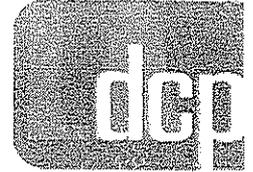




# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT



### City Planning Commission

**Date:** March 27, 2014  
**Time:** After 8:30 a.m.  
**Place:** Van Nuys City Hall,  
Council Chamber 2nd Floor  
14410 Sylvan Street  
Van Nuys, CA 91401

**Public Hearing:** December 3, 2013  
**Appeal Status:** The Zone Change is appealable by the applicant to the City Council if disapproved in whole or in part. Pursuant to L.A.M.C. 12.36, the other entitlement requests are appealable to City Council by any party.

**Expiration Date:** March 27, 2014  
**Multiple Approval:** Yes

**Case No.:** CPC-2013-1953-ZC-CU-SPR  
**CEQA No.:** ENV-2013-1954-MND  
**Incidental Cases:** TT-72312  
**Related Cases:** AA-2013-0539-PMEX  
**Council No.:** 3 - Blumenfield  
**Plan Area:** Chatsworth-Porter Ranch  
**Specific Plan:** None  
**Certified NC:** Winnetka  
**GPLU:** Light Manufacturing  
**Zone:** MR2-1 & P1  
(Proposed M2-1)  
**Applicant:** Michael Johnson  
Overton Moore Properties  
**Representative:** Michael Johnson  
Overton Moore Properties

**PROJECT LOCATION:** 20700-20848½ Nordhoff Street

**PROPOSED PROJECT:** The proposed project is the construction, use and maintenance of three retail buildings totaling 17,200 square feet and four light industrial buildings totaling 111,577 square feet with 314 parking spaces on a 321,741 net square-foot vacant site in the proposed M2-1 Zone. The proposed project includes requests for a zone change, from MR2-1 and P1-1 to M2-1, a conditional use request to allow the commercial corner development to operate 24 hours in lieu of the 7:00 a.m. to 11:00 p.m. restrictions and a Site Plan Review.

The project involved two prior actions to distinguish the proposed project site from a larger 49-acre manufacturing site to establish five separate parcels. A parcel map exemption (Lot Line Adjustment) was completed independent of the requested actions herein to separate the vacant project site from the larger manufacturing site currently occupied by Pratt and Whitney. Subsequently, the tentative tract was approved to create five new parcels.

The tentative tract map request (TT-72312) involved the merger and re-subdivision of the vacant 321,741 square-foot lot into five lots: **Lot 1** will consist of 100,558 square feet of lot area with Building #1 containing 3,500 square feet of retail floor area for a drive through fast food restaurant, Building #2 consisting of 10,200 square feet of retail floor area and 1,800 square feet of outdoor patio area, Building #3 consisting of 3,500 square feet of retail floor area for a drive through fast food restaurant, and 106 retail parking spaces. **Lot 2** will consist of 53,124 square feet of lot area with Building #4 containing 25,654 square feet of warehouse floor area, 2,000 square feet of office floor area, and 2,000 square feet of mezzanine floor area, and 58 parking spaces. **Lot 3** will consist of 50,843 square feet of lot area with Building #5 containing 28,600 square feet of warehouse floor area, 2,000 square feet of office floor area, and 2,000 square feet of mezzanine floor area, and 40 parking spaces. **Lot 4** will

consist 54,341 square feet of lot area with Building #6 containing 28,097 square feet of warehouse floor area, 2,500 square feet of office floor area, and 2,500 square feet of mezzanine floor area, and 51 parking spaces. **Lot 5** will consist of 65,664 square feet of lot area with Building #7 containing 29,208 square feet of warehouse floor area, 2,500 square feet of office floor area, and 2,500 square feet of mezzanine floor area, and 59 parking spaces.

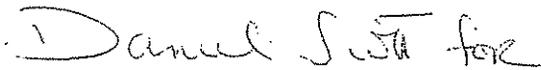
**REQUESTED ACTION:**

- 1) Pursuant to L.A.M.C. Section 12.32-F, a zone change from MR2-1 and P1-1 to M2-1,
- 2) Pursuant to L.A.M.C. Section 12.24-W,27, a conditional use request to permit the commercial corner development (Lot 1) to operate 24 hours in lieu of the required 7:00 a.m. to 11:00 p.m.;
- 3) Pursuant to L.A.M.C. Section 16.05, a Site Plan Review for a development that results in an increase of 50,000 square feet of non-residential floor area.
- 4) Pursuant to Section 21082.1(c)(3) of the California Public resources Code, adopt the Mitigated Negative Declaration (MND) for the above referenced project.

**RECOMMENDED ACTIONS:**

1. **Dismiss without prejudice the Conditional Use** request to permit the commercial corner development (Lot 1) to operate 24 hours in lieu of the restricted 7:00 a.m. to 11:00 p.m.
2. **Disapprove the Zone Change** request from MR2-1 and P1-1 to M2-1.
3. **Approve and recommend that the City Council adopt the Zone Change** from MR2-1 and P1-1 to (T)(Q)M2-1.
4. **Approve the Site Plan Review** for a development project that results in an increase of 50,000 square feet of non-residential floor area, subject to conditions of approval.
5. **Adopt** the attached findings.
6. **Adopt** the Mitigated Negative Declaration No. ENV-2013-1954-MND.
7. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
8. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) Filing.

MICHAEL J. LOGRANDE  
Director of Planning



Lisa M. Webber, AICP  
Deputy Director of Planning



Jae H. Kim  
Senior City Planner



Daniel Scott, Principal City Planner



Theodore L. Irving, AICP City Planner  
Telephone: (213) 978-1366

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## PROJECT ANALYSIS

### Project Summary

The proposed project is for the construction, use and maintenance of three retail buildings totaling 17,200 square feet, of which two buildings will be for drive through fast food restaurants, and four light industrial buildings totaling 111,577 square feet with 314 parking spaces provided on a vacant 321,741 square-foot site in the existing MR2-1(Restricted Light Industrial) and P-1 Zone (Automobile Parking).

