

# PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

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|--|---|--|
| <b>CITY PLANNING CASE:</b>   | <b>ENVIRONMENTAL CASE:</b>              | <b>COUNCIL DISTRICT:</b>   |
| CPC-2023-4890-VZC-CU   | ENV-2023-4891-MND                       | 12 – Lee   |
| <b>RELATED CASE NOS.:</b>  | <b>COUNCIL FILE NO:</b>                 | <b>PROCEDURAL REGULATIONS:</b>   |
| <input checked="" type="checkbox"/> N/A  | <input checked="" type="checkbox"/> N/A | <input checked="" type="checkbox"/> Ch. 1 as of 1/21/24 (Not subject to Processes & Procedures Ord.)<br><input type="checkbox"/> Ch. 1A (Subject to Processes & Procedures Ord.) |
| <b>PROJECT ADDRESS / LOCATION:</b>   |   |  |
| 9201 North Winnetka Avenue (9201-9205 North Winnetka Avenue)   |   |  |
| <b>APPLICANT:</b>  | <b>TELEPHONE NUMBER:</b>                | <b>EMAIL ADDRESS:</b>  |
| Wincal, LLC  | (310) 855-8414                          | <a href="mailto:jill.saperstein@decurion.com">jill.saperstein@decurion.com</a>   |
| <b>APPLICANT'S REPRESENTATIVE:</b>   | <b>TELEPHONE NUMBER:</b>                | <b>EMAIL ADDRESS:</b>  |
| Brad Rosenheim, Rosenheim & Associates, Inc.   | (818) 716-2767                          | <a href="mailto:brad@raa-inc.com">brad@raa-inc.com</a>   |
| <b>APPELLANT:</b>  | <b>TELEPHONE NUMBER:</b>                | <b>EMAIL ADDRESS:</b>  |
| <input checked="" type="checkbox"/> N/A  |   |  |
| <b>APPELLANT'S REPRESENTATIVE:</b>   | <b>TELEPHONE NUMBER:</b>                | <b>EMAIL ADDRESS:</b>  |
| <input checked="" type="checkbox"/> N/A  |   |  |
| <b>PLANNER CONTACT:</b>  | <b>TELEPHONE NUMBER:</b>                | <b>EMAIL ADDRESS:</b>  |
| Trevor Martin  | (213) 978-1341                          | <a href="mailto:trevor.martin@lacity.org">trevor.martin@lacity.org</a>   |
| <b>ITEMS FOR CITY COUNCIL CONSIDERATION (IE. ENTITLEMENTS, LEGISLATIVE ACTIONS):</b>   |   |  |
| <input type="checkbox"/> <i>The preparation of a draft ordinance by the City Attorney will be required.</i><br><br>Vesting Zone Change (VZC) |   |  |
| <b>FINAL ENTITLMENTS NOT ADVANCING FOR CITY COUNCIL CONSIDERATION: (UNAPPEALED OR NON-APPEALABLE ITEMS)</b>                                  |   |  |
| TBD  |   |  |
| <input type="checkbox"/> N/A   |   |  |
| <b>ITEMS APPEALED:</b>   |   |  |
| TBD  |   |  |
| <input type="checkbox"/> N/A   |   |  |

| ATTACHMENTS:   |  | REVISED:   | ENVIRONMENTAL DOCUMENT:  | REVISED: |
|--|--|--|--|----------|
| <input checked="" type="checkbox"/> Letter of Determination<br><input checked="" type="checkbox"/> Findings of Fact<br><input checked="" type="checkbox"/> Staff Recommendation Report<br><input checked="" type="checkbox"/> Conditions of Approval<br><input checked="" type="checkbox"/> T Conditions<br><input type="checkbox"/> Proposed Ordinance<br><input checked="" type="checkbox"/> Zone Change Map and Ordinance<br><input type="checkbox"/> GPA Resolution<br><input type="checkbox"/> Land Use Map<br><input type="checkbox"/> Exhibit A – Plans<br><input checked="" type="checkbox"/> Mailing List (both Word and PDF)<br><input checked="" type="checkbox"/> Interested Parties List<br><input type="checkbox"/> Appeal<br><input type="checkbox"/> Development Agreement<br><input type="checkbox"/> Site Photographs<br><input type="checkbox"/> Other: | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/> | <input type="checkbox"/> Categorical Exemption (CE)<br>(Notice of Exemption)<br><input type="checkbox"/> Statutory Exemption (SE)<br>(Notice of Exemption)<br><input type="checkbox"/> Negative Declaration (ND)<br><input checked="" type="checkbox"/> Mitigated Negative Declaration (MND)<br><input type="checkbox"/> Environmental Impact Report (EIR)<br><input type="checkbox"/> Mitigation Monitoring Program (MMP)<br><input type="checkbox"/> Sustainable Communities<br>Project Exemption (SCPE)<br><input type="checkbox"/> Sustainable Communities<br>Environmental Assessment (SCEA)<br><input type="checkbox"/> Sustainable Communities<br>Environmental Impact Report (SCEIR)<br><input type="checkbox"/> Appendices<br><input type="checkbox"/> Other: | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/> |          |
| <b>NOTES / INSTRUCTIONS:</b>   |  |  |  |          |
| Please create Council File.  |  |  |  |          |
| <input type="checkbox"/> N/A   |  |  |  |          |
| <b>CITY COUNCIL NOTICE TIMING:</b>   | <b>NOTICE LIST (SELECT ALL):</b>   |  | <b>NOTICE PUBLICATION:</b>   |          |
| <input type="checkbox"/> 10 days<br><input type="checkbox"/> 15 days<br><input type="checkbox"/> 24 days<br><input type="checkbox"/> N/A / None<br><input type="checkbox"/> Other: [enter here if applicable]  | <input type="checkbox"/> Owner<br><input type="checkbox"/> Applicant<br><input type="checkbox"/> Adjacent/Abutting<br><input type="checkbox"/> 100' radius<br><input type="checkbox"/> 300' radius<br><input type="checkbox"/> 500' radius<br><input type="checkbox"/> Neighborhood Council<br><input type="checkbox"/> Interested Parties   |  | <input type="checkbox"/> 10 days<br><input type="checkbox"/> 15 days<br><input type="checkbox"/> 24 days<br><input type="checkbox"/> N/A / None<br><input type="checkbox"/> Other: [enter here if applicable]  |          |
| <b>FISCAL IMPACT STATEMENT:</b>  |  |  |  |          |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br><small>*If determination states administrative costs are recovered through fees, indicate "Yes."</small>  |  |  |  |          |
| <b>PLANNING COMMISSION:</b>  |  |  |  |          |
| <input checked="" type="checkbox"/> City Planning Commission (CPC)<br><input type="checkbox"/> Cultural Heritage Commission (CHC)<br><input type="checkbox"/> Central Area Planning Commission<br><input type="checkbox"/> East LA Area Planning Commission<br><input type="checkbox"/> Harbor Area Planning Commission  |  | <input type="checkbox"/> North Valley Area Planning Commission<br><input type="checkbox"/> South LA Area Planning Commission<br><input type="checkbox"/> South Valley Area Planning Commission<br><input type="checkbox"/> West LA Area Planning Commission  |  |          |

