal phasing at the intersection of Nordhoff Street and De Soto Avenue was analyzed with four (4) critical phases to reflect protected-permissive left turn phasing for all four approaches.
- At intersections connected to the Automatic Traffic Surveillance And Control (ATSAC) network along the High Injury Network where a Leading Pedestrian Interval (LPI) phase is existing or pending, an analysis was performed without any adjustments to intersection capacity.

#### Transportation Impacts

Using DOT's traffic impact criteria<sup>1</sup>, the TIS found that the proposed project will not produce a significant transportation impact at any of the studied intersections in the existing and/or future study scenario. These findings are summarized in **Attachment 2**, which shows the existing and project-related impacts in the study area for each study scenario.

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<sup>1</sup> Per DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is E or F; an increase of 0.020 or more when the final LOS is D; or an increase of 0.040 or more when the final LOS is C.

## **PROJECT REQUIREMENTS**

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval:

### **A. Street Dedications and Improvements**

With respect to Municipal Code Section 12.37 and the Transportation Element of the General Plan, DOT has the following comments:

1. Along project frontage, Nordhoff Street currently has a 50-foot half right-of-way containing a 40-foot half roadway, a curb, a gutter and a sidewalk. This street is a designated Boulevard II, which has a standard 55-foot half right-of-way and a 40-foot half-roadway. To meet the city's mobility needs, a five-foot dedication is recommended as consistent with the goals and purpose of the 2035 Mobility Plan.
2. Along project frontage, De Soto Avenue currently has a 50-foot half right-of-way containing a 40-foot half roadway, a curb, a gutter and a sidewalk. This segment of De Soto Avenue is also designated as a Boulevard II. To meet the city's mobility needs, a five-foot dedication is recommended as consistent with the goals and purpose of the 2035 Mobility Plan.

DOT requests notification should it be determined that requirements other than as recommended above would be more applicable to this case.

Notwithstanding the above, the Department of Public Works, Bureau of Engineering (BOE) determines the exact applicable street standards along with any other required improvements specified by the Los Angeles Municipal Code. Improvements shall be guaranteed before any building permit is issued for this project, and completed to the satisfaction of DOT and BOE before any certificate of occupancy is issued.

### **B. Site Access and Internal Circulation**

This assessment does not constitute an approval of project access, driveways or on-site vehicle circulation. The TIS included an initial parking and driveway plan. In response, DOT comments are below. Final plans shall conform to the Driveway Design guidelines listed in DOT Manual of Policies and Procedures, Section 321.

1. All loading and unloading shall be performed on site and shown clearly on the site plan.
2. A maximum of two (2) driveways along arterial frontage shall be permitted.
3. Driveways shall be located as far from the intersection of Nordhoff Street and De Soto Avenue as feasible.

4. Driveways located less than 150 feet from the intersection of Nordhoff Street and De Soto Avenue may be subject to turning restrictions. Turn restrictions entail posting signs in the public right-of-way, which shall be completed to the satisfaction of DOT prior to the issuance of any certificate of occupancy.
5. The plan should show adjacent roadway curbs and include all driveways, substructures, utility poles, electroliers, fire hydrants or off-site driveway within 25 feet of proposed driveways. Driveways shall be designed in accordance with BOE Standard Plan S-440-4, with the apron width excluding side slopes ("W") dimensioned and labeled for each driveway.
6. Two-way driveways should have a "W" of 30 feet. One-way driveways should have a "W" of 16 feet.
7. To avoid vehicles queuing in the public way, an on-site reservoir before the first parking stall or gate shall be provided at each driveway. The reservoir shall be 20 feet at entrances serving up to 100 parking stalls.
8. To provide internal circulation, all parking areas shall be contiguous and accessible from all other similarly designated parking areas without requiring the use of any public street.

**C. Pedestrian Connectivity and Accessibility**

The applicant shall consult the Department of City Planning for any specific requirements pertaining to pedestrian connectivity and walkability.

**D. Construction Impacts**

A work site traffic control plan should be approved by DOT's plan processing unit prior to the start of construction. The plan should show the location of any roadway or sidewalk closures, detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Construction traffic should be limited to off-peak hours.