As a companion application, a tentative tract map (No. 72312) application request was filed and processed in conjunction with the proposed project to subdivide the vacant 321,741 square-foot lot into five lots, situated currently in the MR2-1 and P1-1 Zones, for the three retail buildings and four light industrial buildings.

Independent of this application and the companion tentative tract map application, a parcel map exemption (Lot Line Adjustment) application was filed and processed in order to establish and distinguish the vacant 321,741 net square-foot subject site from a larger manufacturing site currently occupied by Pratt and Whitney.

The three entitlement requests herein were filed incidentally with the tentative tract map request in order to develop the project site and establish their uses and they include: 1) a zone change from MR2-1 and P1-1 to M2-1(Light Industrial) ; 2) a conditional use request to permit the commercial corner development (Lot 1) to operate 24 hours in lieu of the required hours between 7:00 a.m. to 11:00 p.m.; and 3) a site plan review for a light industrial development that exceeds 50,000 square feet of floor area.

### Background

The vacant 321,741 square-foot site is part of the 43.9-acres property owned and occupied by Pratt and Whitney and being purchased by the applicant. The 321,741 square-foot project site is comprised of an undeveloped 22,410 square-foot corner parcel situated at the southeast corner of Nordhoff Street and DeSoto Avenue and approximately 299,331 square feet of the northerly portion of the 42.68-acres parcel. The proposed project site is a relatively flat and mostly rectangular shaped parcel of land located along Nordhoff Street, between De Soto Avenue and Lurline Avenue in the Chatsworth-Porter Ranch Community Plan area, with a Light Manufacturing Land Use designation and zoned MR2-1 and P-1. The project site is bounded along the southerly property line by the Pratt & Whitney manufacturing facility in the MR2-1 Zone and bounded on the easterly property line by Lurline Avenue with additional light industrial uses located east in the MR2-1 Zone. De Soto Avenue abuts the property's westerly property line with commercial uses to the west in the (Q)C2-1 Zone and [Q]M2-1 Zone. The northerly property line abuts Nordhoff Street, which is a major traffic corridor in the area and light industrial uses are located north of the Nordhoff Street.

On November 26, 2013, the Deputy Advisory Agency approved a Parcel Map Exemption (AA-2013-0539-PMEX) which adjusted the common lot lines between the 22,410 square-foot parcel and the adjoining 42.68 acres parcel such that the lot configuration would match the proposed 321,741 net square feet project site. The parcel map exemption approval requires the filing of the Certificate of Compliance within one year of the approval date and requires said document to be filed prior to the issuance of a building permit or the recordation of the final tract map.

On December 19, 2013, the Deputy Advisory Agency approved Tentative Tract Map 72312 for the merger and resubdivision of the reconfigured 321,741 net square-foot vacant lot situated currently in the MR2-1 and P1-1 Zones into five lots, for the construction, use and maintenance of three retail buildings and four light industrial buildings, and 314 parking stalls. The appeal period for the tentative tract map approval expired December 30, 2013 and no appeals were filed.

The recordation of the final tract map is contingent upon the finalization of the Parcel Map Exemption (obtaining the Certificate of Compliance) and the approval of the requested zone change that is being considered herein.

The proposed **Lot 1** of Tentative Tract Map 72312 will contain Building #1 consisting of 3,500 square feet of retail floor area for a drive-through fast food restaurant, Building #2 consisting of 10,200 square feet of retail floor area and 1,800 square feet of outdoor patio area, Building #3 consisting of 3,500 square feet of retail floor area for a drive-through fast food restaurant, and retail parking will be provided in 106 stalls. The proposed **Lot 2** of Tentative Tract Map 72312 will contain Building #4 consisting of 25,654 square-feet of warehouse floor area, 2,000 square feet of office floor area, and 2,000 square feet of mezzanine floor area, and 58 parking spaces. The proposed **Lot 3** of Tentative Tract Map 72312 will contain Building #5 consisting of 28,600 square feet of warehouse floor area, 2,000 square feet of office floor area, and 2,000 square feet of mezzanine floor area, and 40 parking spaces. The proposed **Lot 4** of Tentative Tract Map 72312 will contain Building #6 consisting of 28,097 square feet of warehouse floor area, 2,500 square feet of office floor area, and 2,500 square feet of mezzanine floor area, and 51 parking spaces. The proposed **Lot 5** of Tentative Tract Map 72312 will contain Building #7 consisting of 29,208 square feet of warehouse floor area, 2,500 square feet of office floor area, and 2,500 square feet of mezzanine floor area, and 59 parking spaces.

#### Surrounding Properties

The surrounding properties to the north consists of one-story light warehouses buildings in the MR2-1 zone, and occupied by a restaurant and coffee shop, an eye-glasses and frames manufacturing facility, a church and a warehouse. The surrounding properties to the east across Lurlie Avenue in the MR2-1 Zone consist of a sheet metal manufacturing facility with the Nutroderm facility in the abutting east building. The surrounding property to the south is the Pratt Whitney manufacturing facility. The property to the west across De Soto Avenue in the C2-2 Zone consists of a Shell Oil Service station, and the properties in the P1 and [Q]P1 Zones consists of a tire shop, a restaurant and brake repair shop. A large warehouse building is located just west of the service station and used as a fitness facility.

#### Street and Circulation

Nordhoff Street is a designated Class II Major Highway, improved with a 52-foot half roadway at the project's northerly frontage and improved with curb, gutters and sidewalks.

De Soto Avenue is a designated Class II Major Highway, improved with a 52-foot half roadway at the project's westerly frontage and improved with curb, gutters and sidewalks.

Lurlie Avenue is a local street dedicated to a 64-foot width at the project site's easterly frontage and improved curb, gutters and sidewalks.

#### Site Related Cases and Permits

Case No. TT-72312- On December 19, 2013, the Deputy Advisory Agency approved tentative Tract Map 72313 composed of 5 lots, for a maximum 17,200 square feet of commercial floor

area, including 7,000 square feet for drive-thru uses, and 112,478 square feet of industrial floor area. No appeals were filed following the issuance of the determination letter and the approval became final December 30, 2013.