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|--|---|
| <b>PLANNING COMMISSION HEARING DATE:</b>   | <b>COMMISSION VOTE:</b>   |
| September 12, 2024   |   |
| <b>LAST DAY TO APPEAL:</b>   | <b>DATE APPEALED:</b>   |
|  |   |
| <b>COUNCIL TIME TO ACT:</b>  | <b>TIME TO ACT START:</b>   |
| <input type="checkbox"/> 30 days<br><input type="checkbox"/> 45 days<br><input type="checkbox"/> 60 days<br><input type="checkbox"/> 75 days<br><input type="checkbox"/> 90 days<br><input type="checkbox"/> 120 days<br><input type="checkbox"/> N/A / None<br><input type="checkbox"/> Other: [enter here if applicable] | <input type="checkbox"/> Appeal Filing Date<br><input type="checkbox"/> Received by Clerk<br><input type="checkbox"/> Last Day to Appeal<br><input type="checkbox"/> N/A / None<br><input type="checkbox"/> Other: [enter here if applicable] |
| <b>TRANSMITTED BY:</b>   | <b>TRANSMITTAL DATE:</b>  |
| Cecilia Lamas<br>Commission Executive Assistant II   | October 22, 2024  |



# LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300  
[www.planning.lacity.org](http://www.planning.lacity.org)

## LETTER OF DETERMINATION

**MAILING DATE: SEPTEMBER 19, 2024**

**Case No.: CPC-2023-4890-VZC-CU**  
CEQA: ENV-2023-4891-MND  
Plan Area: Chatsworth – Porter Ranch

Council District: 12 – Lee

**Project Site:** 9201 North Winnetka Avenue (9201 – 9205 North Winnetka Avenue)

**Applicant:** Wincal, LLC  
Representative: Brad Rosenheim, Rosenheim & Associates, Inc.

At its meeting of **September 12, 2024**, the Los Angeles City Planning Commission took the actions below in conjunction with the following Project:

An adaptive reuse of an existing 118,784 square-foot multiplex theater building (Pacific Theater) for a new Tesla Delivery Hub and Service Center. The Project involves tenant improvements and exterior renovations to the existing multiplex theater building and site improvements including, restriping of the existing surface parking lot and new landscaping. The Project proposes to remove 95 vehicular parking spaces for a total of 1,147 parking spaces on site. Of the 1,147 parking spaces to remain, 898 parking spaces will be repurposed as vehicle inventory/storage space, while 249 parking spaces will remain for use by employees, customers, and visitors.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2023-4891-MND, ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment; **Found** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **Found** the mitigation measures have been made enforceable conditions on the Project; and **Adopted** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Approved** and **Recommended** that the City Council **adopt**, pursuant to Sections 12.32 F and Q of the Los Angeles Municipal Code (LAMC), a Vesting Zone Change from the [Q]M2-1 and P-1 zones to the (T)(Q)M2-1 Zone;
3. **Approved**, pursuant to LAMC Section 12.24 W.4, a Conditional Use to allow an automotive use in the proposed M2-1 Zone that is within 500 feet of a residential use or an A or R Zone;
4. **Adopted** the attached Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Choe  
Second: Cabildo  
Ayes: Diaz, Klein, Newhouse, Saitman, Zamora  
Absent: Lawshe, Mack

**Vote: 7 – 0**



Cecilia Lamas, Commission Executive Assistant II  
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

**Effective Date/Appeals:** The decision of the Los Angeles City Planning Commission as it relates to the Zone Change is appealable by the Applicant only if disapproved in whole or in part by the Commission. The remaining approval is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles, CA 90012 or 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401.