**DOT CLEARANCE GUIDELINES**

Final DOT approval is normally required prior to the issuance of any associated building permits. Final approval is given after parking area and driveway plans are accepted, all conditions of approval are verified to be fulfilled, guaranteed or not applicable, and all required fees pursuant to LAMC Section 19.15 are received. To avoid delays and costs associated with major redesign, applicants are encouraged to finalize parking and driveway plans as soon as possible. The DOT Developer Services office reviewing this project is located at 6262 Van Nuys Blvd., room 320 in Van Nuys.

If you have any questions, you may contact me or Ken Aitchison of my staff at 818-374-4692.

c: Hannah Lee, Twelfth Council District  
Ken Firoozmand, DOT West Valley District  
Quyen Phan, BOE Land Development Group  
Ali Nahass, BOE Valley District  
Overland Traffic Consultants, Inc.  
9110 De Soto Holdings, LLC

## **ATTACHMENTS**

**Attachment 1: Project Trip Generation Estimates**

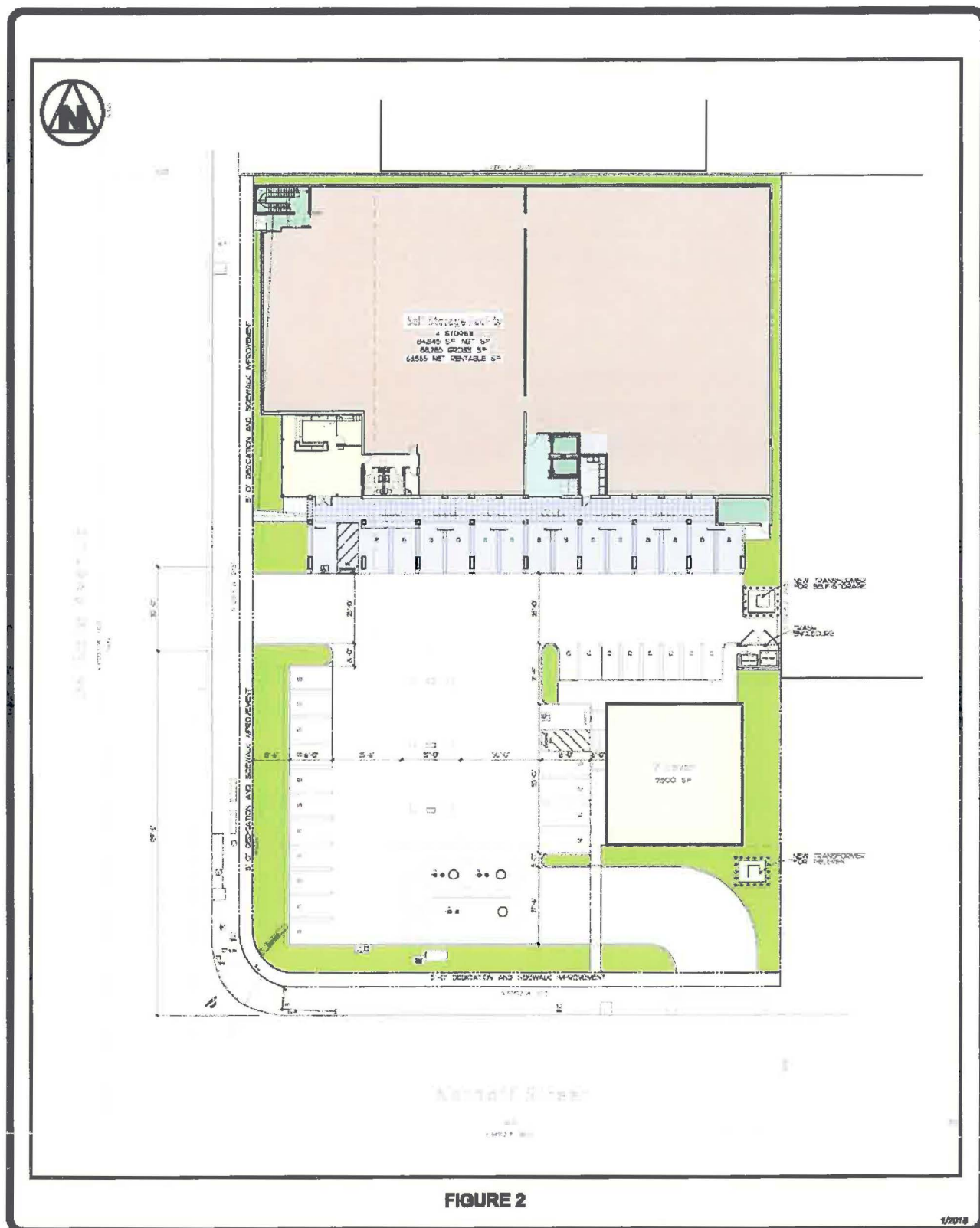
<u>Proposed Land Use</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
88,285 s.f. Mini-Warehouse	133	9	5	4	15	7	8
6 VFP Convenience Market gasoline pumps	1,935	125	63	62	138	69	69
Subtotal (driveway traffic)	2,068	134	68	66	153	76	77
Market/pumps pass-by (50%)	- 968	- 63	- 32	- 31	- 69	- 35	- 34
Subtotal (street traffic)	1,100	71	36	35	84	41	43
<u>Existing Use</u>							
9,361 s.f. HT Restaurant	1,050	93	51	42	91	56	35
Less Restaurant pass-by (20%)	- 210	- 18	- 10	- 8	- 18	- 11	- 7
Subtotal (street traffic)	840	75	41	34	73	45	28
Net Driveway Traffic	1,018	41	17	24	62	20	42
Net Street Traffic	260	- 4	- 5	1	11	- 4	15