Case No. AA-2013-0539-PMEX - On November 26, 2013, the Deputy Advisory Agency approved a Parcel Map Exemption (AA-2013-0539-PMEX) which adjusted the common lot lines between the 22,410 square-foot parcel and the adjoining 42.68 acres parcel such that the new lot configuration would match the proposed 321,741 net square-foot project site. The parcel map exemption approval requires the filing of the Certificate of Compliance within one year of the approval date and is required to be filed prior to the issuance of a building permit or the recordation of the Final Tract Map No. 72312.

Case No. ZA 2001-9907-CU - On March 28, 2002, the Office of Zoning Administration approved a conditional use authorizing the construction, use and maintenance of four unmanned wireless telecommunications satellite dishes in the MR2-1 Zone, at 8900 De Soto Avenue.

### Public Hearing

On December 3, 2013, a joint public hearing was held by the Deputy Advisory Agency along with the Hearing Officer for the City Planning Commission. The hearing was attended by the applicant and a representative from the Pratt & Whitney and staff from the Council Office. The applicant and the Pratt & Whitney representative provided testimony during the hearing.

Industrial Citywide Design Guidelines: The Citywide Design Guidelines have been created to carry out the common design objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions." The Guidelines are intended as a tool in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. Incorporating the guidelines into a project design encourages compatible architecture, attractive industrial districts, pedestrian activity, context-sensitive design and place making. The proposed project has been designed in observance of many of the Industrial Citywide Design Guidelines goals. The proposed project complies with the following Citywide Design Guideline Objectives and incorporates several design principles as discussed below.

#### Objective 1: Considered Neighborhood Context and Compatibility of Uses

The proposed project has been designed with the intent to create a street wall as the light industrial buildings and their frontages are located near the property lines except for the desired landscaping. With exception of the 10,200 square-foot retail building, the proposed 3,500 square-foot retail buildings are situated near the property frontage adjacent to the drive-through lanes. One building has a east facing orientation and the other has a west facing orientation. The new retail buildings are in keeping with the scale of the existing commercial developments at the intersection of De Soto Avenue and Nordhoff Street. Pedestrian entrance to the drive-through building is from the public right of way along Nordhoff Street and access to the 10,200 square foot building is through the parking area. The four light industrial buildings, ranging in size from 25,848 square-feet to 29,200 square feet, are designed to be compatible in scale, style, massing, and architecture materials with existing light industrial structures in the surrounding area neighborhood. The proposed project is designed to promote pedestrian activity as the entrance to the structures located at the grade level unobstructed from view from the public right-of-way. Except for Building 7, the entrance to each light industrial building is directly from the public right of way. The pedestrian entrance to Building 7 is from the visitors parking area which is a very small area. An existing 20-foot wide north-south easement has been maintained and will be used for

access to the proposed project and continue to provide vehicular access to the abutting manufacturing use along the southerly boundary line.

Objective 2:        Employ High Quality Architecture to Define the Character of Industrial Districts

The light industrial and retail buildings have been designed with varying and articulated façades to add scale and avoid large monotonous walls. The proposed buildings are designed to be constructed with varying finish grades, panel reveals, aluminum store front framing with tempered glazing, and a variety of color schemes to avoid monotony. The building designs have incorporated colors, materials and distinctive architectural treatment that add visual interest.

Objective 3:        Create Active Pedestrian and Employee Amenities

Pursuant to the Bureau of Engineering recommendation, the proposed project will be required to provide a minimum 10-foot wide sidewalk along De Soto Avenue and Nordhoff Street, which extends the length of the public street frontage. With the completion of the Bureau of Engineering required sidewalk, a continuous and straight sidewalk will be developed along the Major Highway providing a sidewalk and parkway that can accommodate pedestrian flow and activity. The parkway separating the curb from the sidewalk will be planted with ground cover, low-growing vegetation or permeable materials that accommodate pedestrian movement. As required by the Department of Transportation, on-street parking will be prohibited which should improve visibility for pedestrians in crosswalks.

Objective 4:        Facilitate Safe Access for Loading Area While Buffering Pedestrian and Non-Industrial uses

The majority of the on-site parking has been placed on the side or at the rear of buildings so as not to dominate the streetscape. The commercial component of the development is the exception. Adjoining properties share access driveways, as evidenced by the 20-foot wide easement, in order to minimize the number of driveways along public streets. A landscape buffer along the property frontages has been designed to provide a visual screen, where the parking areas abut a public street with the retail parking area and the associated drive-through lanes. All the proposed loading facilities for the light industrial buildings are located to the rear of buildings.

Objective 5:        Include Open Space to Create Opportunities for Pedestrian and Employee Amenities

The collection, storage and reuse of the stormwater are measures intended for landscape irrigation purposes. The proposed 321,741 square-foot project site will have five Storm TEC infiltration systems installed to facilitate stormwater capture, retention and infiltration and to prevent runoff, and to enhance the site's irrigation system. The reused stormwater will be facilitated by weathered-based watering systems and drip irrigation to water landscaped areas on-site and off-site. Additionally, drought tolerant, California-Friendly native landscaping to limit irrigation needs and conserve water will be incorporated into the proposed landscape.

Professional Volunteer Program: Planning Department Staff met with the Professional Volunteer Program (PVP) on January 14, 2014. Present at the meeting were staff and Urban Design interns of the Urban Design Studio, Department of City Planning staff, two architects, and an urban designer practitioner. At the meeting, the project was introduced by the Urban Design

Studio staff and followed by a PowerPoint presentation discussing the project site, surrounding area and the proposed project design. The PVP observed the lack of trees shading the site, suggested the drive-through driveways be relocated to the back so that the restaurant buildings are along the street frontage; suggested internal connections need to be provided through the site; questioned the location of the stormwater system for site; consider flipping the building so the users can walk through the site; move Building No. 6 to the south or use SUSMP as green space for walkways; design the extra parking made of permeable paving with landscaping; locate the offices to the corner of buildings; stormwater capture will force a redesign of the project; have the fast food building be subject to the walkability check list.