**FINAL APPEAL DATE: OCTOBER 9, 2024**

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Zone Change Ordinance, Map, Conditions of Approval, Findings, Appeal Filing Procedures

cc: Heather Bleemers, Senior City Planner  
Trevor Martin, City Planner

ORDINANCE NO. \_\_\_\_\_

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

OSO AVE

WINNETKA AVE

PRAIRIE ST

**(T)(Q)M2-1**

SOUTHERN PACIFIC RAILROAD CO. R/W

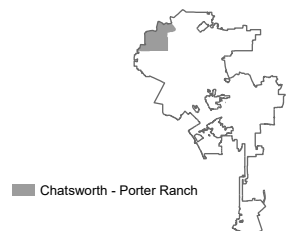


CPC-2023-4890-VZC-CU

RG/CF

090524

City of Los Angeles



Chatsworth - Porter Ranch

## QUALIFIED (Q) CONDITIONS

Pursuant to LAMC Section 12.32 G, the following limitations are hereby imposed upon the use of the subject property, subject to the Qualified (Q) Classification:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped "Exhibit A" and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Use.** Authorized herein is an automotive dealership and service center or other uses allowed



## **CONDITIONS FOR EFFECTUATING TENTATIVE (T) CLASSIFICATION REMOVAL**

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

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary). Dedication(s) and improvement(s) herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

### **Responsibilities/Guarantees:**

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As a 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. **Dedications and Improvements.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

#### **A. Dedication Required:**

**Winnetka Avenue** (Boulevard II) – None.

**Prairie Street** (Collector Street) – A 1-foot wide strip of land to complete a 33- foot half right-of-way including a 15-foot radius property line return or a 10-foot by 10-foot corner cut at the intersection with Oso Ave.

**Oso Avenue** (Collector Street) – A 1-foot strip of land to complete a 33-foot half right-of-way.

#### **B. Improvements Required:**

**Winnetka Avenue** – None.

**Prairie Street** – Remove and replace any existing broken curb, gutter, and sidewalk. Construct additional concrete sidewalk in the dedicated area or obtain a revocable permit for landscaping in the dedicated area.

**Oso Avenue** – Remove and replace any existing broken curb, gutter, and sidewalk. Construct additional concrete sidewalk in the dedicated area or obtain a revocable permit for landscaping in the dedicated area.

All driveways and curb ramps shall be brought up to City Standards in order to comply with ADA requirements.

**Notes:** Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077 or via <https://appointments.lacity.org/apptsys/Public/Account>.

- C. Provide proper drainage for street being improved and for the site being developed.
- D. Sewer mainline exist in Winnetka Avenue, Prairie Street and Oso Avenue. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- E. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

### 3. **Street Trees.**

- a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
- b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at: (213) 847- 3077 upon completion of construction for tree planting direction and instructions.

**Note:** Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

4. **Street Lighting.** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights: three (3) on Oso Ave., six (6) on Prairie St., and one (1) on Winnetka Ave.

**Notes:**

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

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

## CONDITIONS OF APPROVAL

Pursuant to Section 12.24 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Building Materials.** A variety of high-quality exterior building materials, consistent with the approved Exhibit "A" plans, shall be used. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.
2. **Design:**
  - a. **Building Façade.** Each building façade shall utilize a minimum of two (2) different materials, as depicted in the plans in Exhibit A. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
  - b. **Pedestrian Lighting.** The project shall provide pedestrian scale lighting to illuminate the sidewalk at night. Lighting shall be shielded to prevent illumination of nearby properties.
3. **Parking.**
  - a. **Automobile parking.** Automobile parking shall be provided consistent with the LAMC. A greater number than the minimum required may be provided at the applicant's discretion.
  - b. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16.
4. **Landscaping.**
  - a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
  - b. Planting of required trees within the public right-of-way shall obtain approval from the Urban Forestry Division prior to obtaining clearance from the Department of City Planning. In the event that a required tree cannot be planted within the public right-of-way, those trees shall be planted on-site.
5. **Sustainability**
  - a. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of the LAMC.
  - b. **Solar Energy Infrastructure.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

6. **Lighting.** 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, nor from above night skies.
7. **Automotive Spray Painting.** Spray painting shall be prohibited.
8. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval. The project shall minimize the number of curb cuts on the subject property, to the satisfaction of LADOT.
9. **Signage.** On-site signs shall comply with the Municipal Code. Signage entitlements have not been granted as a part of this approval.
10. **Trash and Recycling.** All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.
11. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in any street-facing yard, shall be screened with landscaping consistent with LADWP access requirements.
12. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
13. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

### **Environmental Conditions**

#### **Transportation Mitigation Measures**

14. **TRA-1:** The Project Applicant shall offer a transit subsidy to each employee at least once annually for a minimum of five years. At the time of initial opening, the Project Applicant shall offer a daily transit subsidy of at least \$0.75 to all employees.
15. **TRA-2:** The Project Applicant shall proactively aim to increase employee vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.
16. **TRA-3 (Construction Traffic Management Plan):** Prior to the start of construction, a Construction Traffic Management Plan (CTMP) shall be submitted to LADOT for review and approval. The CTMP will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicycles, and pedestrians. The CTMP will include, but not limited to, the following measures:
  - Maintaining access for land uses in the vicinity of the Project Site during construction.
  - Schedule construction materials deliveries during off-peak periods to the extent practical.

- Organize deliveries and staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to surrounding roadways.
- Coordinate deliveries to ensure trucks do not wait to unload or load and impact surrounding roadways, and if needed, utilize an off-site staging area.
- Control truck and vehicle access to the Project Site with flagmen.
- Limit lane closures to the maximum extent possible and avoid peak period hours to the extent possible. Where such closures are necessary, the Worksite Traffic Control Plan will identify the location of lane closures and identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity.
- Parking for construction workers will be provided either on-site or at off-site, off-street locations.

