

FINDINGS

A. General Plan/Charter Findings

- a. **General Plan Land Use Designation.** The subject property is located within the Chatsworth-Porter Ranch Community Plan area, designates the subject property for General Commercial land uses corresponding to the C1.5, C2, C4, and RAS3 Zones. The site has an underlying zone of MR2-1 and P-1. The Zone Change from MR2-1 and P-1 to C2 is warranted as the site's zoning does not correspond to the range of zones within the General Commercial land use designation. The zone change to C2 would allow the site to be consistent with the current land use designation. The proposed self-storage is a commercial use that is consistent with development permitted by conditional use 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 34 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.

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

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 principles and standards.

The zone changes will promote a strong and competitive commercial sector by allowing for the development of a presently vacant site. As conditioned, the new development and improvements to the public right of way will substantially upgrade the aesthetic and functional qualities of the site and adjacent alley. The project will result in the addition of a 7,276 square-foot express carwash facility with a pay station and trash enclosure. The project will add a neighborhood serving use through the creation of a public convenience. The improvements will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being for the surrounding businesses and support 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 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plan sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

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.

The project will contribute toward the City's long-term fiscal and economic viability by redeveloping a presently vacant site. Removal of the existing MR2-1 and P-1 Zone will allow the proposed project to be built. As conditioned, street dedication and sidewalk widening and improvements thereby enhancing pedestrian safety and comfort along De Soto Avenue and Nordhoff Street.

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 whose functions serve surrounding neighborhoods and/or and precluded from intensification due to their physical characteristics.

Policy 3.15.5: 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, a gymnasium and gas stations. The project adheres to floor area and height limitations of the zone. The introduction of new neighborhood serving uses will provide an additional amenity and viable commercial uses that will serve the surrounding neighborhoods. The new 7,276 square foot express car wash will provide landscaping, improve sidewalks, repair broken pavement in the adjacent alley, and maintain the general character of the existing commercial district.

On ZIMAS the subject site is assigned the Land Use Designation of Highway Oriented Commercial Land Use while on the Community Plan Land Use Map the site is assigned General Commercial. Highway Oriented Land Use is a retired Land Use designation and was absorbed under General Commercial. In *Chapter 3 – Land Use* of the Framework Element, General Commercial is defined as applying to “a diversity of retail sales and services, office, and auto-oriented uses comparable to those currently allowed in the C2 zone (including residential). They are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as low rise, low-density linear ‘strip’ development along major and secondary streets.” Goal 3H links the Highway Oriented Commercial designation to the General Commercial designation:

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

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.

As such, the proposed Zone Change to C2 is compatible both with Highway Oriented Commercial and General Commercial Land Uses.

d. Housing Element (State Housing Element Law Findings)

Required Regional Housing Needs Allocation (RHNA) Finding: Project building fewer units by income category than those identified in the Housing Element:

The Proposed Project is located on a lot identified in the Inventory of Sites prepared for the 2021-2029 Housing Element, which was anticipated to be 7.63 Lower Income units. The Proposed Project includes zero units. Therefore, the proposed project would result in fewer units by income category than those identified in the Housing Element. Since the project will result in less units than the Housing Element anticipates, the City must make written findings supported by substantial evidence of both of the following:

(A) The reduction is consistent with the adopted general plan, including the housing element.

The Property site is located within the Chatsworth – Porter Ranch Community Plan, which designates the property for General Commercial land use with corresponding zones of C1.5, C2, C4, and RAS3. The property is zoned MR2 and P-1. The site is within the Los Angeles State Enterprise Zone (ZI-2374), Local Emergency Temporary Regulations – Time Limits and Parking Relief (ZI-2498), a Transit Priority Area (ZI-2452), The Chatsworth – Northridge Industrial Core (Innov818), the Lower Income Rezoning Housing Element Sites – Ministerial Approval and Minimum Density (ZI-2534), and Housing Element Sites (ZI-2512).

The Housing Element is a state mandated element wherein the City must plan for future growth as outlined in the RHNA calculated by the Southern California Association of Governments (SCAG). The Housing Element contains Goals and Policies to manage population growth by ensuring there is adequate sites for housing at all income levels.

The proposed project will improve a vacant site with an express car wash. The proposed use will be compatible with the surrounding uses and in compliance of the goals set forth in the Chatsworth – Porter Ranch Community Plan. Lastly, the proposed uses will complement the land use and designation of the City's General Plan. Therefore, the Project substantially conforms to the purpose, intent and provisions of the General Plan and the applicable community plan.

(B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

To ensure that sufficient sites are available in the Housing Element to accommodate the RHNA throughout the planning period, the City has followed Department of Housing and Community Development (HCD) guidance and set a target capacity that is 10 percent higher than the RHNA for lower-income units, and 15 percent higher than the RHNA for moderate-income units. The buffers are based on anticipated need for additional capacity, based on anticipated production levels of lower-income and moderate-income housing units during the planning period. In addition, the sites included on the Adequate Sites Inventory have an anticipated development potential that is lower than the maximum zoned capacity on each site, which creates an additional buffer at the site-level. This results in a target capacity for the Adequate Sites Inventory and Rezoning Program of 486,379 units.