### Walkability Checklist

The Walkability Checklist is a tool used to evaluate projects to ensure pedestrian movement, access, comfort, and safety, further contributing to the walkability of the City. The "Walkability Checklist provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property. The Checklist also provides a guide for consistency relating with the policies contained in the General Plan Framework. The project incorporates the following Walkability elements.

#### Sidewalks

Pursuant to the Bureau of Engineering recommendation, the proposed project will be required to provide a minimum 10-foot wide sidewalk along De Soto Avenue and Nordhoff Street, which extends the length of the public street frontage. With the completion of the Bureau of Engineering required sidewalk, a continuous and straight sidewalk will be developed along the Major Highways providing a comfortable sidewalk and parkway that can accommodate pedestrian flow and activity. The parkway separating the curb from the sidewalk will be planted with ground cover low-growing vegetation or permeable materials that accommodate pedestrian movement. As required by the Department of Transportation, on-street parking will be prohibited which should improve visibility for pedestrians in crosswalks.

#### Building Orientation

The proposed project has been designed with the intent to create a street wall as the light industrial buildings and their frontages are located near the property lines except for the desired landscaping. With the exception of the 10,200 square-foot retail building, the proposed 3,500 square-foot retail buildings are situated near the property frontage adjacent to the drive-through lanes. One building has a east facing orientation and the other has a west facing orientation. The new retail buildings are in keeping with the scale of the existing commercial developments at the intersection of De Soto Avenue and Nordhoff Street. Pedestrian entrance to the drive-through building is from the public right of way along Nordhoff Street and access to the 10,200 square foot building is through the parking area.

The four light industrial buildings, ranging in size from 25,654 square-feet to 29,208 square feet, are designed to be compatible in scale, style, massing, and architecture materials with existing light industrial structures in the surrounding area neighborhood. The proposed project is designed to promote pedestrian activity as the entrance to the structures area located at the grade level providing an unobstructed view from the public right-of-way. Except for Building 7, the entrance to each light industrial building is directly from the public right of way. The pedestrian entrance to Building 7 is from the visitors parking area which is a very small area. An existing 20-foot wide north-south easement has been maintained and will be used for access to the proposed project and continue to provide vehicular access to the abutting manufacturing use along the southerly boundary line.

## Issues

Easements – The Deputy Advisory Agency expressed some concerns regarding two easements shown on the tract map and discussed in the Bureau of Engineering letter. The easements are being provided by the applicant to allow employee access to the Pratt & Whitney manufacturing facility. A 20-foot wide north-south easement from Nordhoff Street is being provided to allow access to the northerly portion of the manufacturing facility and a 20-foot wide east-west easement is being provided from Lurline Avenue.

Habitat (Squirrels) - Following the publication of the Mitigated Negative Declaration, staff received a letter dated November 20, 2013 expressing concern for a population of ground squirrels that have inhabited the project site. A 30-year employee from the adjacent manufacturing firm requests that a condition be imposed on the project to humanely dispose of or displace the existing population of ground squirrels.

Landscape Plans – The applicant was notified of the concerns raised by the participants in the PVP following its January 14, 2014 meeting, relative to the lot coverage and the heat that will be generated from the significant amount of exposed asphalt. The applicant was asked to provide additional trees, landscape parking peninsulas and a different species of trees for the interior of the project site. Also the applicant was asked to reconsider the selection of trees for the public right-of-way so that the streetscape along Nordhoff Street would be consistent with the developments east of Lurline Avenue. The applicant's landscape architect agreed to consider changing the Brisbane box trees on the private property to Jacaranda trees and to changing the Crape Myrtle trees in the public right-of-way to pine trees. Also, the applicant considered changing the two feet by two feet square planting areas located throughout the parking area to landscape parking peninsulas.

MR2 Zone (Restricted Light Industrial) vs M2 Zone (Light Industrial) – Staff had some concerns regarding the applicant's request for the M2 Zone over the entire project site rather than retaining the existing MR2 Zone, while changing only the P1 Zone portion to MR2. The MR2 Zone was established for the purposes of creating light industrial parks and has restrictions which prohibit general commercial uses such as the proposed restaurants and grocery store, and has minimum front yard setback requirements for lots with depths greater than 100 feet. The uses permitted in the MR2 Zone include all the uses typically permitted in the CM Zone except that the general commercial uses allowed in the C2 Zone, such as churches, child care facilities, fraternity or sororities houses, hospitals or sanitariums, museums, or libraries, schools or education institutions, or indoor swap meets are prohibited. Residential uses are also prohibited.

Whereas, the uses permitted in the M2 Zone include those permitted in the M1, including general commercial, as well as the uses permitted in the MR2 Zone. The M2 Zone has no requirement to provide a front yard setback area. Other uses permitted in the M2 Zone include:

- a. an airport or aircraft landing field,
- b. automobile dismantling, junk yard,
- c. storage display, processing or sales of second hand furniture, and appliances,
- d. storage, display, processing, or sales of second hand boxes, crates, barrels, drums, or similar containers,
- e. cemetery, columbarium, crematory or mausoleum
- f. circus quarter, menagerie or keeping of wild animals
- g. morgue,
- h. Riding academy or stables,

- i. Rifle range,
- j. Curing, composting and mulching facilities, including all accessory buildings, as well as chipping and grinding facilities when conducted within a wholly enclosed building,

However, the above mentioned uses, except for the general commercial, are uses which may be obnoxious or offensive because of their propensity to emit odor, dust, smoke, noise, gas, fumes, cinders, vibration, refuse or water-carried waste. The existing pattern of MR Zone properties and the goals and objectives stated in the Community Plan indicate the desire and practice to prohibit such unwanted uses. Conversely, neighborhood serving uses have been permitted, specifically at the intersection of the site's location. A Shell service station is located at the southwest corner, a mini-shopping center with a Subway sandwich shop, a small Mexican restaurant, a mini-market, nail spa on the northwest corner, a Lamplight family restaurant and coffee shop on the northeast corner and the vacant subject site at the southeast corner. Establishing neighborhood serving general commercial uses at the proposed location would be in keeping with the existing surrounding land use patterns and consistent with the intent to have restricted uses for the subject property and the light industrial corridor east of De Soto Avenue.

