



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- ☐ Area Planning Commission ☐ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: ZA-2018-2236-CU-CLQ-CDO CONDITIONAL USE, Q CLARIFICATION CDO PLAN APPROVAL

Project Address: _____

Final Date to Appeal: _____

2. APPELLANT

Appellant Identity:
(check all that apply)

- ☐ Representative ☐ Property Owner
☐ Applicant ☐ Operator of the Use/Site
☐ Person, other than the Applicant, Owner or Operator claiming to be aggrieved

☐ Person affected by the determination made by the **Department of Building and Safety**

- ☐ Representative ☐ Owner ☐ Aggrieved Party
☐ Applicant ☐ Operator

3. APPELLANT INFORMATION

Appellant's Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☐ Self ☐ Other: _____

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☐ No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? ☐ Entire ☐ Part

b. Are specific conditions of approval being appealed? ☐ Yes ☐ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ☐ The reason for the appeal ☐ How you are aggrieved by the decision
☐ Specifically the points at issue ☐ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Bijan Pouldar Date: 2/24/2021

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates)
Each case being appealed is required to provide three (3) sets of the listed documents.

- ☐ Appeal Application (form CP-7769)
☐ Justification/Reason for Appeal
☐ Copies of Original Determination Letter

b. Electronic Copy

- ☐ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- ☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- ☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION
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C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)**1. Density Bonus/TOC**

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
- ☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING**1. Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- ☐ Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- ☐ **1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee

- ☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- ☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- ☐ **2.** Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- ☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- ☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- ☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

- ☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

- ☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.
- ☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

Please note that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

-ATTACHMENT-
JUSTIFICATION FOR APPEAL

Case No.: ZA-2018-2236-CU-CLQ-CDO CONDITIONAL USE, Q CLARIFICATION
CDO PLAN APPROVAL

Project Address: 4005 N. Eagle Rock, Blvd

Date: February 24, 2021

Appellant: Bijan "Ben" Pouldar

I. The Action Appealed, Points at Issue, How Aggrieved, and bases or Error and Abuse of Discretion:

SUMMARY: This application was and is for the remodel of a facility into a green friendly convenience store and environmentally sound automatic car wash, that recycles almost all of the water it uses, and which will provide several Electric Vehicle charging stations. The Letter of Determination from the Zoning Administrator to which this appeal is made, incorrectly classified the automatic car wash as one that is prohibited by a Condition Q that explicitly does not allow manual self-served or non-automated car washes in this district. As indicated, however, the car wash at issue is an automated car wash and thus not prohibited. All other aspects of the Letter of Determination area also appealed as the denials of all requests were prefaced on the error and abuse of discretion by the ZA in ignoring and misreading this Condition Q. Also, the Planning Director should have made the determination, not a ZA, and the entire process took excessively long, at almost 3 years. It is, therefore, respectfully requested that all aspects of the Letter of Determination must therefore be reversed, or remanded for further consideration and approval. The bases for this appeal are more fully set forth below.

FURTHER BASES FOR APPEAL: In the spring of 2018, almost 3 years ago, this action was filed with the City. Through no fault of the applicant this application stalled and languished for an unacceptably long, what felt like an interminable, time.

It was initially filed as a request for a Zoning Administrator Interpretation in early 2018. It then languished until January 2019 when staff, after many meetings therewith, requested the applicant to convert the application to its current iteration as a request for clarification of a Q Condition, et al., and to instead have the Planning Director make the determination. Staff explained that one of the benefits is that a hearing would take place more quickly and more efficiently. Nevertheless, this application thereafter languished again, this time for almost 16 months until a hearing was finally held in May 2020; however, not before the Planning Director, but rather instead before a Zoning Administrator. This matter then languished again, this time for an additional 10 months, until the Letter of Determination which is the subject of this appeal was finally issued on February 5, 2021.

In the intervening 3 years the applicant met with the Neighborhood Council and the staff of then Councilmember for the District, Councilmember Huizar. The Land Use Committee of the Neighborhood Council met in a public hearing, voted, and recommended approval to the full Board of the Glassell Park Neighborhood Council, which expressed support of the community for this application. The staff of Councilmember Huizar, through several meetings with the applicant and in checking with stakeholders in the community, also expressed support, all during

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the time this application languished for almost 3 years.¹ Also during that interim 3 years the applicant’s representatives met with planning staff on several occasions, performed and provided substantial research into the legislative history of the Q Condition at issue. All of which clearly reflects that this application should have been granted in all respects, as a matter of law.

THE PLAIN LANGUAGE OF THIS Q CONDITION, THE GLASSEL PARK STUDY THAT LED TO THE Q CONDITION, AND OTHER LEGISLATIVE HISTORY REFLECTS THAT AUTOMATIC CAR WASHES ARE NOT PROHIBITED: The plain language of the Q Condition itself, as well as its background and legislative intent of this Q Condition. It clearly reflects that when it was enacted its intent, as it clearly states explicitly on its face, this Q Condition was only to preclude “self served” or “non-automated” car washes. Moreover, the evidence introduced at the ZA Hearing clearly shows this intended brand new state of the art car wash with environmentally friendly systems and which will be built to recycle and preserve almost all its water, and which prevent noise or other deleterious impacts, is not “non-automated” and is not “self served” – but rather is very clearly a fully automated car wash. For a description of how the car wash industry describes manual (self-served and or non-automated which would be prohibited by this Q) versus automatic (such as the one at issue here and thus not prohibited by this Q) see: <https://www.carwashadvisory.com/learning/carwashtypes.html>

A fully automated car wash is not prohibited by the Q Code in question. Glassell Park stakeholders and constituents were involved in studies and analysis leading up to the enactment of this Q Condition and made this clear. See attached. The ZA Letter of Determination ignores the distinction between fully automated like the one at issue here, and the prohibited “self-served” and “non-automated” that is explicitly identified as being prohibited. Giving effect to every word in a legislative enactment like this one is required by law in the form of the doctrine of statutory construction, and doing so here means to not ignore the distinction clearly drawn in the language of the Q, i.e. prohibit self-served or non-automated, but do not prohibit automatic car washes like the one here.

Any contrary conclusion constitutes an error and abuse of discretion by the Zoning Administrator. Notwithstanding the foregoing the Zoning Administrator nevertheless issued the Determination identified above which denied and dismissed the application for the following:

- a Clarification of Q Condition to clarify Condition No. 3 of Subarea 23 in Ordinance Number 181,062 pertaining to prohibited uses of “self-served” and “non automated” car washed; and
- a Conditional Use to permit deviations from development standards established by LAMC Section 12.22.A.28(b)(5) to allow hours of operation of 7:00 a.m.- 9:00 p.m., daily, in lieu of the otherwise allowed Monday-Friday, 7:00 a.m. - 7:00 p.m., and Saturday, 9:00 a.m. - 8:00 p.m. and Sunday, 11 :00 a.m. - 8:00 p.m. at a Commercial Corner location; and

¹ When the hearing finally got set to take place in May of 2020 some next door neighbors organized support to oppose the application, as is reflected in the Letter of Determination.