#### Tribal Cultural Resources Mitigation Measures

17. **TCR-1:** If tribal cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist, defined as someone meeting the Secretary of the Interior Professional Qualification Standards in Archaeology, retained by the Project Applicant shall assess the find. Work on the portions of the Project outside of the buffered area may continue during this assessment period. Should the find be deemed significant, as defined by CEQA (as amended, 2015), the Project Applicant shall retain a professional Tribal Monitor procured by the Fernandeño Tataviam Band of Mission Indians (FTBMI) to observe all remaining ground-disturbing activities including, but not limited to, clearing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity, and archaeological work.
18. **TCR-2:** The Lead Agency and/or Applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.
19. **TCR-3:** If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the Project.

Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be decided by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.

#### Project Design Features

20. **PDF-1:** The Project will include solar panels on 15 percent of the roof area.

#### Administrative Conditions

21. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
22. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
23. **Notations on Plans.** Plans submitted to the Department of Building and Safety for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.
24. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
25. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
26. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
27. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for 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.
28. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
29. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
30. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

**31. Indemnification and Reimbursement of Litigation Costs**

Applicant shall do all of the following:

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

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

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

For purposes of this condition, the following definitions apply:



“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

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

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

## FINDINGS

### **General Plan/Charter Findings (Charter Section 556)**

**1. Charter Section 556: The action is in substantial conformance with the purposes, intent, and provisions of the General Plan.**

- a. **General Plan Land Use Designation.** The subject property is located within the Chatsworth – Porter Ranch Community Plan area which was updated by the City Council on August 2, 2003 and designates the subject property for Light Manufacturing land uses corresponding to the MR2 and M2 zones. The site is currently zoned [Q]M2-1 and P-1. The applicant is requesting to rezone the subject property from [Q]M2-1 and P-1 to (T)(Q)M2-1VL. The proposed zone change from [Q]M2-1 and P-1 to (T)(Q)M2-1 is warranted as the M2 Zone corresponds to the range of zones of the Light Manufacturing land use designation and brings the site into consistency with the range of zones under the land use designation. In addition, the project site is subject to a permanent Qualified “Q” Condition requiring that development of the property be limited to those uses permitted in the MR2-1 Zone or for drive-in outdoor motion picture theatre purposes. As such, the project is seeking a zone change to remove the permanent Qualified “Q” Condition. The M2 Zone permits automotive uses (including automotive dealerships and service centers) subject specific development standards and operating conditions. Automotive uses however are subject to discretionary review and approval when located within 500 feet of a residential use or an A or R Zone. Therefore, the applicant is also requesting a Conditional Use grant to permit the proposed automotive dealership and service center within 500 feet of a residential use.
- b. **Land Use Element.** The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Chatsworth – Porter Ranch Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City’s General Plan is divided into 35 Community Plans. The subject property is located within the Chatsworth – Porter Ranch Community Plan, which designates the site for Light Manufacturing land uses corresponding to the MR2 and M2 zones. The proposed (T)(Q)M2-1VL Zone is thus consistent with the land use designation for the site.

The proposed project is consistent with the following objective of the **Chatsworth – Porter Ranch Community Plan**:

- 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.
  - 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.

The subject property is currently developed with a currently vacant multiplex theater building, operated by Pacific Theaters, that was constructed in the late 1990s in an area zoned and planned for manufacturing uses. The project proposes the adaptive reuse of the existing 118,784 square-foot multiplex theater building for a new state-of-the-art, Tesla Delivery Hub and Service Center for zero-emission, electric vehicles. By reusing the existing theater, construction-related impacts on the area are reduced. The project involves tenant improvements and exterior renovations to the existing multiplex theater building and site improvements including, restriping of the existing surface parking lot and new landscaping. The project will enhance the surrounding area with street dedications and improvements along the property's street frontages on Prairie Street and Oso Avenue, and will maintain and enhance existing landscape buffers and lighting to create a more pedestrian friendly environment. The new improvements to the public right-of-way will substantially upgrade the aesthetic and functional qualities of the site and will enhance economic well-being and public convenience in the community by offering zero emission vehicles and repair services within the Chatsworth – Porter Ranch Community allowing residents the ability to purchase and maintain their vehicles without commuting outside of their community. Moreover, the project will contribute to the local economy by creating jobs and generating tax revenue, which supports the community's economic vitality. The site's strategic location within an industrial area also makes it an ideal setting for such a facility, as it complements the existing land uses and contributes to the area's continued growth and modernization. Therefore, the project is consistent with and will further the achievement of the Community Plan's objective.

- c. The **Framework Element** of the General Plan (Framework Element) 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 request:

**GOAL 3J:** Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

**Objective 3.14:** Provide land and supporting services for the retention of existing and attraction of new industries.

**Policy 3.14.4:** Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.

The project will maintain the character of the existing Chatsworth – Northridge Industrial Core within the Chatsworth – Porter Ranch Community Plan, while reactivating a presently unused theater. Surrounding properties are generally developed with a mix of light industrial, commercial, and residential uses. Occupying the easterly portion of the block with frontage on Winnetka Avenue, are three restaurants. Abutting these uses to the east, across Winnetka, is a new mixed-use development known as "The 24." Abutting the subject project site to north, across Prairie Street are a mix of commercial offices and

warehouses, and storage facilities. Abutting the subject property to the west, across Oso Avenue are light manufacturing facilities and warehouses. Adjoining the subject property to the south is a large surface parking lot. The adaptive reuse of the existing theater with a new modern Tesla Delivery Hub and Service Center will improve upon a viable commercial development and provide a valuable amenity that will serve not just the surrounding neighborhoods, but the City as a whole by way of creating convenience, producing jobs, and generating economic growth in the form of tax revenue from the car sales. The project will improve the site with new trees and landscaping, provide new pedestrian amenities, including new sidewalk repairs, while maintaining the general character of the existing commercial/light industrial corridor along Winnetka Avenue, Prairie Street, and Oso Avenue.