Excess Parking Spaces – The applicant intends to provide 314 vehicular parking spaces on the 321,471 square-foot site, which will be dispersed among the five parcels. The proposed 314 parking spaces exceeds the 203 minimum required, indicating the site is far over parked. On Lot 1 of Tract 72132, the proposed commercial floor area is 17,200 square feet with an additional 1,800 square of outdoor patio area requiring 38 parking spaces for the 19,000 square-foot floor area; the applicant is providing 106 parking spaces which are 68 spaces greater than required. Lots 2-5 of Tract 72312 are required to provide 165 parking spaces and the applicant is providing 208 parking spaces which are 43 greater than required.

In a meeting with the applicant, staff emphasized the Department's policy to minimize excessive parking spaces and instead replace them with more landscaped areas. Staff pointed out that the overall project was extremely over-parked and that additional landscaping should be provided to off-set the heat island effect of the site. The additional parking is to accommodate and remain flexible to perspective tenants who require more spaces. As for the commercial component of the project, the applicant contends that the demand for additional parking spaces is anticipated as the immediate light industrial area has very limited commercial uses, specifically restaurants and general retail. Trips to the proposed commercial uses are likely to be by vehicles because the size of light industrial parcels discourages walking to and from the commercial center. Furthermore, the Department of Transportation prohibits on-street parking along De Soto Avenue and Nordhoff Street which are the frontages of the project site and the additional on-site parking being provided addresses the demand for public parking that would be provided otherwise.

Parking Tabulation											
	Lot 1				Lot 2		Lot 3	Lot 4	Lot 5		
Floor Area	BLDG 1	BLDG 2	BLDG 3	Sub Total	BLDG 4	BLDG 5	BLDG 6	BLDG 7	Sub Total	Grand Total	
Office					2,000	2,000	2,500	2,500			
Warehouse					21,672	24,600	23,067	24,208			
Mezzanine					2,000	2,000	2,500	2,500			
Retail	3,500	10,200	3,500								
Outdoor Seating		1,800									
<b>Parking</b>											
<u>Required</u>											
Office					8	8	10	10			
Warehouse					20	20	20	20			
Mezzanine					2	3	3	3			
Retail	7	24	7								
Outdoor Seating											
<b>Total</b>				<b>38</b>	<b>30</b>	<b>31</b>	<b>33</b>	<b>33</b>	<b>165</b>	<b>203</b>	
<u>Provided</u>											
<b>Total</b>				<b>106</b>	<b>58</b>	<b>40</b>	<b>51</b>	<b>59</b>	<b>208</b>	<b>314</b>	
Difference				<b>+68</b>					<b>+43</b>	<b>+111</b>	

The proposed site plan does not indicate any bicycle parking which is required by Ordinance No. 182,386 and there is sufficient area on the site to accommodate bicycle parking. The proposed project is required to provide a minimum of 237 bicycle spaces and as such, the project is conditioned accordingly.

Conditional Use – The applicant had initially requested a conditional use to permit 24-hour operations for the proposed drive-thru restaurants, proposed on Lot 1 of Tentative Tract 72312. The request was made as it was understood by the applicant that commercial corner uses in the MR2 Zone required a conditional use approval if the proposed hours of operation exceeded the 7:00 a.m. to 11:00 p.m. hourly restriction. Pursuant to L.A.M.C. Section 12.24-W, 27, a conditional use request would be required if the lot line of the commercial corner development adjoined, or is located across the street from, any portion of a lot in the A or R Zone and the hours of operation exceeded the 7:00 a.m. to 11:00 p.m. hourly restriction. Since the proposed commercial corner development portion of the project does not share a property line or is located across the street from any parcel in the A or R Zone, the conditional use request is not required and it is recommended by staff that it be dismissed.

### Conclusion

Staff recommends that the requested zone change, MR2 and P1 to M2, be disapproved as the zone requested by the applicant is inconsistent with the Objectives, Policies, Standards and Criteria of the Chatsworth-Porter Ranch Community Plan. The applicant is seeking the M2 Zone to establish the proposed commercial uses on the westerly portion of the site and to provide flexibility in locating the industrial buildings on the easterly portion of the project site. While the M2 Zone would permit the proposed commercial uses and provide the flexibility to site the light industrial structures without any front yard constraints, it would also allow the types of manufacturing uses at the project site that the Community Plan is attempting to restrict from the industrial land base along the segment of Nordhoff Street east of De Soto Avenue.

However, staff recommends an approval of the (T)(Q)M2 Zone for Lot 1 of Tract 72312 to allow uses that would be in keeping with the Objectives, Policies, Standards and Criteria of the

Community Plan, and to allow the proposed commercial uses. The recommended (T)(Q)M2 Zone for the westerly portion of the site (Lot 1 of Tract No. 72312) would allow those uses permitted in the MR2 Zone, while also permitting restaurants and other food establishments which would otherwise be prohibited. These uses will serve as an ancillary use to the immediate light industrial area and to the broader industrial community extended along De Soto Avenue and Nordhoff Street.

The recommended (T)(Q)M2 Zone for the easterly portion of the site (Lots 2-5 of Tract No. 72132) would allow the proposed light industrial buildings to be located within 10 feet of the property line, while allowing the uses permitted MR2 Zone.

Also, staff recommends an approval of the site plan review for a non-residential development that exceeds 50,000 square feet of floor area.

## CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

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

### Responsibilities/Guarantees.

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

- g. Construction of necessary drainage facilities to the satisfaction of the Bureau of Engineering.
  - h. Street Trees- Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree planting shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213) 847-30770 upon completion of construction to expedite tree planting.
3. Department of Transportation
- a. De Soto Avenue - Los Angeles Department of Public Works, Bureau of Engineering (BOE) Standard S-470-0 dictates the standard cross section of a Class II Major Highway near an intersection requiring dual left-turn lanes to have 57-foot half right of way containing a 45-foot half-roadway that transitions along a standard flares section to a 52-foot half-right of way having a 40-foot half roadway. A variable dedication of up to seven feet and a widening of two to seven feet is recommended to bring this section of De Soto Avenue up to Class II Major Highway standards.
  - b. Nordhoff Street – A variable dedication of up to seven feet and a widening of two to seven feet is recommended to bring the adjacent frontage of Nordhoff Street up to the Class II Major Highway Standards.
  - c. The parking layout plan shall include the adjacent roadway curbs and show all driveway as well as any structure or off-site driveway within 25 feet of a project driveway. Driveways should be designed pursuant to BOE Standard Plan S-440-3, with the vehicular accessible width “W” shown on the plan as 30 feet for two-way access or 16 feet for one access. Note that the “W” dimension is less than that of the total curb cut, as it excludes the side slopes.
  - d. A minimum 50 feet of full-height curb shall be provided between driveways.
  - e. To avoid an influx of vehicles impinging on the public right-of-way, a minimum 20-foot queuing reservoir between the future property line and the first parking stall shall be required at all ingress driveways. The reservoir shall be increase to 40 feet at driveways serving 101 to 300 stalls, and 60 feet at driveway serving more than 300 stalls.
  - f. To provide internal circulation, all parking areas shall be contiguous and accessible from all other similarly designated parking area without requiring the use of any public street.
  - g. A parking area and driveway plan shall be submitted to the Citywide Planning Coordination Section of the Department of Transportation and Bureau of Engineering, Valley District for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety.
4. Bureau of Street Lighting
- a. No street Light requirement if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights: two (2) on De Soto Avenue and nine (9) on Nordhoff Street, and two (2) on Lurline Avenue
  - i. Making any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights of way in the

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

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

**(Q) QUALIFIED CONDITIONS OF APPROVAL**

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

**A. Entitlement Conditions****1. Use.**

- A. Lot 1 of Tract No. Map 72312 shall be limited to restaurants, fast food and food establishment uses and the uses permitted in the MR2 Zone. Structures constructed for restaurants, fast food, and food establishments shall not be required to provide any setback area; otherwise all others shall observe the minimum setback of the MR2 Zone.
- B. Lots 2-5 of Tract No. Map 72312 shall be limited to the uses permitted in the MR2 Zone. All structures on Lots 2-5 of Tract 72312 shall observe a minimum 10-foot wide setback from the property line abutting a public right-of-way.

2. **Site Plan.** The development of the property shall be in substantial conformance with this approval and the plans submitted by the applicant and attached to the case file as Exhibit B 1.

3. **Floor Area.** The total floor area of the new buildings on the subject property shall not exceed: Lot 1: 17,200 square feet, Lot 2: 53,124 square feet, Lot 3: 50,843 square feet, Lot 4: 54,341 square feet, and Lot 5: 65,664 square feet

4. **Height.** The project shall comply with the height provision of Height District 1.

5. **Parking.** The project shall provide parking in compliance with the L.A.M.C.

6. **Bicycle Parking.** The project shall provide bicycle parking in compliance with Ordinance No. 182,386 as follows:

- a. a minimum of 20 bicycle parking spaces shall be provided on Lot 1, which proposes 17,200 square feet of commercial floor area,
- b. a minimum of 51 bicycle parking spaces shall be provided on Lot 2, which proposes 25,654 square feet of light industrial floor area,
- c. a minimum of 58 bicycle parking spaces shall be provided on Lot 3, which proposes 28,600 square feet square feet of light industrial floor area;
- d. a minimum of 50 bicycle parking spaces shall be provided on Lot 4, which proposes 28,097 square feet square feet of light industrial floor area;
- e. a minimum of 58 bicycle parking spaces shall be provided on Lot 5, which proposes 29,208 square feet square feet of light industrial floor area.

## CONDITIONS OF APPROVAL

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

### A. Conditions of Approval

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

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

**B. Environmental Conditions**

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

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

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

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

demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

**C. Administrative Conditions of Approval**

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

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

## FINDINGS

### General Plan/Charter Findings

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

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

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

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

#### Objectives:

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

#### Policies

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

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

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

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

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

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

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

Bicycle Ordinance No. 182,386 -

The proposed project is subject to the provisions of the recently adopted Bicycle Ordinance, which became effective March 13, 2013. The ordinance requires that a minimum of one bicycle parking space be provided for each 500 square feet of combined floor area contained all the office, business commercial and industrial buildings on any lot. The proposed project is required to provide a minimum of 237 bicycle parking spaces and distributed as follows:

- a. a minimum of 20 bicycle parking spaces will be provided on Lot 1, which proposes 17,200 square feet of commercial floor area,
- b. a minimum of 51 bicycle parking spaces will be provided on Lot 2, which proposes 25,654 square feet of light industrial floor area,
- c. a minimum of 58 bicycle parking spaces will be provided on Lot 3, which proposes 28,600 square feet square feet of light industrial floor area;
- d. a minimum of 50 bicycle parking spaces will be provided on Lot 4, which proposes 28,097 square feet square feet of light industrial floor area;
- e. a minimum of 58 bicycle parking spaces will be provided on Lot 5, which proposes 29,208 square feet square feet of light industrial floor area.

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

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

### Entitlement Findings

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

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

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

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

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

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

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

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

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

**Site Plan Review. Pursuant to Municipal Code Section 16.05.**

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

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

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

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

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

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

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

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

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

Lot No.	Lot Size	Proposed Use	Square Feet*	Parking Stalls
1	100,558 sf	Commercial	17,200	106
2	53,124 sf	Light Industrial	25,654	58
3	50,843 sf	Light Industrial	28,600	40
4	54,341 sf	Light Industrial	28,097	51
5	65,664 sf	Light Industrial	29,208	59

\*Includes warehouse, office and mezzanine floor area.