- Community Design Overlay (COO), a COO Plan Approval for the construction of a 1,250 square foot automated car wash and the equipment storage rooms separated and freestanding on the same site as an existing service station and convenience store and installation of three internally illuminated Wall Signs with individual channel letters reading "Car Wash", two non-illuminated metal Wall Signs reading "Entrance" and "Exit Only-Do Not Enter", one metal Directional Sign, one metal Instruction Sign, and one (1) internally illuminated plastic Menu Board Sign in cabinet;
- a Conditional Use Permit to permit deviations from development standards established by LAMC Section 12.22 A.28(b)(3) to allow a public address system

There are no facts and no law that support the denial of these requests in this application. Doing so constitutes an abuse of discretion and error by the ZA.

II. Further Grounds for the Appeal

The Appellant is aggrieved because the Zoning Administrator ("ZA") erroneously and abused her discretion when she determined that the automated car wash at issue here is included within the "Automobile Laundry (self-served or non-automated)"uses, prohibited by the Q condition. Since the automated car wash at issue here is neither "self-served" nor "non-automated", but rather is fully automated, it is not, and should not be determined to be, prohibited under the Zoning Designation [Q]C2-1 VL-CDO for this site.

As is clearly evident, the use sought is instead an automated car wash, which is allowed in this C2 zone. An automated car wash is a type of use explicitly not included in the prohibited uses enumerated under the site's "Q" designation for this zone.

The findings contained in the ZA's determination clearly reflect the ZA's error and abuse of discretion when she failed to conclude correctly that this car wash is not prohibited, and instead pointed to various possible interpretations by persons other than the Council that promulgated and enacted this Q Condition, rather than attempting to ascertain the legislative intent of this Council when it promulgated and enacted the Q Condition. The ZA simply ignores any rule of statutory construction, which is to give every word of a legislative enactment meaning and to avoid non-sensical or meaningless interpretations. To wit, the ZA states:

"There is no ambiguity in this language to the Zoning Administrator. The proposed car wash is not part of a facility that sells new automobiles and therefore is not an allowed use per the "Q." Regarding the difference between the proposed "automated" car wash and a "self-served or non-automated" car wash. One can argue that the proposed use is not "self-served" or "non-automated" since the proposed use is not a type of carwash where a customer manually operates a hose and the proposed use is a fully automated car wash and uses a structure that automatically jets water over the surface of the car without the owner needing to participate. Another can argue the proposed use is "self-served" and not a full service carwash as a customer will need self-pay at the self-service Pay Point kiosk, drive their car through the carwash, and then self-vacuum their car. There is no specific definition in the Los Angeles Municipal Code for automated or non-automated carwashes. The intent of the Cypress Park & Glassell Park "Q" conditions limits new and

expansion of automobile uses. There is no ambiguity in Condition No. 3 of Subarea 23 to the Zoning Administrator. Whether the proposed project was a self-served, or non-automated, or a full-service automated car wash, the proposed use would not be allowed. (Page 10, ZA-2018-2236-CU-CLQ-CDO CONDITIONAL USE, Q CLARIFICATION CDO PLAN APPROVAL)"

The ZA errs and abused her discretion in pointing to whether or not this car wash is part of a new car sales facility. That is irrelevant. The ZA errs in completely disregarding the distinction the legislation explicitly states when it describes as being prohibited "non-automated" and "self-served" car washes. The Council could have easily stated "all car washes" are prohibited by this Q Condition. But the Council did not enact a Q Condition that stated "all car washes" are prohibited, and instead chose to just prohibit certain types of car washes by this Q Condition, i.e. it solely prohibits "non-automated" and "self-served" car washes. Had the Council wanted to prohibit more broadly it knows how to do so and it knows what language to use. It did not do so here.

The ZA errs and abused her discretion by refusing to give meaning to the distinction this Council clearly intended when it enacted this Q Condition. This error and abuse of discretion is most evident in the quote from the page 10 of the ZA LOD, which the ZA states, as also set forth above: *"Whether the proposed project was a self-served, or non-automated, or a full-service automated car wash, the proposed use would not be allowed."* This is not a true statement. The error and abuse of discretion could not be more clearly stated than does the ZA when making that statement as the basis for denying the application.

The ZA wrongly states that full-service automated car washes would not be allowed under the Q Designation. The ZA erred with this determination because the language used in the Q Designation, the words "self-served or non-automated", on their face make it explicitly clear by contrast that "automated" car washes are not prohibited. Moreover, the Legislative History of this Q Designation also makes clear that the words "self- served or non-automated" in the Q Designation were carefully chosen so that it would not prohibit automated car washes. The 2009 Department of City Planning Recommendation [Staff] Report explains the goals intended when promulgating this Q Condition, and thus explains why the City was not interested in excluding any type of Automobile Laundry except "self-served or non-automated" car washes.

The ZA also states there is no specific definition in the Los Angeles Municipal code for automated and non-automated carwashes. However, the industry does define self-served, non-automated, and automated car washes. Rules of statutory construction allow us to assume that the Council knew and understood this and incorporated this understanding when it enacted this legislation. Please see the website hyperlink referenced above, and note the below definitions as used by the car wash industry:

Self-Served: The self-service car wash system does not follow procedures one finds in an automatic car wash. The car owner can also manage the resources required to clean the car since he or she decides the parts to give more attention, walks around the vehicle, and hand washes it generally while in a service bay.

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Non-Automated: Although rare to explicitly hear or use the term "manual" wash, it is more often implied through referring to washes that are non-automatic. These are washes where humans do the vast majority of the washing and cleaning process. Very similar to the concept of "self served".

Automated: By contrast, Automatics (In-Bay Automatics), or Rollovers to which they are often referred, can be found primarily in the following locations: Retail C-Store/Petroleum sites, Self-Serve/Automatic sites, and Stand-Alone Automatic sites. Automatic models can be friction, touch-free, or a combination of both cleaning methods. The common characteristic of these models is that the vehicle remains stationary in the wash bay while the automatic "rolls-over" the customer's car. The customer stays in the car, or someone else drives it through, but in any case the customer is not handling the spray house or walking around the outside of the car washing it by hand. The primary service offered with these machines is an exterior wash with throughput (the numbers of vehicles that can be washed) typically averaging 10 to 15 cars per hour. Customers generally pay for their services through an automated Pay Station (Autocashier) located at the entrance to the wash bay. These types of washes make up approximately 40% of the U.S. car wash market. The industry's definition of self-serve, non-automated, and automated carwashes all differ from each other. It is this type that is requested, and should be approved, here.