### Attachment 2: Volume to Capacity Ratios (v/c) and Levels of Service (LOS)

Intersection	Peak Hour	Existing conditions		Existing + Project		Project Impact	Future, no project		Future + Project		Project Impact
		v/c	LOS	v/c	LOS	$\Delta$ v/c	v/c	LOS	v/c	LOS	$\Delta$ v/c
De Soto Av & Lassen St	AM	0.766	D	0.766	D	0.000	0.826	C	0.826	D	0.000
	PM	0.698	B	0.698	C	0.000	0.753	C	0.753	C	0.000
De Soto Av & Plummer St	AM	0.799	C	0.800	C	0.001	0.862	D	0.863	D	0.001
	PM	0.641	B	0.643	B	0.002	0.699	B	0.699	B	0.000
De Soto Av & Nordhoff St	AM	1.003	F	1.006	F	0.003	1.172	F	1.176	F	0.004
	PM	0.832	D	0.836	D	0.004	0.941	E	0.949	E	0.008
De Soto Av & Parthenia St	AM	0.914	E	0.914	E	0.000	0.975	E	0.962	E	0.000
	PM	0.821	D	0.821	D	0.000	0.861	D	0.862	D	0.001
De Soto Av & Roscoe Bl	AM	0.684	D	0.684	D	0.000	0.726	C	0.000	C	0.000
	PM	0.703	C	0.704	C	0.001	0.735	C	0.000	C	0.001
Nordhoff St & Topanga Canyon Bl	AM	0.852	D	0.852	D	0.000	0.911	E	0.911	E	0.000
	PM	0.870	D	0.871	D	0.001	0.968	E	0.969	E	0.001
Nordhoff St & Canoga Av	AM	0.591	A	0.591	B	0.000	0.644	B	0.644	B	0.000
	PM	0.637	B	0.637	A	0.000	0.690	B	0.691	B	0.001
Nordhoff St & Mason Av	AM	0.906	E	0.906	E	0.000	0.978	E	0.978	E	0.000
	PM	0.784	C	0.785	C	0.001	0.915	E	0.916	E	0.001
Nordhoff St & Winnetka Av	AM	0.930	E	0.930	E	0.000	1.037	F	1.037	E	0.000
	PM	0.814	D	0.814	D	0.001	0.927	E	0.927	E	0.000

\* Denotes significant impact

### Attachment 3: Project Site Plan



**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

9110 N. De Soto Avenue  
DOT Case No. SFV 17-106526  
DOT Project ID No. 46635

Date: February 20, 2018

To: Deputy Advisory Agency  
Department of City Planning

From: Taghi Gharagozli, Associate Transportation Engineer III  
Department of Transportation

