

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.