Therefore, the ZA has erroneously failed to include evidence as to the meaning intended when the Q Condition was legislated and should have ignored or refused to recognize that the automated use is not included within the prohibition of "Automobile Laundry (self-served or non-automated)" as intended by Zoning Designation [Q]C2-1 VL-CDO for this site. Moreover, in the absence of definitions in the Municipal Code to the contrary, and in the absence of any contrary legislative history from the Recommendation Report or the comments of the Neighborhood Councils, the language of the "Q" conditions must mean what they say, and not be expanded to mean something they do not say. They explicitly prohibit "Automobile Laundries" that are "self-served or non-automated,". They do not prohibit and therefore must permit those "Automobile Laundries" that are automated. Permitting the expansion of an existing business with a code-compliant amenity also satisfies Conditions 5 and 6, which contemplate small-scale expansion and modernization of pre-existing establishments.

The project location's unique zoning requirements originated in City Planning Commission case CPC-2008-3991-ZC, completed on November 12, 2009. In the establishment of the Cypress Park & Glassell Park Community Design Overlay (CDO) District the City Council directed the Planning Department to prepare "Q" zoning conditions to regulate certain specific auto-oriented uses deemed incompatible in the CDO. See attached.

Pursuant to City Council's request, the Planning Department Staff thereafter completed an extensive Recommendation Report, wherein they described the current state of the CDO and enumerated the issues-primarily, an excess of run-down automobile junkyards and other noxious uses in close proximity to residential areas-that the zone changes were meant to address and remedy. The Recommendation Report also included summaries of meetings between the

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Department's staff and the Greater Cypress Park Neighborhood Council and Glassell Park Neighborhood Council. The former expressed support for regulating an extensive list of auto-related and auto-oriented uses, but the latter instead expressed concern that deeming established businesses operating in good faith to be out of code compliance might push them out of the neighborhood, which was not a desired result. Notably, the Cypress Park NC's list of the types of uses it wished to regulate included no mention of "Automobile Laundries" or any other terms referring to car washes. Please also note, the Applicant and its Representative went before the Glassell Park Neighborhood Council Full Board and the Planning and Land Use Committee. The full board and the PLUC expressed conditional support for the Applicant's project (attached is the GPNC Letter of Support)

Furthermore, on the basis of the Department staff's evaluations and their consultations with residents, the Report concluded by enumerating the proposed "Q" conditions to regulate uses within the CDO. They generally prohibited new auto-oriented uses, but permitted pre-existing auto-oriented businesses to modernize and increase their floor area up to 20% from its original size without falling out of compliance. Please note that a gas station has been operating at this site since 1939, as stated in the ZA's Determination (ZA-2018-2236-CU-CLQ-CDO CONDITIONAL USE, Q CLARIFICATION CDO PLAN APPROVAL).

Ultimately, the Staff Report made clear that only "Automobile Laundries (self-served or non automated)" should be prohibited, and thus leaving the Zone to instead allow Automated Car Washes, like the one proposed in this instance.

Additionally, there were several inconsistencies with the ZA's determination compared to the reality of the proposed project. The Zoning Administrator's determination also stated that site has three existing ingress and egress points, and there will be one new ingress and egress point. However, that is untrue because all egress and ingress points are existing. Also, the ZA indicates that the project would jeopardize pedestrians, but the LA DOT assessment determined that there would be no increase in traffic, therefore, the Zoning Administrator's determination is not consistent with LA DOT indication. If there is no increase in traffic, there would be no increase in risk to pedestrians.

The ZA also stated the car wash would have no benefit to the community. However, there is very large amount of water waste runoff sustained when people wash their cars at home. The addition of this car wash can benefit the community by its ability to save and reuse almost all of its water, which is especially important during droughts that Los Angeles regularly experiences.

The refusal by the ZA to make the requisite findings was primarily due to the ZA's error and abuse of discretion in making the wrong decision finding the Q Condition prohibited automated car washes. All other denials flowed from that basic error, i.e. without the automatic car wash all other uses were denied by the ZA. The ZA should have separated them out, not made the other approvals dependent on the ZA's misreading of the Q Condition. There was no factual or legal basis to deny the CU, the CDO, or anything else. Those denials were due to error and abuse of discretion by the ZA. All aspects of the Letter of Determination are hereby appealed.

Additionally, there was an abuse of discretion due to the lengthy amount of time it took from the time the application was submitted to the issuance of the ZA’s determination. In March 2018 the Applicant was originally advised by the Planning Department to file Zoning Administrator’s Interpretation (“ZAI”). Therefore, the Applicant filed a ZAI application on April 19, 2018. Subsequently, the Applicant’s representative sent numerous follow ups with Planning, to which Planning was mostly unresponsive, to obtain the status of the ZAI Application. In November 2018 the Planning Department determined that a Q Clarification CDO Plan Approval application was required in lieu of the ZAI. The Applicant complied with this requirement and submitted the additional materials needed for the Q Clarification CDO Plan Approval in a timely manner (the materials were submitted by January 2019). Approximately 11 months later in November 2019 the Planner reached out with a checklist of materials that were required to be resubmitted as a result of the Planning Department’s inability to process this Application in a timely manner. The public noticing package expired and was amongst the materials required for resubmittal. The public noticing package is a very costly expense, and the Applicant already incurred the costs for a public noticing package when the application was originally submitted. Therefore, the fact that the original public noticing package expired due to the Planning department’s inactivity on the application resulted in the Applicant’s need to pay for another costly public noticing package.

The ZA Hearing for this case was on May 20, 2020 and the ZA Determination was issued on February 5, 2021, which was 9 months after the ZA Hearing was held. Therefore, the entire process from the date of the application submission (March 2018) to the date of Letter of Determination issuance (February 2021) issuance was almost 3 years. This length of time is excessive and without jurisdiction.

Furthermore, the Q Condition, promulgated and enacted in 2009 expired by its own terms and per LAMC 12.32 et al and et. Seq. prior to the ZA Letter of Determination and thus is null and void and cannot be used or imposed to prohibit this development.

Finally, the determination was not made by the Planning Director or per appropriate explicitly stated enforceable delegation of duties under the LAMC, but rather by a ZA, and thus the determination is null and void.

The length of time from filing to determination violated the LAMC, the Permit Streamlining Act, and the doctrine of Laches.