The project has been designed and conditioned to ensure that the Tesla delivery hub and service center will not adversely impact surrounding properties. Trash collection and storage areas will be located on site and will not be visible from the public right-of-way. Outdoor lighting will be designed and installed with shielding, so that the light source does not illuminate adjacent residential properties. The project will provide wrought iron fencing and landscaped buffers along the perimeter of the site, which will minimize impacts to adjacent properties. Lastly, the project's hours of operation will be limited to 8:00 a.m. to 7:00 p.m., daily, further reducing the project's impacts on the east abutting residential properties. Lastly, the project also supports the community by providing new employment opportunities for the local region. Therefore, the Zone Change is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

- d. The **Mobility Element** of the General Plan (Mobility Plan 2035) is likely to be positively affected by the recommended action herein through the imposition of street dedications and improvements to the site's street frontages along Prairie Street and Oso Avenue. Prairie Street is a designated Collector Street under Mobility Plan 2035, which is designated for a 66-foot right-of-way and a 40-foot roadway. The portion of Prairie Street adjoining the project site is currently dedicated to a half right-of-way width of 32 feet and a half roadway width of 40 feet, and is currently improved with curb, gutter, and 9-foot-wide sidewalk. Oso Avenue is also a Collector Street under Mobility Plan 2035, which is designated for a 66-foot right-of-way and a 40-foot roadway. The portion of Oso Avenue adjoining the project site is currently dedicated to a half right-of-way width of 32 feet and a half roadway width of 40 feet, and is currently improved with curb, gutter, and 9-foot-wide sidewalk.

The Bureau of Engineering (BOE) is requiring a 1-foot dedication along Prairie Street to complete a 33-foot half right-of-way including a 15-foot radius property line return or a 10-foot by 10-foot corner cut at the intersection with Oso Avenue in accordance with Collector Street standards of Mobility Plan 2035 and is requiring the applicant to construct additional concrete sidewalk in the dedicated area or obtain a revocable permit for landscaping in the dedicated area. At Oso Avenue, to the west, BOE is also requiring that the project have a 1-foot dedication along Oso Avenue to complete a 33-foot half right-of-way and to construct additional concrete sidewalk in the dedicated area or obtain a revocable permit for landscaping in the dedicated area.

Conditions for dedication and improvements have been imposed under the (T) Tentative Classification conditions in accordance with Collector Street standards of the Mobility Plan 2035. The dedication and street improvement requirements would continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. Landscaping will be enhanced and maintained along the

project's street frontages. The project as designed and conditioned will meet the following goals and objectives of Mobility Plan 2035:

The proposed project is in conformance with the Mobility Element policies listed below:

- 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 3.5:** Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
- Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project site is within proximity to Metro Local Lines 167 and 243 enabling future employees to access the new automotive delivery hub and service center via public transit, thereby reducing vehicle miles traveled for the region. In addition, the project will implement Transportation Demand Management (TDM) strategies, such as transit subsidies employees, a ride-share program, and bike parking. The project will provide 28 bicycle parking stalls further supporting the Mobility Element's policy of improving and expanding “first-mile, last-mile solutions” in order to maximize multi-modal connectivity and access for transit riders.

Lastly, access to the Tesla Delivery Hub and Service Center will be managed through existing driveways on Winnetka Avenue, Prairie Street, and Oso Avenue. Delivery trucks will have dedicated ingress via Oso Avenue and egress via Prairie Street, ensuring smooth operation and minimal disruption to public traffic. The reorganization of the parking lot and the removal of a landscape island and 81 parking stalls will facilitate efficient on-site circulation, particularly for auto-ship trucks. The installation of the perimeter fence and automatic gates will further enhance site security and manage access effectively. The project will not increase the number curb cuts and driveways which will further reduce the development's impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists.

- e. **Sewerage Facilities Element.** The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