Subject: **CASE NO: CPC-2018-790-ZC-BL-CU-SPR**  
**ENV-2018-791-EAF**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. That the applicant completes the traffic study process and be subject to all the requirements contained in the subsequent DOT Traffic Assessment for the project.
2. A minimum driveway apron width of W=30 feet is required.
3. A minimum of 20-foot reservoir space is required between any security gate or parking stall and the property line, to the satisfaction of the Department of Transportation. De Soto Avenue and Nordhoff Street are designated as Boulevard II (Major Highway Class II) in the Mobility Plan 2035 of the City of Los Angeles. Backing out onto De Soto Avenue and Nordhoff Street is prohibited.
4. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
5. That the condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

If you have any questions, you may contact me at [taghi.gharagozli@lacity.org](mailto:taghi.gharagozli@lacity.org) or 818-374-4699.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

March 3, 2018

TO: Vincent Bertoni, AICP, Director of Planning  
Department of City Planning  
Attention: Nicolas Hendricks

FROM: Los Angeles Fire Department

SUBJECT: **CITY PLANNING CASE – CPC-2018-790 (9110 NORTH DE SOTO AVENUE ) (EXPEDITE)**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field inspector. (Refer to FPB Req # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Submit plot plans indicating access road and turning area for Fire Department approval.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Site plans shall include all overhead utility lines adjacent to the site.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(818) 374-4351**. You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS  
Fire Chief

Kristin Crowley, Fire Marshal  
Bureau of Fire Prevention and Public Safety

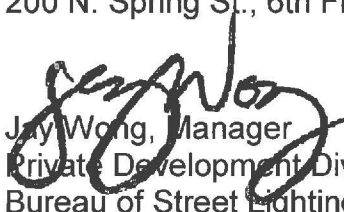
KC:RED:yw  
CPC-2018-790 (EXPEDITE)



**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

**Date:** 2/28/2018

**To:** Charlie Rausch, Senior City Planner  
Department of City Planning  
200 N. Spring St., 6th Floor MS-395

**From:**  Jay Wong, Manager  
Private Development Division  
Bureau of Street Lighting

**SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS**

**CITY PLANNING CASE No.:** CPC 2018-0790 ZC BL EXP

9110 N. De Soto Ave.

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

**IMPROVEMENT CONDITION:** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; two (2) on Nordhoff St. and two (2) on De Soto Ave.

**NOTES:**

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901

Engineering District Office: VAL

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

**DATE:** April 2, 2018

**TO:** Jae H. Kim, Deputy Advisory Agency  
Department of City Planning

**FROM:**  Timothy Tyson, Chief Forester  
Bureau of Street Services, Urban Forestry Division

**SUBJECT:** CPC-2018-790/9110 North De Soto Avenue

In regards to your request for review of this case regarding Urban Forestry requirements. It is our recommendation that:

1. 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 tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

**Note:** Removal or planting of any tree in the public right-of-way- requires approval of the Board of Public Works. All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077 for permit information.

# LOS ANGELES POLICE DEPARTMENT

**MICHEL MOORE**  
Chief of Police



**ERIC GARCETTI**  
Mayor

P. O. Box 30158  
Los Angeles, Calif. 90030  
Telephone: (818) 832-0633  
TDD: (213) 275-5273  
Ref #: 7.1

August 9, 2018

Los Angeles City Planning Department  
Office of Zoning Administration  
200 North Spring Street, Suite 763  
Los Angeles, California 90012

Regarding: Hakel Iny. Master Land Use Permit Review, Case No. CPC-2018-790

Alcoholic Beverage Control License No. Pending

Haskel Iny  
11100 Santa Monica Blvd. Suite 300 Los Angeles, Ca. 90067

The Los Angeles Police Department, Devonshire Area Vice Unit, received a correspondence from the Office of Zoning Administration that the applicant, Haskel Iny, are requesting a Conditional Use Permit (CUP) for one Alcohol Beverage Control (ABC) permit. The permit will authorize the sale and dispensing of beer and wine only for off-site consumption. The CUP is intended for use at Business Addresses of 9110 N. De Soto Avenue, Chatsworth, CA 91311