III. The Action Sought

Based on all of the foregoing reasons, as well as other issues and evidence that will be presented in this appeal and at this hearing as determined, the Appellant respectfully requests, pursuant to the applicable code sections of LAMC, a public hearing on this appeal; and, the Appellant respectfully requests that the City Council reverse or modify in whole or in part, the decision of the Administrator in order to address the concerns and issues and errors referenced herein, as well as those that will be presented at the hearing, find the Q Condition null and void, and thus grant the application in all respects, or reverse and remand for appropriate consideration. This appeal is directed to every appropriate appellate body, whether it be the Area Planning Commission, City Planning Commission, or the City Council, or other appropriate body.

Thank you for your consideration.

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planning.lacity.org

February 5, 2021

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CASE NO. ZA-2018-2236-CU-CLQ-CDO
CONDITIONAL USE, Q CLARIFICATION
CDO PLAN APPROVAL
4005 North Eagle Rock Boulevard
(3818-3822 ½ North Verdugo Road,
4005-4011 ½ North Eagle Rock
Boulevard)
Northeast Los Angeles Community Plan
Zone: [Q]C2-1VL-CDO
C.D: 14
D.M.: 156A217
CEQA: ENV-2018-2237-CE
Legal Description: Lot FR5, Tract 3441

Pursuant to the California Environmental Quality Act, I hereby FIND:

the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15061(b)(4) and 15270, as a project that is disapproved.

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W.4, I hereby DISMISS:

a Conditional Use Permit to permit deviations from development standards established by LAMC Section 12.22 A.28(b)(3) to allow a public address system;

Pursuant to LAMC Section 12.24 W.27, I hereby DENY:

a Conditional Use to permit deviations from development standards established by LAMC Section 12.22.A.28(b)(5) to allow hours of operation of 7:00 a.m.- 9:00 p.m., daily, in lieu of the otherwise allowed Monday-Friday, 7:00 a.m. – 7:00 p.m., and Saturday, 9:00 a.m. – 8:00 p.m. and Sunday, 11:00 a.m. – 8:00 p.m. at a Commercial Corner location;

Pursuant to LAMC Section 12.32.H, I hereby DENY:

a Clarification of Q Conditions to clarify Condition No. 3 of Subarea 23 in Ordinance Number 181,062 pertaining to prohibited uses; and

Pursuant to LAMC Section 13.08, I hereby DENY:

Community Design Overlay (CDO), a CDO Plan Approval for the construction of a 1,250 square foot automated car wash and the equipment storage rooms separated and freestanding on the same site as an existing service station and convenience store and installation of three internally illuminated Wall Signs with individual channel letters reading "Car Wash", two non-illuminated metal Wall Signs reading "Entrance" and "Exit Only-Do Not Enter", one metal Directional Sign, one metal Instruction Sign, and one (1) internally illuminated plastic Menu Board Sign in cabinet.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, and the statements made at the public hearing on May 20, 2020, all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find that the requirements for and prerequisites for granting a Conditional Use as enumerated in LAMC Section 12.24.W, a CDO Plan Approval as enumerated in Section 13.08, and a Q Clarification as enumerated in Section 12.32.H have not been established by the following facts:

BACKGROUND

The project site is a level, rectangular-shaped parcel of land with an approximate lot area of 27,484 square feet, located at the northeast corner of Eagle Rock Boulevard and Verdugo Road. The site has a frontage of approximately 120 feet on the north side of Eagle Rock Boulevard and 280 feet on the east side of Verdugo Road and. The property is zoned [Q]C2-1VL-CDO and designated for General Commercial uses under the Northeast Los Angeles Community Plan. The "Q" conditions on the site prohibits 100 percent residential development and limits residential density to the RD1.5 Zone, as well as imposed prohibitions on auto-related uses, electronic message display, pole, and pylon signs. The property is within the Cypress Park and Glassell Park Community Design Overlay.

The site is developed with an existing 1,976 square-foot service station built in 1939 and a 2,877 square foot convenience store built-in 1998. Major rebuilds of the site, including the addition of a pay booth, construction of a Gas Pump Canopy any retaining wall, and installation of canopy signs, were conducted in 1969 and 1983. The proposed project is the construction and operation of a 1,250 square-foot automated car wash.

The adjacent property to the north is zoned RD2-1-CDO and is developed with multi-family residential uses. The adjacent property to the east is zoned [Q]C2-1VL-CDO and is developed with multi-family residential uses. The properties to the south of the project site, across Eagle Rock Boulevard, are all zoned [Q]C2-1VL-CDO and are developed with commercial uses. The properties to the west, across Verdugo Road, are zoned [Q]C2-1VL-CDO and developed with commercial and multi-family residential uses. Additionally, the Glendale Freeway and project site are separated by multi-family dwellings to the north.

Eagle Rock Boulevard adjacent to the subject site to the south, is a Boulevard II, dedicated to a width of 110 feet along the property's frontage, and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Verdugo Road adjacent to the subject site to the west is an Avenue II, dedicated to a width of 86 feet along the property's frontage, and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Previous zoning related actions on the site include:

Ordinance No. 181,062 – Effective March 3, 2010, the ordinance retained [Q] Qualified Classifications prohibiting 100 percent residential development and limiting residential density to the RD1.5 Zone set forth in Ordinance No. 173,541 as well as imposed prohibitions on auto-related uses, Electronic Message Display, Pole, and Pylon Signs.

Ordinance No. 173,541 – Effective November 15, 2000, the ordinance set forth a [Q] Qualified Classification prohibiting 100 percent residential development and limiting residential density to the RD1.5 Zone.

Surrounding Properties Related Cases:

There are no related cases in the immediate vicinity.

AGENCY COMMUNICATIONS:

A correspondence was received from the office of Councilmember Jose Huizar, Council District 5, dated June 22, 2020, stating their office has received multiple inquiries/comments of opposition from residents regarding the project and requesting that any comments received from the residents be reflects in the administrative record and considered to the extent possible.

A correspondence was received from the Glassell Park Neighborhood Council Planning and Land Use Committee, dated February 19, 2019, stating support of the proposed project contingent to the operation hours be limited between 7:00 a.m. and 9:00 p.m. and stainless steel window openings as opposed to the galvanized.

PUBLIC CORRESPONDENCE

A correspondence was received from an Eagle Rock resident, dated June 23, 2020, stating there are three car washes on the same street and the project needs more studies.

A correspondence was received from an Eagle Rock resident, dated June 22, 2020, stating there are too many carwashes in close proximity: two business to the north, one block north (Eagle Rock/El Paso), one on Eagle Rock and San Fernando. Concerns with traffic on Eagle Rock Boulevard.