### **Zone Change and “T” and “Q” Classification Findings**

- 2. Pursuant to Section 12.32 C of the LAMC, 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 from [Q]M2-1 and P-1 to (T)(Q)M2-1 will allow for the adaptive reuse of a vacant multiplex theater building (Pacific Theaters) for a new Tesla Delivery Hub and Service Center. The Tesla Delivery Hub and Service Center will repurpose a vacant theater, transforming it into a facility that meets the growing demand for electric vehicles and supports the City's sustainability goals. The project will create jobs, increase tax revenue, and provide a valuable service to Tesla customers in the region and the City as a whole. Thus, the proposed project will contribute to the public necessity of enhancing a commercial/manufacturing use that will generate jobs for the region and tax revenue for the City.
- b. Convenience: The project site is located in a light industrial corridor of the Chatsworth – Porter Ranch community that has a wide variety of industrial, commercial, and residential uses. Approval of the zone change, in conjunction with the proposed project, will allow for the redevelopment of a vacant industrially zoned property that has frontage along a major thoroughfare, Winnetka Avenue. In addition, the project site is within proximity to Metro Local Lines 167 and 243 enabling future employees to access the new Tesla Delivery Hub and Service Center via public transit thereby reducing vehicle miles traveled in the region. The Tesla Delivery Hub and Service Center will offer local residents and Tesla owners a convenient location for purchasing, maintaining, and servicing their vehicles. This eliminates the need for Tesla owners to travel long distances to access these services, saving time and reducing vehicle miles traveled (VMT). As the demand for electric vehicles continues to grow, the Tesla facility will serve as an important resource for promoting and supporting sustainable transportation options in the community and provides a local hub for EV-related services. Lastly, the adaptive reuse of a vacant multiplex theater building (Pacific Theaters) for a new Tesla Delivery Hub and Service Center will bring new economic activity to the area, creating jobs and generating tax revenue, contributing to the local economy and supporting the community's economic development goals.
- c. General Welfare: Approval of the zone change will allow for the redevelopment of a vacant site with a modern Tesla Delivery Hub and Service Center facility that will revitalize a long-established light industrial corridor and improve upon an existing commercial development for the neighborhood and community as a whole. The project also provides a valuable service of expanding employment opportunities within the Chatsworth – Porter Ranch communities, while generating new tax revenue for the City.
- d. Good Zoning Practice: The proposed zone change from [Q]M2-1 and P-1 to (T)(Q)M2-1 is consistent with the underlying light manufacturing land use designation by the Chatsworth – Porter Ranch Community Plan. The zone change would make the entire site consistent with the already existing M2-1 zoned portion of the site. Additionally, the zone change will remove an antiquated permanent Qualified "Q" Condition requiring that development of the property be limited to those uses permitted in the MR2-1 Zone or for drive-in outdoor motion picture theatre purposes. The zone change creates an opportunity to reintroduce manufacturing uses by facilitating the development of a modern, sustainable facility that enhances the area's industrial character and contributes to the city's broader economic objectives. The rezoning of the site will allow for the redevelopment of a vacant site with a new Tesla Delivery Hub and Service Center facility including public improvements to the sidewalks and streets fronting the property. The proposed development is consistent and compatible with the uses, scale, and character of surrounding properties. The project's design and proposed uses will enhance the built environment, increase commercial activity, and support job growth within the region.
- e. Tentative "T" and Qualified "Q" Classifications: Pursuant to LAMC Sections 12.32-G,1 and G,2(a), the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. As

recommended, the Zone Change has been placed in temporary “T” and “Q” Classifications in order to ensure consistency with the to the General Plan. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The “T” conditions as recommended do not include the applicant’s requested waiver of dedication and street improvements because of the following: the dedication or improvement requirement bears a reasonable relationship to the project impact; the dedication or improvement is necessary to meet the City’s mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established; and the required dedication or improvements have not proven to be physically impractical. The “Q” Conditions limit the scale and scope of future development on the site and require that the applicant adhere to various development, design, and operational considerations; these are all necessary to protect the best interests of the community 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. Therefore, the imposition of the included “T” and “Q” Conditions herein are in conformance with the public necessity, convenience, general welfare, and good zoning practice.

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 proposes the adaptive reuse of an existing 118,784 square-foot multiplex theater building (Pacific Theaters) for a new Tesla Delivery Hub and Service Center. The project involves tenant improvements and exterior renovations to the existing multiplex theater building and site improvements including, restriping of the existing surface parking lot and new landscaping. In order to facilitate the development of the proposed project, the applicant is requesting a Vesting Zone Change from the [Q]M2-1 and P-1 zones to the (T)(Q)M2-1 Zone and a Conditional Use to allow an automotive use in the proposed M2-1 Zone that is within 500 feet of a residential use or an A or R Zone.

The Tesla Delivery Hub and Service Center at 9201 Winnetka Avenue will significantly enhance the built environment by transforming an existing currently vacant 118,784 square foot multiplex theater into a modern facility that meets the growing demand for electric vehicles. This adaptive reuse project not only revitalizes a prominent site in the Chatsworth community but also aligns with sustainable development principles by repurposing an existing building rather than constructing a new one. The project includes extensive interior and exterior renovations, such as the demolition of outdated theater components, the introduction of new energy-efficient building systems, and the application of a modern facade that reflects Tesla’s brand identity.

The facility will serve as a critical hub for Tesla customers in the region, offering comprehensive services that are both essential and beneficial to the community. These services include vehicle sales, preparation, delivery, and maintenance—all of which are increasingly important as the adoption of electric vehicles continues to rise. The showroom

will provide a space where customers can view Tesla models, take test drives, and explore the latest automotive technology, enhancing the customer experience and providing a valuable service to the local community.

Moreover, the project will contribute to the local economy by creating jobs and generating tax revenue, which supports the community's economic vitality. The site's strategic location within an industrial area also makes it an ideal setting for such a facility, as it complements the existing land uses and contributes to the area's continued growth and modernization. By providing a convenient location for Tesla vehicle services, the project will reduce the need for long-distance travel for customers, thereby decreasing vehicle miles traveled (VMT) and supporting the City's environmental goals. Additionally, the facility will include on-site amenities such as bike parking and charging stations, further enhancing its sustainability and convenience.