Devonshire Area Vice is **opposed** to the proposed CUP without specific knowledge of each individual business, and its operational methods. We would **not be opposed** if each business will be as purposed with these specific conditions being attached to the CUP, in addition to the self-imposed conditions, to help mitigate possible future nuisances and crime:

## EMPLOYEES

1. Obey all laws.
2. Every employee involved in the service and sales of alcohol will attend Standardized Training for Alcohol Retailers (STAR) training sponsored by the Los Angeles Police Department within 90 days of employment. The owner/operator shall maintain proof of each employee's attendance and have it available on the premise for inspection by the Los Angeles Police Department and Alcohol Beverage Control. Employees who do not speak English fluently must attend a Spanish presentation. All employees who serve alcoholic beverages shall attend follow-up STAR classes every 24 months.

3. All employees working at the locations shall be attired in distinctive, matching uniforms during hours of employment and wear nametags identifying them as employees of the location.
4. A file containing all employees' names, current address and a photocopy of valid identification shall be maintained and accessible.
5. All employees shall have valid identification and shall possess them on the premise when working.

### **BUSINESS**

6. There shall be no exterior advertising or sign of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.
7. Cashiers selling beer and wine shall be over 21 years of age.
8. Petitioner(s) shall police the area under their control in an effort to prevent the loitering of persons about the premises as depicted on ABC-253.
9. Loitering is prohibited on or around these premises or this area under the control of the licensee(s) as depicted on the ABC-257 and ABC-253.
10. The possession of alcoholic beverages in open containers and the consumption of alcoholic beverages is prohibited on or around these premises as depicted on ABC-253.
11. A complaint telephone number shall be posted on the outside of the property with an on-duty manager's telephone number.
12. The exterior windows and glass doors of the store shall be maintained substantially free of signs and other materials from the ground to at least six feet in height above the ground so as to permit surveillance into the store by police and private security.
13. Signs shall be posted in English and Spanish stating that California state law prohibits the sale of alcoholic beverages to people who are under 21 years of age.
14. A copy of these conditions shall be retained on the premises at all times and be immediately produced upon request by any law enforcement official. All employees shall be made familiar with the aforementioned conditions and implement them as necessary.

**SECURITY**

15. All windows shall be maintained free of signs and other material which inhibit views into the facility.
16. No pay phones shall be installed nor maintained on the subject property outside the view and control of the applicant/operator.
17. Cameras shall be installed interior and exterior providing views throughout. Video should be maintained for 30 days.
18. The property owner shall be responsible for discouraging loitering on and around the subject property.
19. The licensee shall keep the property, adjacent to the license premises and under the control of the licensee(s) as depicted on ABC-253, clear of newspaper racks, benches, pay telephones, bicycle racks, and any other objects which may encourage loitering.
20. The Petitioner(s) shall post and maintain a professional quality sign facing the premises parking lot(s) that reads as follows:

NO LOITERING, NO LITTERING  
NO DRINKING OF ALCOHOLIC BEVERAGES

VIOLATORS ARE SUBJECT TO ARREST.

21. The sign shall be at least two feet square with two-inch block lettering. The sign shall be in English and Spanish.

**LIGHTING**

22. The parking areas shall be illuminated in order to make easily discernible the appearance and conduct of all persons on or about the property.
23. All lighting shall be shielded and directed onto the site and no floodlighting shall be located so as to shine directly onto any adjacent property. This condition shall not preclude the installation of low-level security lighting.

Captain III Brian Lium, Commanding Officer, Devonshire Community Police Station, and Sergeant I William Sanders, Officer-In-Charge, Devonshire Area Vice Unit, Devonshire Community Police Station, both concurred with the above findings and are in agreement with the above requested conditions.

If you have any questions, please feel free to contact Sergeant I William Sanders, Officer-In-Charge, Devonshire Area Vice Unit, at (818) 832-0811.

Very truly yours,

MICHEL MOORE  
Chief of Police

A handwritten signature in blue ink, appearing to read "Bryan Liium". The signature is fluid and cursive, with a large initial "B" and a stylized "L".

BRYAN LIUM, Captain  
Area Commanding Officer  
Devonshire Community Police Station