A correspondence was received from a law firm representing the owners of units adjacent to the site, dated June 5, 2020. The required findings cannot be made with substantial supporting evidence. The proposed location, size, height, and operation will not be compatible with the adjacent residential uses: non-Code compliant hours, traffic and noise impacts to adjacent residential uses; the applicant's assertion that there is no public address system makes no sense (is there a "help" button or a noise which tells vehicles to enter/exit); ingress/egress curb cut is immediately in front of the proposed car wash is 30 feet away from the adjacent residential driveway; question on how the applicant going to restrict vehicle entrance of this driveway; the assessment by LADOT that the car wash will not increase daily trips does not pass the smell test; noise impacts from queuing, equipment, possible public address system; no evidence of muffling equipment nor type of equipment proposed was submitted to the Zoning Administrator; proposed project is 15 feet in height however rendering shows the project is taller than the wall and do not show the proposed vacuums; correct renderings and plans should be submitted; and exhaust and fumes will increase and no study was submitted. Will not comply with the finding that the project will enhance the build environment in the surrounding neighborhood in regards to the proposed hours and the proximity to residential uses. Applicant has not submitted an appropriate landscape plan and cannot make the finding. Condition No. 3 of Subarea 23 in Ordinance Number 181,062 prohibits automobile laundry (self served or non-automated) and the project includes self-served vacuums and they are not allowed under the Ordinance. Class 32 exemption is not supported by substantial evidence and are for projects would not result in any significant impacts.

A correspondence was received from the owner of the residential property adjacent on Eagle Rock Boulevard, dated June 4, 2020, stating a summary of tenants and other adjacent residents. Concerns related to noise impacts from the following: car wash equipment and dryer blowers and the giant openings on each end disrupting the adjacent residents; three self-served vacuum outside of the car wash tunnel in the open landscaped area; all automated car wash has a PA system to prompt customers for service, check-out, or help button, and there is always a loud beep to alert the drive where to stop vehicle; lack of noise impact mitigation; and questions related to sound-proofing verification study regarding decibel levels. Concerns related to pollution impacts from the following: exhaust and chemical fume from the car wash; questions related to rooftop equipment; and aesthetic/visual pollution and need to see a true rendering. Concerns related to the proposed hours of operation and that it disrupts the adjacent neighbors. Concerns related to traffic: the intersection is busy and cars use Eagle Rock Boulevard to turn right that leads to the on-ramp of the 2 Freeway; there is a parking lane and a bike lane; addition cars entering/exiting the gas station will create more traffic at the already contested intersection and will block our driveway and result in more accidents and inconvenience; and questioning the applicant's statement during hearing stating that the car wash will result in zero increase in traffic as this is an ancillary service and not a destination car wash. Concerns related to the voluntary exit only: motorist will not abide; motorist use this to cut through and bypass the traffic signal; and many will use the curb cut near the traffic signal causing traffic and will be more dangerous. The ingress and egress to the project will create a traffic hazard and cause significant traffic. A correspondence was also received from the property owner, dated May 19, 2020, and also included questions related to the following: noise decibel levels type of equipment; maintenance; what type of studies have been conducted; how will recycled water be achieved; rendering; and estimated increase of traffic generated.

A correspondence was received from an Eagle Rock Boulevard resident, dated May 26, 2020. The letter provided background information of the community and a description of Eagle Rock Boulevard. There are many existing carwashes within a two to three-mile radius: Glen-Rock Carwash, Laser Carwash, Shell Auto Carwash, Glendale Classic Carwash, Carwash 100% Handwash, Sofspra Carwash, 3-G Lux Auto Spa, and Phil's Carwash. There are four driveways on the site, two on Verdugo Road and Eagle Rock Boulevard. Many will use the Eagle Rock Boulevard for ingress for the carwash because there is an island on Verdugo Road and a U-turn will be required from those coming from Glendale that will add more traffic at this busy intersection. Concerns regarding noise pollution, driveway location is too close to the adjacent residents that will cause traffic impacts and queuing/congestion, and existing driveways are too close to the intersection. Traffic study/analysis should be done. Look into adding a new traffic light at Avenue 41 and Eagle Rock Boulevard since a pedestrian was hit and killed. Limit the hours of street parking.

A correspondence was received from an Eagle Rock Boulevard resident, dated May 24, 2020, stating the following concerns: the car wash will create increase in noise, traffic, there is a coin operated car wash on the block that generates heavy traffic through the day and night, and extremely busy intersection of Eagle Rock Boulevard and Verdugo Road and queuing of cars making a right hand turn on Verdugo Road.

A correspondence was received from an Eagle Rock Boulevard resident, dated May 23, 2020, stating that they have severe allergies and concerns regarding pollution generated by the proposed car wash, as well as increased traffic blocking their driveway.

A correspondence was received from Eagle Rock Boulevard residents, dated May 19, 2020, stating they oppose the project with the following reasons: noise impacts, use of amplified speakers and proposed operating hours; gas fumes, chemical pollution from idling cars; and traffic, blocking driveway, accidents.

A correspondence was received from an Eagle Rock Boulevard resident, dated May 18, 2020, stating opposition and the following concerns: this is a quiet neighborhood and the proposed hours with residential properties next door is unreasonable; noise, fumes and pollution; and there was a fatal accident of a pedestrian crossing the boulevard.

A correspondence was received from an Eagle Rock Boulevard resident, dated May 16, 2020, stating opposition and the following concerns: major impact to the quality of life; already on a major street with traffic and noise; hard time resting/sleeping due to the noise from the street traffic, freeway, and gas station; already have a car wash two buildings down; and car wash will create increase noise and traffic.

PUBLIC HEARING

The Public hearing was held on May 20, 2020, at approximately 9:30 a.m. In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the Office of Zoning Administration Public Hearing was conducted entirely telephonically.

Ben Steckler, the project representative, introduced the project, entitlements, and went over the project presentation. He stated that the requested action is to add an automated carwash to an existing service station. The original request for hours of operation was from 6:00 a.m. to 10:00 p.m. On February 19, 2020, the Glassell Park Neighborhood Council asked the applicant to modify the request and recommended to operate from 7:00 a.m. to 9:00 p.m. and they accept the proposed hours. As stated in the hearing notice, requested action no. 2, the applicant is not requesting a public speaker system and is no longer needed. The car wash is located next to a retaining wall with the height of six feet at Eagle Rock Boulevard which steps up periodically as it goes back toward the north of the site. Retaining wall where the car wash is located is about 12 feet tall and behind the car wash is about 18 feet tall. The retaining wall is taller than a portion of the car wash. The heli tank will be in compliance with AQMD. There are four existing driveways in use. Mr. Steckler discussed the proposed design.