Furthermore, the project has been designed and conditioned to ensure that the Tesla delivery hub and service center will not adversely impact surrounding properties. Trash collection and storage areas will be located on site and will not be visible from the public right-of-way. Outdoor lighting will be designed and installed with shielding, so that the light source does not illuminate adjacent residential properties. The project will provide wrought iron fencing and landscaped buffers along the perimeter of the site, which will minimize impacts to adjacent properties. Lastly, the project's hours of operation will be limited to 8:00 a.m. to 7:00 p.m., daily, further reducing the project's impacts on the east abutting residential properties.

Therefore, the proposed Tesla delivery hub and service center will enhance the built environment in the surrounding neighborhood and will provide a beneficial service to members of the community.

**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 subject property is a level, irregular-shaped lot encompassing a total lot area of 635,831 square feet (approximately 14.6 acres). The site is located in the Chatsworth – Porter Ranch Community Plan area. The subject property has street frontage of approximately 915 feet along south side of Prairie Street, approximately 685 feet along the east side of Oso Avenue, and approximately 62 feet along the west side of Winnetka Avenue. The subject property is currently improved with a 118,784 square-foot multiplex theater building with two ancillary commercial uses including a yogurt shop and fitness center, as well as a surface parking lot.

As previously stated, the project proposes the adaptive reuse of an existing 118,784 square-foot multiplex theater building (Pacific Theaters) for a new Tesla Delivery Hub and Service Center. The project involves tenant improvements and exterior renovations to the existing multiplex theater building and site improvements including, restriping of the existing surface parking lot and new landscaping.

The proposed Tesla Delivery Hub and Service Center is designed to integrate seamlessly into the surrounding industrial neighborhood, which is characterized by light industrial, commercial, and mixed-use developments. The project maintains the existing building's size and height, with no significant expansion that could negatively impact adjacent properties. The building's current height is approximately 54 feet to the parapet, with the removal of the 74-foot crown structure reducing the overall height, further ensuring compatibility with the surrounding area.



The operations of the Tesla facility are typical of those found in industrial zones and include vehicle servicing, preparation, and delivery—all activities that are consistent with the area's existing land uses. The facility's design incorporates measures to mitigate potential impacts on neighboring properties, such as controlled access points for delivery trucks and customers. Specifically, the Oso Avenue driveway will be exclusively used for vehicle deliveries, minimizing traffic congestion on surrounding streets, while the primary public access will be via Prairie Street, with secondary access from Winnetka Avenue.

The project also includes extensive landscaping and the retention of a significant portion of the existing green space, which will act as a buffer between the facility and adjacent properties. Approximately 94 percent of the existing trees and 97 percent of the existing on-site landscape will be preserved, with only 11 non-protected trees being removed to facilitate necessary site circulation improvements. New trees and landscaping will be added to enhance the site's visual appeal and provide additional buffering.

Additionally, the project's operations are designed to minimize environmental impacts. The facility will not include spray painting operations, which helps to prevent potential air quality issues, and will adhere to strict noise and emission standards, particularly given that Tesla vehicles are electric and do not produce the exhaust or noise typically associated with internal combustion engines. The service center will also manage waste responsibly, with daily removal of old tires and a policy of not storing batteries on-site for more than 24 hours.

Access to the Tesla Delivery Hub and Service Center will be managed through existing driveways on Winnetka Avenue, Prairie Street, and Oso Avenue. Delivery trucks will have dedicated ingress via Oso Avenue and egress via Prairie Street, ensuring smooth operation and minimal disruption to public traffic. The reorganization of the parking lot and the removal of a landscape island and 81 parking stalls will facilitate efficient on-site circulation, particularly for auto-ship trucks. The installation of the perimeter fence and automatic gates will further enhance site security and manage access effectively.

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 of the community.

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

The subject property is located within the Chatsworth – Porter Ranch Community Plan area which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Chatsworth – Porter Ranch Community Plan Area Map designates the subject property for designates the site for Light Manufacturing land uses corresponding to the MR2 and M2 zones. The subject property's proposed (T)(Q)M2-1VL Zone is thus consistent with the General Plan's land use designation for the site. The property is not located within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

The proposed project is consistent with and meets the goals and policies of the **Chatsworth – Porter Ranch Community Plan**:

- 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.

- 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.

The Tesla Delivery Hub and Service Center will repurpose a vacant property, transforming it into a facility that meets the growing demand for electric vehicles and supports the City's sustainability goals. The project will create jobs, increase tax revenue, and provide a valuable service to Tesla customers in the region and the City as a whole.

Therefore, the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan.

**6. That the project will not create or add to a detrimental concentration of automotive uses in the vicinity of the proposed automotive use.**

The project proposes the adaptive reuse of an existing 118,784 square-foot multiplex theater building (Pacific Theaters) for a new Tesla Delivery Hub and Service Center. The project involves tenant improvements and exterior renovations to the existing multiplex theater building and site improvements including, restriping of the existing surface parking lot and new landscaping.

The closest auto-related uses are within one mile of the project site. The Tesla Delivery Hub and Service Center will repurpose an underutilized property, transforming it into a facility that meets the growing demand for electric vehicles and supports the City's sustainability goals. The project will create jobs, increase tax revenue, and provide a valuable service to Tesla customers in the region and the City as a whole. Thus, the project will not create or add to a detrimental concentration of automotive uses in the vicinity of the proposed automotive use.