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

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

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

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

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

### CEQA Findings

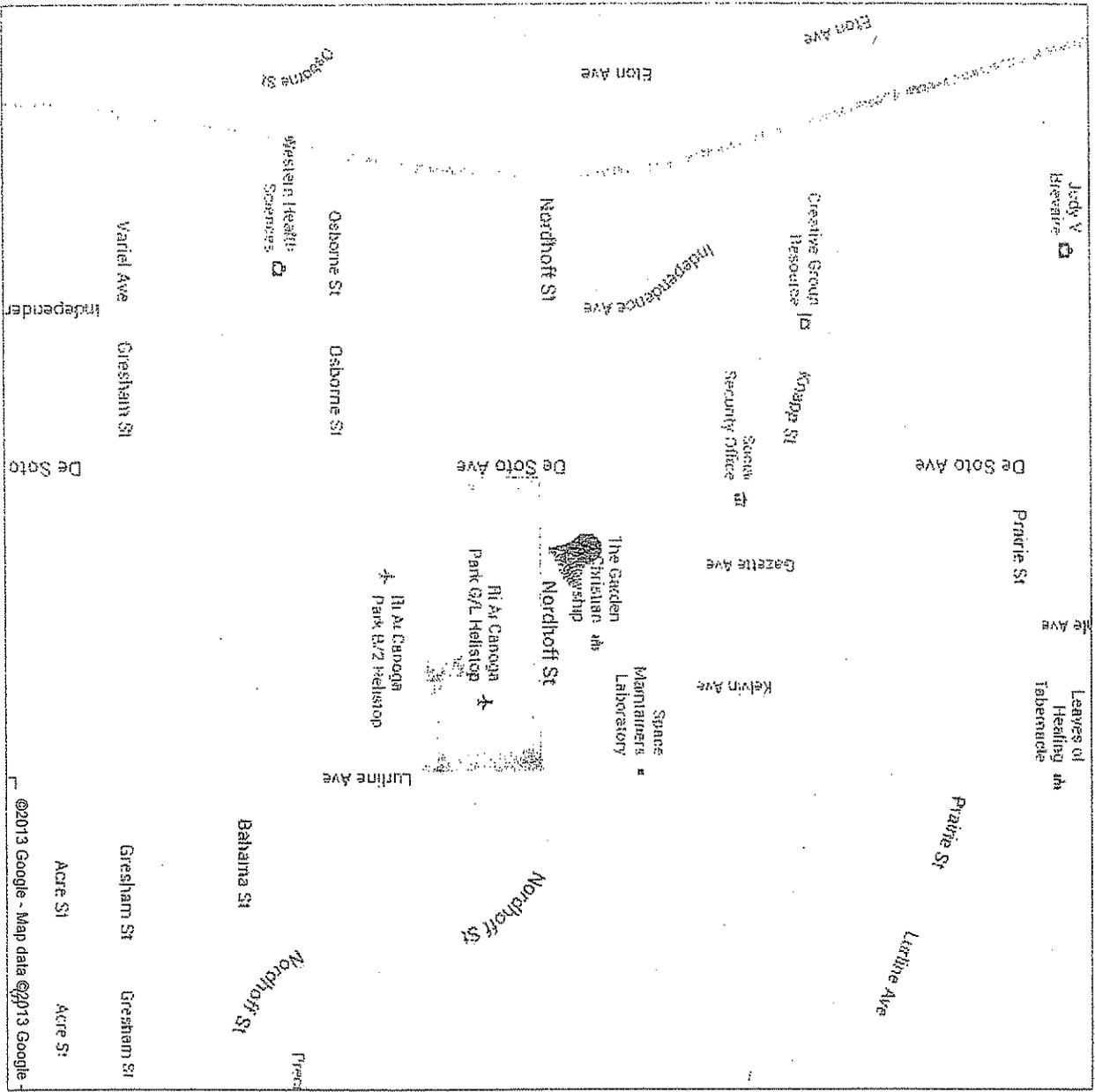
A Mitigated Negative Declaration (ENV-2013-1954-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial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

## **PUBLIC HEARING AND COMMUNICATIONS**

### Public Hearing

On December 3, 2013, a joint public hearing was held by the Deputy Advisory Agency along with the Hearing Officer for the City Planning Commission.

The hearing was attended by the applicant and a representative from Pratt & Whitney and staff from the Council Office. The applicant and the Pratt & Whitney representative provided testimony during the hearing. There was general support for the project.





SCALE: 1" = 200'