Kristina Kropp, on behalf of the owner for the 21-unit apartment building located adjacent to the proposed site, went over the procedural issues. Hearing notice cited wrong code section. Case file was not made available and because of that this hearing and project must held under advisement for sufficient amount of time for the public to view the entirety of the file. The Conditional Use findings for the project location site, height, and operation will not be compatible with and will adversely affect adjacent properties. No reason to deviate from requisite hours of operation. There are residential uses five feet away and concerns with noise, traffic, fume. Even the hours of 7:00 a.m. to 9:00 p.m. is inappropriate. There is no traffic study and traffic circulation has been done. DOT's assessment that an addition of car wash will not increase daily trip to even one car is beyond unreasonable. That is the whole purpose of the carwash to increase the competitiveness of the gas station and to attract new customers. The applicant believes that no one will enter the driveway entrance near the residential property. The people are going to enter where there is an entryway.

Adan Nazar, resident on Valley Vista Drive, stated in opposition of the project. The proposed hours of operation are rude and disrespectful to the neighbors and to the adjacent residential areas. There will be noise impacts and gas fumes. There is already traffic in the area with the current situation right now and adding a carwash will make it worse.

Morgan Richardson, resident on Valley Vista Drive, stated they overlook this property. Many have windows directly facing the project. There will be a lot of traffic and as the first speaker said there is no way the carwash will not be increasing the traffic. Unfair to those of us who have to live here. How is this not going to have any impact at our property values and our quality of life. There is a gas station just up the street. No reason to give exemption from environmental review or traffic study. The project should go through all of the process.

Rob Glushon, also on behalf of the 21-unit apartment building adjacent to the site at Eagle Rock Boulevard, stated the problem here is that the use. Has represented carwashes, but this a wrong location. Carwashes should not abut residential uses. Need advisement period extended to at least 3 to 4 weeks to allow the opportunity to see file documents that were not provided. Requested this prior to the hearing. Two questions to the applicant representative: 1) Without a loud speaker how will there be communication from the carwash to the customers? This will be the first automated carwash that does not have a speaker system. 2) What is the distance from the carwash equipment tunnel to the apartment units?

Queuing? Request the Zoning Administrator to talk to Frank Quon, who approved a conditional use for a drive through restaurant with Case No. ZA-2017-4754.

Adjacent resident on Eagle Rock Boulevard, stated the carwash be denied for the following reasons, noise impact (speakers), gas fume, chemical pollution, idle cars waiting, cars blocking the driveway. A pedestrian died in front of the street due to an accident with a car. Consider the environmental and health impact of the carwash.

Nathan, an adjacent resident, stated that the project is closer than five feet away from the apartment. The equipment room of the carwash is going to be right next to the wall. Fume and noise of the carwash is a few feet away from the bedroom. The driveway on the Eagle Rock Boulevard is already a huge danger. People are going to pull in from the adjacent driveway. Lack of traffic study and environmental review is not acceptable. There is a carwash four buildings away.

Zabel Temirian, resident on Eagle Rock Boulevard, stated there is traffic in the area already. There are cars parked in the driveway. There is a carwash three buildings from the building he resides. The gas station is already enough. Noise, loud music from the radio, and gas trucks affects our quality of life. Do not want to live in this situation. Already have enough because of the gas station. Do not approve this project. There is going to be a lot of accidents that other speakers have mentioned.

Ron, an adjacent resident on Eagle Rock Boulevard, stated that he is the most impacted residence. Is the resident that is directly next to the retaining wall. The windows of the kitchen, living room and the bathroom are less than a few feet away. The cars are waiting to get into the gas station and will be for the carwash. The noise impacts will be tremendous. This is not the right location when the cars will be idling next to the windows.

Vanessa Choy, the adjacent owner of two properties on Eagle Rock Boulevard, stated Eagle Rock Boulevard is a major street and this section of the boulevard is very busy as it connects to two major freeways. The carwash will increase the traffic and the backlog into the boulevard, blocking the driveways. On February 11, a young man died. There are homeless using the gas station in the evening. A carwash with hours to 9:00 p.m. will attract more homeless. The residents are concerned that the carwash will be five feet away. There is nothing in the documents that show the project addresses these issues. The renderings did not include the vacuums.

Stephen Jamieson, the lawyer representing the applicant, stated that the project has been pending for 22 months during that time the applicant made a great effort trying to address all concerns brought up by staff, in terms of traffic, noise and other issues. Have met and talked to a couple of the neighbors and their lawyer during the last three days. There is a lack of information and or miss information regarding this project which cause the fears. The fears are not based on the fact and studies done by planning and by the applicant. The issues can all be addressed. The carwash building is not as close as it has been portrayed. There will be more landscaping than there is now. The site has been utilized as gas station since 1930.

In response to the Zoning Administrator's question regarding queue, ingress/egress and signage, Mr. Steckler stated queuing will be in between an existing canopy and the store. It is at the north end of the site and away from Eagle Rock Boulevard and will be exit toward Eagle Rock Boulevard. It will allow two cars to queue. It is an axillary use because there is an existing gas station. The cars will queue going toward the north and toward the 18 feet tall wall. The circulation will be from the north end of the site and exit at Eagle Rock Boulevard. Regarding comments about the driveway closest to the residential property, will voluntarily add an Do Not Enter sign and Exit Only driveway. The gas station was there since 1939 as a services station use and other car related uses. This is an ancillary use to the gas station. This is not a free-standing carwash and is not anticipated to increase the traffic.

In response to the comments regarding a speaking box is common in carwashes, Mr. Steckler stated there are many carwashes that use a screen with a touch pad entry system, use a code and use a credit card at the pay station. The screen will prompt what to do. Would be able to submit documentation from other carwashes owned by the owner of this facility in order to prove that the noise will be reduced 10 to 15% decibels from the standard operations. There is a separation between the carwash and adjacent uses which include the retaining wall. Retaining wall is a noise barrier. Mr. Steckler stated they have a substantial landscaped area adjacent to the retaining wall and carwash tunnel. There is a separation between the retaining wall and the residential structure. The separation there with the drainage channel is over 18 inches wide that goes around the entire wall. There is a substantial distance between the retaining wall and carwash entrance/exit. The California Building Code requires the separation from structure to the retaining wall due to seismic activity. Equipment is all enclosed in the carwash tunnel itself so it would limit the sound coming from the carwash. There would be a short queue of two cars and the waiting time for each car would be approximately five minutes. Every five minutes one car will be exiting the carwash which would also address some of the safety hazard. This is an ancillary carwash and not a destination carwash. Early 2019, LADOT submitted their determination that there would not be any increase in the amount of cars. Can provide information that the noise impacts up to 20 decibels from the standard old carwash.