Table 4.2 from the Housing Element below shows the Target Capacity for Inventory Sites and Rezoning Programs for the City. The parcels in question for the site account for 7.63 Lower Income units Housing which is minor percent of the capacity described in the Housing Element.

Pursuant to Government Code (GC) Section 65863(b)(2), the City finds that while the proposed project would result in fewer units by income category than those identified in the Inventory of Sites prepared for the 2021-2029 Housing Element, the remaining sites identified in the Housing Element of the General Plan are adequate to meet the requirements of GC Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to GC Section 65584. Based on the sites inventory and inventory of candidate sites included in the 2021-2029 Housing Element of the General Plan, as well as the most recent Annual Progress Report on the Housing Element submitted to the California Department of Housing and Community Development (HCD) as of May 1, 2024, the City's remaining RHNA Allocation for the 2021-2029 Planning period is as follows: 111,247 Very Low Income Units, 65,133 Low Income Units, 74,766 Moderate Income Units, and 153,459 Above-Moderate Income Units. As of April 1, 2023, the City has a remaining capacity of 330,056 Very Low Income Units, 332,096 Low Income Units, 63,107 Moderate Income Units, and 907,466 Above-Moderate Income Units. The excess Above-Moderate Income Unit capacity may accommodate both Moderate and Above-Moderate Unit RHNA Allocations. Therefore, the City finds that there are adequate remaining sites in the Housing Element to accommodate the remaining RHNA Allocation for the planning period, and in compliance with the requirements of GC 65583.2.

Background: Senate Bill 166 - No Net Loss Requirements

Senate Bill 166 (2017) amended existing No Net Loss Law in Government Code Section 65863 to require sufficient adequate sites to be available at all times throughout the Housing Element planning period to meet a jurisdiction's remaining unmet RHNA goals for each income category. To comply with the No Net Loss Law, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing in each income category on the remaining sites in their housing element site inventories. A jurisdiction must add additional sites to its inventory if land use decisions or development results in a shortfall of sufficient sites to accommodate its remaining housing need for each income category. In particular, a jurisdiction may be required to identify additional sites according to the No Net Loss Law if a jurisdiction rezones a site or if the jurisdiction approves a project at a different income level or lower density than shown in the sites inventory. Lower density means fewer units than the capacity assumed in the site inventory.

From HCD Memo: Approval of Development at a Lower Density

A jurisdiction must make written findings or identify additional site capacity if a development is allowed with a lower density than what was assumed in the sites inventory of the Housing Element. A lower residential density sometimes results from a jurisdiction either approving a development with residential units less than what was assumed for the site or affordable to a different income category than the site was assumed to accommodate. Lower residential density could also result from another use, such as commercial being approved on a site identified in the inventory for housing regardless of what the zoning allows.

At the time of approval, the following written findings must be made, and supported by substantial evidence in the record:

- Remaining sites identified in the Housing Element are adequate to meet the jurisdiction's remaining RHNA for the planning period by income category.
- The findings should include a quantification of the remaining unmet need for the jurisdiction's RHNA at each income level and the remaining capacity of sites identified in the Housing Element, to accommodate that need by income level.

If the approval of a development at a lower residential density results in the remaining sites capacity becoming inadequate to accommodate the RHNA by income category, a jurisdiction has up to 180 days from the approval to identify, or rezone, "sufficient additional, adequate, and available sites" to accommodate the remaining RHNA for each income category. Sites identified or rezoned must meet the following criteria: • Must be considered an adequate site pursuant to the requirements of Government Code section 65583.2. • If the capacity to be replaced was on a site that was zoned by-right pursuant to Government Code section 65863.2 (h) and (i), then the replacement site must also satisfy those requirements.

The body that "takes action or approves" the jurisdiction action to reduce a parcel's density or approve a development at a lower density would make the findings. For example, if a zoning administrator approves a development at a lower density, as part of the approval, the administrator would include the appropriate findings. For instance, if the development approval is ministerial under the Streamlined Ministerial Approval Process (SB 35, 2017),

the findings should be included as part of the plan review and approval. If the City Council is approving a zone change, it must include the findings in the resolution adopting the zone change.

Statute References:

Section 65863. (b) (1) No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g), unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

(A) The reduction is consistent with the adopted general plan, including the housing element.

(B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

(2) If a city, county, or city and county, by administrative, quasi-judicial, legislative, or other action, allows development of any parcel with fewer units by income category than identified in the jurisdiction's housing element for that parcel, the city, county, or city and county shall make a written finding supported by substantial evidence as to whether or not remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

Section 65863. (g) (1) If the local jurisdiction has adopted a housing element for the current planning period that is in substantial compliance with Article 10.6 (commencing with Section 65580) of Chapter 3, for purposes of this section, "lower residential density" means the following: (A) For sites on which the zoning designation permits residential use and that are identified in the local jurisdiction's housing element inventory described in paragraph (3) of subdivision (a) of Section 65583, fewer units on the site than were projected by the jurisdiction to be accommodated on the site pursuant to subdivision (c) of Section 65583.2. (B) For sites that have been or will be rezoned pursuant to the local jurisdiction's housing element program described in paragraph (1) of subdivision (c) of Section 65583, fewer units for the site than were projected to be developed on the site in the housing element program.