# LOT LINE ADJUSTMENT

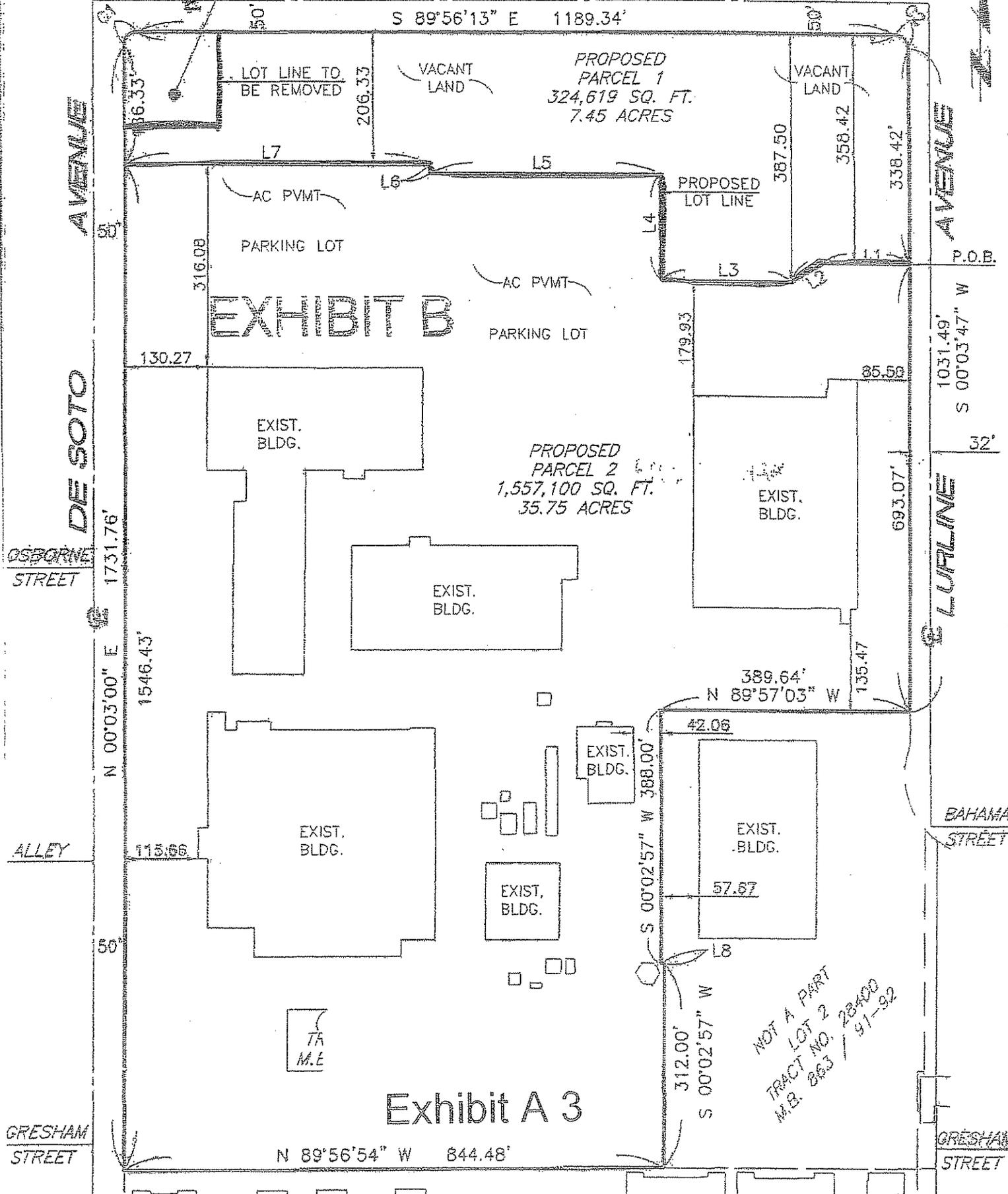
SHEET 3 OF 4

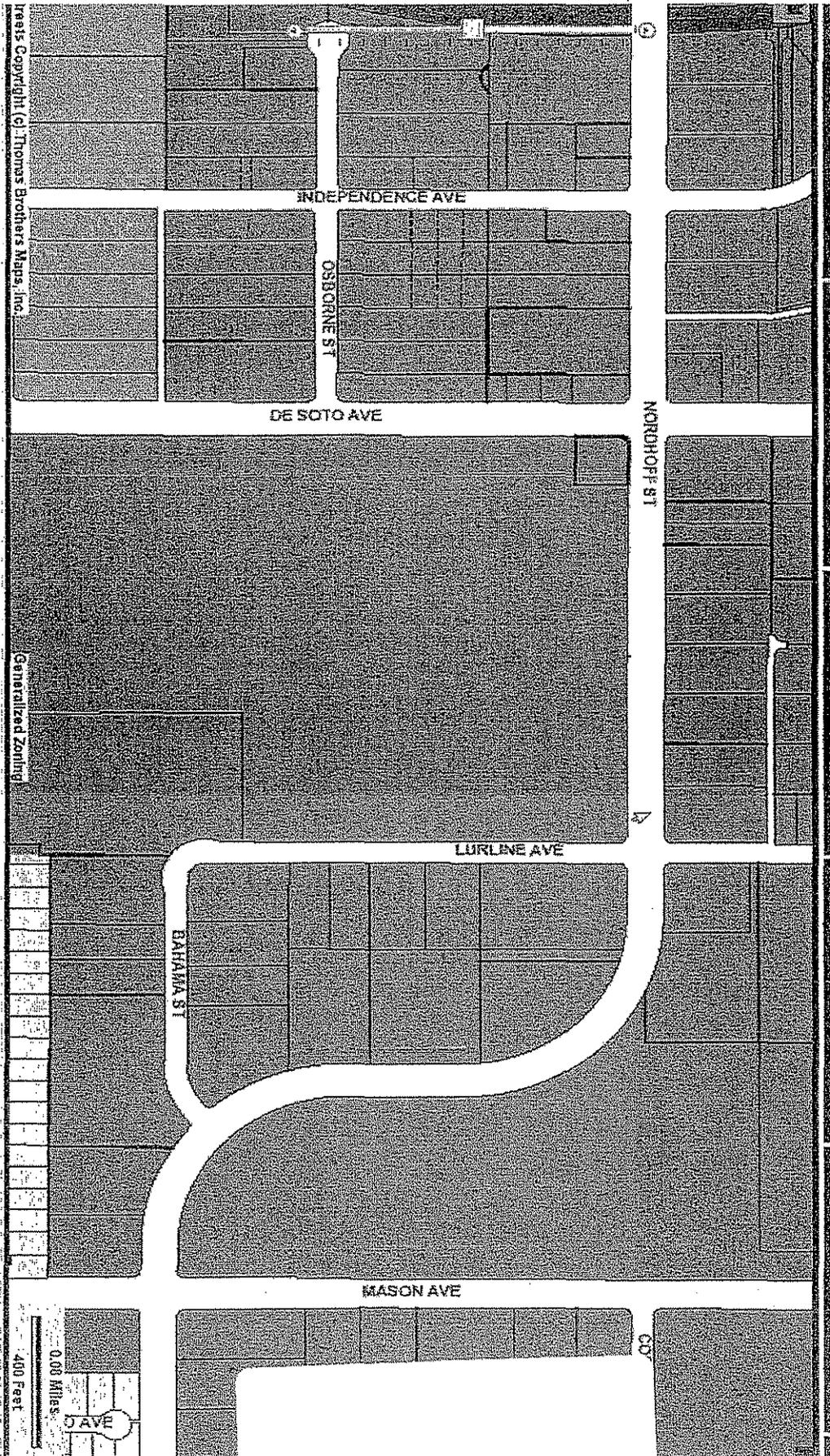
(EXIST.) LOT A  
P.M.-L.A. NO. 1312  
P.M.B. 14 / 32

PLAT AA 2013-539-PMEX

NORDHOFF STREET

STREET





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Generalized Zoning

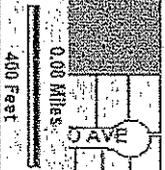


Exhibit A 4