Regarding comments to mechanical issues and pollution from the cars, Mr. Steckler stated there will not be any fumes, because there are already fumes on the site. It is an existing service station for about 81 years. The mechanical equipment of the carwash is safer for the environment than then the older carwash. The water will be recycled 85 percent and the rest of the water will treated before it goes to the sewerage system.

Regarding clarification of the retaining wall, Mr. Steckler stated the retaining wall is 6 feet at the Eagle Rock frontage and it steps up 2.5 feet and at the proposed location, the retaining wall is about 12 feet. The carwash exit door is 10 feet and the carwash is approximately 15 feet tall. As the retaining wall goes back, it is taller than the building proposed. The bottom of the existing canopy is 16 feet tall and a portion of the existing canopy is 19 feet tall. The proposed carwash is actually lower than the existing structure on the site.

The Zoning Administrator closed the public hearing and stated that the case will be held under advisement for four weeks, pending the submittal of the following: submittal of landscape plans and irrigations plans with dimensions; submittal of plans with the architectural features and materials called out; include dimension of the entrance of the driveway to the adjacent residence; and any additional noise information. In regards to the concerns raised regarding the traffic study, there is a letter from DOT that states the proposed use does not warrant a traffic study.

Following the hearing, the applicant representative submitted a noise study, dated June 17, 2020, prepared by Sarah Taubitz of 45dB Acoustics. The noise study concluded that daytime hourly levels are not anticipated to increase by less than 1 dB with the proposed hours. As such, no additional mitigation recommended. The car wash will not operate past 9:00 p.m., nighttime sound levels will not change due to the proposed car wash. The representative also submitted a revised site plan with measruements of the tenant buidling to the edge of the car wash opening (over 20 feet), and to the vacuum (over 62 feet), and stated that there is a substantial difference in elevation between the tenant buidling and the car wash opening. It was also clarified that no voice commands will be made available at the PayPoint.

“Q” CLARIFICATION FINDINGS

The applicant is requesting to clarify the definition of Automobile Laundries (self-served or non-automated) adopted by Ordinance No. 181,062, which prohibits the proposed Commercial Use in Subarea 23. Pursuant to Section 12.32 H of the Municipal Code and City Planning Commission Guidelines, I hereby find the following:

1. The request is NOT consistent with the City Planning Commission Guidelines.

The City Planning Commission’s guidelines provide that an Amendment of the “T” Classification and Clarifications of the “Q” Classification or “D” Limitation may take place under certain circumstances, including:

- “g. Clarification of any word or term used in a condition, when such term is not defined in the Municipal Code or the clarification of the intent of any condition that is ambiguous.”

The applicant is requesting a “Q” Clarification of Ordinance No. 181,062, Subarea 23, Condition No. 3 that states:

“The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.”

The request is the clarification of the “self-served or non-automated” word or term used in the condition. The applicant states the Ordinance prohibits self-served or non-automated laundries and the proposed car wash is an automated car wash, not a self-serve or non-automated car wash. As part of the application, the project representative states that the proposed use is: “an automated car wash, which is allowed in this C2 Zone. An automated car wash is a type of use explicitly not included in the prohibited use enumerated under the site’s “Q” designation for this zone. The language used in the Q Designation, the words “self-served or non-automated”, on their face make it explicitly clear by contrast that “automated” car washes are not prohibited.”

The applicant seeks to build an automated car wash as an ancillary use to the existing fuel service station and convenience store on the project site. The Ordinance regulates new auto-related and auto-oriented uses and permits the expansion of an auto-related establishment existing on the effective date of the subject Ordinance up to 20 percent of the existing floor area. The “Q” Classification prohibits certain auto-oriented uses.

Condition No. 3 of Subarea 23 states the prohibition of:

“.....Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.”

There is no ambiguity in this language to the Zoning Administrator. The proposed car wash is not part of a facility that sells new automobiles and therefore is not an allowed use per the “Q.” Regarding the difference between the proposed “automated” car wash and a “self-served or non-automated” car wash. One can argue that the proposed use is not “self-served” or “non-automated” since the proposed use is not a type of carwash where a customer manually operates a hose and the proposed use is a fully automated car wash and uses a structure that automatically jets water over the surface of the car without the owner needing to participate. Another can argue the proposed use is “self-served” and not a full service carwash as a customer will need self-pay at the self-service Pay Point kiosk, drive their car through the carwash, and then self-vacuum their car. There is no specific definition in the Los Angeles Municipal Code for automated or non-automated carwashes. The intent of the Cypress Park & Glassell Park “Q” conditions limits new and expansion of automobile uses. There is no ambiguity in Condition No. 3 of Subarea 23 to the Zoning Administrator. Whether the proposed project was a self-served, or non-automated, or a full-service automated car wash, the proposed use would not be allowed.

2. **The amendment or clarification is NOT necessary in order to carry out the intent of the City Council in adopting the T or Q Classification or D Limitation.**

The Q Conditions and furthered by the goals of the Cypress Park & Glassell Park Community Design Overlay District is to regulate auto-related, auto oriented uses and other incompatible uses and encourage pedestrian oriented uses. The intent of the Ordinance for the Q was to limit and expand auto serving uses. The project is not consistent with the intent of the "Q" Conditions of approval but requires "Q" clarification to ensure consistency with the overall intent of the City Council's adopted Q conditions. The project is not consistent with the intent of the City Council action in adopting "Q" conditions, which was to prevent the establishment of new auto-related uses and expansion of auto-related uses within the District.

3. **The amendment or clarification WOULD HAVE an effect on adjacent property and WOULD result in a significant or substantial deprivation of the property rights of other property owners.**

The site is developed with an existing service station and a convenience store. The proposed project is the construction and operation of a 1,250 square-foot automated car wash. As evident by the public testimony and correspondence received from the adjacent properties, the approval of the "Q" Clarification of Ordinance No. 181,062 for Subarea 23 would result in a significant or substantial deprivation of the property rights of the adjacent residential property owners and occupants. The project proposes to clarify and allow the automated carwash use. Condition No. 3 currently prohibits the proposed use on the subject site within Subarea 23.