**7. That based on data provided by the Department of Transportation or a licensed traffic engineer, ingress to, egress from and associated parking of the automotive use will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.**

Access to the Tesla Delivery Hub and Service Center will be managed through existing driveways on Winnetka Avenue, Prairie Street, and Oso Avenue. Delivery trucks will have dedicated ingress via Oso Avenue and egress via Prairie Street, ensuring smooth operation and minimal disruption to public traffic. The reorganization of the parking lot and the removal of a landscape island and 81 parking stalls will facilitate efficient on-site circulation, particularly for auto-ship trucks. The installation of the perimeter fence and automatic gates will further enhance site security and manage access effectively. The project will not increase the number curb cuts and driveways which will further reduce the development's impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists.

A Traffic Assessment Report dated October 30, 2023 was prepared by Linscott, Law & Greenspan, Engineers (LLG), in order to determine whether or not the proposed project would result in any significant effects relating to traffic. The LADOT Transportation Assessment Guidelines (TAG) set instructions for transportation assessments related to land use proposals and define significant impact thresholds for VMT across different areas of Los Angeles. For the North Valley Area Planning Commission, where the project is located, the

established thresholds are 9.2 daily Household VMT per capita and 15.0 daily Work VMT per employee. According to the VMT analysis by Linscott, Law & Greenspan, Engineers, the project is expected to generate 0.0 Household VMT per capita and 17.1 Work VMT per employee. However, with the implementation of Transportation Demand Management (TDM) strategies, such as transit subsidies, a ride-share program, and bike parking, the project's VMT would decrease to 0.0 Household VMT per capita and 14.8 Work VMT per employee. Consequently, the project is not expected to have a significant VMT impact. Subsequently, LADOT determined in its Transportation Study Assessment Referral Form dated November 14, 2023, that the project is not expected to result in any significant impact relating to traffic. The project will also be required to submit the final site plan for review by the LADOT to ensure that the project's design will not constitute a traffic hazard.

- 8. That any spray painting will be conducted within a fully enclosed structure located at least 500- feet away from a school or A or R zone, and that all spray painting will be conducted in full compliance with the provisions of Article 7, Chapter 5, of this Code, as well as South Coast Air Quality Management District Rules 1132 and 1151, regulating these installations.**

The project proposes the adaptive reuse of an existing 118,784 square-foot multiplex theater building for a new Tesla Delivery Hub and Service Center. The project involves tenant improvements and exterior renovations to the existing multiplex theater building and site improvements including, restriping of the existing surface parking lot and new landscaping.

The Tesla Delivery Hub and Service Center is designed to streamline vehicle sales, preparation, delivery, and service operations, offering a comprehensive experience for customers. The showroom will be open daily from 10:00 a.m. to 7:00 p.m., allowing customers to view models, take test drives, and explore features. Vehicles, built to order, will undergo final preparation, including software updates, washing, detailing, and charging, before being stored for customer pickup. The service center, operating weekdays from 8:00 a.m. to 6:00 p.m. and Saturdays from 9:00 a.m. to 3:00 p.m., will handle routine maintenance, including software updates, tire replacements, and minor repairs. Battery inspections will be done on-site, with replacements as needed, however no long-term battery storage will take place on site. No automotive spray painting operations will be included as part of the project. Furthermore, the grant has also been conditioned to prohibit any automotive spray painting operations.

- 9. That the applicant has submitted an appropriate landscape plan setting forth all plant materials and irrigation systems, and a written maintenance schedule indicating how the landscaping will be maintained.**

The proposed Tesla Delivery Hub and Service Center will repurpose an existing 118,784 square-foot multiplex theater building and its surface parking lot. The project includes a landscape plan that preserves the majority of the site's greenery, maintaining all existing perimeter landscaping, approximately 97 percent of the existing on-site landscaping, and approximately 94 percent of the existing on-site trees. The surface parking lot will be reorganized to create a Vehicle Sales Area for inventory, with the exception of one landscape island and 8 non-protected trees, which will be removed. The Preliminary Landscape Plan, identifies approximately 67,305 square feet of existing landscape area, including 183 non-protected trees, all of which will continue to be irrigated using the existing system and maintenance schedule.

**Environmental Findings**

- 10. Environmental Finding.** A Mitigated Negative Declaration (ENV-2023-4891-MND) was prepared and published for the proposed project. The proposed MND was circulated for a 20-day review and comment period, beginning on June 13, 2024 and ending on July 3, 2024. On the basis of the whole of the record before the lead agency, including any comments received, the lead agency finds that, pursuant to CEQA Guidelines Section 15074(b), 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 MND reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Department of City Planning at 201 North Figueroa Street, Los Angeles, CA 90012.
- 11. 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.



## **LOS ANGELES CITY PLANNING APPEAL FILING PROCEDURES**

Entitlement and CEQA appeals may be filed using either the Online Application System (OAS) or in person Drop Off at DSC (Development Services Center).

**Online Application System:** The OAS (<https://planning.lacity.org/oas>) allows appeals to be submitted entirely electronically online; fee payment is by credit card or e-check.

**Drop off at DSC:** Appeals of this determination can be submitted in person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

**Metro DSC**

(213) 482-7077  
201 N. Figueroa Street  
Los Angeles, CA 90012

**Van Nuys DSC**

(818) 374-5050  
6262 Van Nuys Boulevard  
Van Nuys, CA 91401

**West Los Angeles DSC**

(CURRENTLY CLOSED)  
(310) 231-2901  
1828 Sawtelle Boulevard  
West Los Angeles, CA 90025

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable Los Angeles Municipal Code provisions.

**An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination.** Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure that DSC staff members have adequate time to review and accept the documents, and to allow appellants time to submit payment.



QR Code to Online  
Appeal Filing



QR Code to Forms  
for In-Person Filing