The Project will provide a car wash. The Project will further contribute to an active pedestrian environment through its landscaping. Accordingly, the Project will conform with the goals, objectives, and policies of the City's Housing Element.

- e. **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 15-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, gutters, and a sidewalk. The half right-of-way includes 40-foot roadway, and 15-foot sidewalk.

The Bureau of Engineering (BOE) is requiring a 2-foot future easement and 3-foot dedication along the property frontage to complete a 15-foot wide Boulevard II sidewalk standard in accordance with Boulevard II standards of Mobility Plan 2035. The Bureau of Engineering is also requiring a 5-foot future street easement to complete a 55-foot wide half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035. 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 to create a quality, safe and comfortable walking environment. The new sidewalk facilities will improve pedestrian walkability along De Soto Avenue. The project will take vehicular access from two driveways from De Soto Avenue and Nordhoff Street and an off-site delivery from the rear alley. The proposed project is located in a major employment center and will be located proximate to neighborhood destinations including places of employment, restaurants, and transit service. The project is located within 0.4 miles of the Metro G 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 G 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 as it is code required.

Zone Change Findings: "T" and/or "Q" Classification Findings

- 2. Pursuant to Section 12.32-F 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 zoning and allows the site to be developed 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 in the Los Angeles State Enterprise Zone and are unimproved vacant lots. The project will construct three new structures for a total 7,276 square-foot express car wash. The project will establish a new viable commercial service to the site and expand the availability and location of neighboring services for the Chatsworth community. Thus, the proposed project optimizes the use of the currently vacant property, introduces new development and new public improvements and will generate increased tax revenues from an existing vacant commercial use, thus providing a public necessity.
- b. Convenience: The project will redevelop a vacant and restricted industrially zoned property that is located within proximity to a major employment center (Chatsworth-Northridge Industrial Core) and residential neighborhoods. Public convenience will be served by the addition of viable commercial development at the site that will add an additional needed commercial use.
- c. General Welfare: Granting the Zone Change to the (T)(Q)C2-1 Zone allows for the redevelopment of an underutilized and vacant site. The development of an express car wash would create a safer site for the community rather than a lot that currently sits vacant. The project will enhance the urban environment by providing a use that is within the community. Given the project's proximity to existing job centers and transit services, the project will provide a desirable commercial use to serve the Chatsworth community, thereby advancing the general welfare.
- d. Good Zoning Practices: The project site is presently 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 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, 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.

Conditional Use Findings

- 3. 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 and vacant site with a 7,276 square foot express car wash. The project would provide a neighborhood serving commercial use within a major industrial-commercial jobs center in the West Valley. The newly proposed express car wash will enhance the built environment with well-designed commercial buildings, public right of way improvements, new landscaping, and on-site trees. The proposed buildings display a clean design of contemporary elements and materials to improve the aesthetic appearance along De Soto Avenue and Nordhoff Street.

- 4. 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 0.92 net acre subject property consists of a vacant lot and has approximately 100 feet of frontage along De Soto Avenue, 100 feet of frontage along Nordhoff Street, and rear frontage along an alley. The previous use was an LA Fitness gymnasium which was demolished in 2022.

With the concurrent Zone Change request, the project will be located on a site zoned C2-1, which permits commercial uses and conditionally allows self-storage use. The C2-1 zone permits a Floor Area Ratio (FAR) of 1.5 to 1 and the project proposes an FAR of 0.18 and thus is in compliance with the C2-1 Zone. The proposed C2 zone does not have a height limit and thus the proposed two story, 37 feet in height building complies with the requested zone. The overall project complies with the overall floor area and height limitations of the zone and is thus compatible with the surrounding neighborhood.

Surrounding uses include a mix of industrial and commercial uses. The northern adjoining property is zoned (Q)C2-1 and is approved by the City Planning Commission in 2025 as a self-storage facility (located at 9134 North De Soto Avenue). The eastern adjoining properties (across De Soto Avenue) are zoned MR2-1 and P-1 and are developed with a self-storage facility, convenient store and gas station (located at 9110 North De Soto Avenue) and other industrial uses. The southern abutting property is developed with a mini-shopping center with various fast food and neighborhood serving uses. 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.

- 5. 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 an irregular "L-shaped" interior lot totaling 40,089 square-feet. 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 Property is currently 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 and a conditional use for self-storage in the requested C2-1 Zone. 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 principles 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 solar panels that are intended to help the site reduce its environmental footprint. Solar panels will be provided in conformance with the code and will support electrical uses to help reduce carbon generating public utility electrical power. As such, the project substantially conforms with the purpose, intent, and provisions of the General Plan.

Environmental Findings

6. On, August 7, 2025, a Mitigated Negative Declaration (ENV-2024-494-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. Pursuant to Assembly Bill 52, the City completed the tribal consultation process in compliance with the California Environmental Quality Act. 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.
7. **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.