CONDITIONAL USE FINDINGS

4. **The project will NOT 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 site is a level, rectangular shaped parcel of land with an approximate lot area of 27,484 square feet, located at the northeast corner of Eagle Rock Boulevard and Verdugo Road. The site has a frontage of approximately 120 feet on the north side of Eagle Rock Boulevard and 280 feet on the east side of Verdugo Road and. The property is zoned [Q]C2-1VL-CDO and designated for General Commercial uses under the Northeast Los Angeles Community Plan. The "Q" conditions on the site prohibits 100 percent residential development and limits the residential density to the RD1.5 Zone, as well as imposed prohibitions on auto-related uses, electronic message display, pole, and pylon signs. The site is developed with an existing fueling service station and a convenience store. The proposed project is the construction and operation of a 1,250 square-foot automated car wash.

The applicant submitted the following requests for a Conditional Use to allow public address system; and a Conditional use to allow the hours of operation Monday-Sunday, 6:00 a.m. – 10:00 p.m., in lieu of the hours of operation of Monday-Friday, 7:00 a.m. – 8:00 p.m., Saturday, 9:00 a.m. – 8:00 p.m., and Sunday, 11:00 a.m. – 8:00 p.m. During the public hearing, the project representative Ben Steckler, stated they are modifying their operating hours from 7:00 a.m. – 9:00 p.m. as recommended by the Neighborhood Council. Mr. Steckler also stated they are no longer requesting a public speaker system and the entitlement is no longer needed. Therefore, the Zoning Administrator is dismissing the entitlement request for the public address system.

Although the request is for hours, as stating in Finding No. 1, the proposed carwash use is not allowed per the “Q” conditions as established by Ordinance No. 181,062. Therefore, the development of a use that is not allowed will not enhance the built environment in the surrounding neighborhood and will not provide a service that is beneficial to the community.

5. **The project’s location, size, height, operations and other significant features will NOT be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.**

The project is the development of a 1,250 square-foot automated car wash on a site that is currently improved with an existing fuel service station and convenience store. As stated in Finding No. 1, the proposed carwash use is not allowed per the Q. As the proposed use is not allowed, the project will adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

6. **The project DOES NOT substantially conform with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.**

There are eleven 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 LAMC requirements. The General Plan is comprised of the Framework Element, seven state-mandated elements, and four additional elements. The Framework Element establishes the broad overall policy and direction for the General Plan. The Land Use Element of the City’s General Plan divides the City into 35 Community Plans. The Northeast Los Angeles Community Plan designates the property for General Commercial land uses with corresponding zones of C1, CR, C1.5, C2, C4, P, and RAS3, and it is zoned [Q]C2-1VL-CDO. The proposed project is subject to the “Q” conditions as established by Ordinance No. 181,062 which prohibits the proposed use. The proposed project is not consistent with the following Objective of the Northeast Los Angeles Community Plan:

Objective 2-3: To minimize conflicts between auto-related and pedestrian-oriented activities and encourage use of public transportation in commercial areas.

The proposed project is an auto use that conflicts with pedestrian-oriented activity and does not fulfill the objective of the Community Plan. Moreover, the proposed carwash is not a use allowed per the “Q” Conditions as established by Ordinance No. 181,062. The “Q” Conditions and furthered by the goals of the Cypress Park & Glassell Park Community Design Overlay District is to regulate auto-related, auto oriented uses and other incompatible uses and encourage pedestrian oriented uses. Therefore, the project does not meet the purpose, intent, and provisions of the Northeast Community Plan and is a prohibited use per the “Q” Condition.

7. The Project WILL create or add to a detrimental concentration of automotive uses in the vicinity of the proposed automotive use.

The subject site is on a commercial corner developed with an existing fuel station and convenience store which has operated since 1939. The project includes the development of a 1,250 square-foot automated car wash. There is currently a car wash and an auto repair use, five lots to the west of the subject site. The Q Conditions and furthered by the goals of the Cypress Park & Glassell Park Community Design Overlay District is to regulate auto-related, auto oriented uses and other incompatible uses and encourage pedestrian oriented uses. The goal and intent of the Ordinance for the Q was to limit and expand auto serving uses and as stated in Finding No. 1, the proposed carwash use is not allowed. Ordinance No. 181,062 was established due to over-concentration of automotive uses in the area. Adding a use not allowed would add a concentration of automotive uses in the vicinity.

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

The site has an existing three and one new ingress and egress points. Based on the Traffic Study Assessment form dated January 22, 2019, the City of Los Angeles Department of Transportation indicated that the addition of an automated car wash to an existing service station will not create any new trips; therefore, the project will not create a traffic hazard or cause significant traffic congestion or disrupt vehicular circulation on adjacent streets.

9. 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 installation.

The project will not include a spray painting facility.

- 10. The applicant has NOT 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 project site has a 22.5-percent landscaped area. The proposed addition of an automated car wash includes the addition of three new landscaped areas, which surround the structure on the three exposed sides. As requested during the hearing, Zoning Administrator did not receive revised landscape plans and irrigations plans with dimensions.

- 11. That project approval will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity of the proposed project.**

The subject site is an existing commercial corner development with an existing fuel station and convenience store that has been operation since 1939. The existing fuel station and convenience store operates 24 hours, daily, except for the sale of alcohol in the store is limited to 6:00 a.m. to 2:00 p.m., daily. The project is the development of a 1,250 square foot automated car wash and the request is to allow hours of operation of 7:00 a.m. – 9:00 p.m., daily, in lieu of the otherwise required Monday-Friday, 7:00 a.m. – 8:00 p.m., Saturday, 9:00 a.m. – 8:00 p.m., and Sunday, 11:00 a.m. – 8:00 p.m. Although the site is already a Commercial Corner Development, the project is not an allowed use per the Q Conditions. Approval of the carwash, will intensify the site by adding a use that is not allowed as well as deviating from the required hours of operation and will add a detrimental concentration of a Commercial Corner Development in the vicinity.

COMMUNITY DESIGN OVERLAY FINDINGS

- 12. The project substantially complies with the adopted Community Design Overlay Commercial Guidelines and Standards.**

The Cypress Park & Glassell Park Community Design Overly Commercial Guidelines and Standards are related to site planning, building design, architectural features, landscaping, signage, and mechanical equipment. The request is to allow a CDO Plan Approval for the construction of the carwash. The Zoning Administrator cannot find that the project substantially complies with the CDO, as the proposed use is not allowed in the Qs of Ordinance No. 181,062, Subarea 23, Condition No. 3.

- 13. The structures, site plan and landscaping are harmonious in scale and design with existing development and any cultural, scenic or environmental resources adjacent to the site and the vicinity.**

See Finding No. 12.

FLOOD ZONE

14. 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 outside flooding.

APPEAL PERIOD - EFFECTIVE DATE

The Zoning Administrator's determination in this matter will become effective after FEBRUARY 25, 2021, unless an appeal therefrom is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of the Zoning Administrator's action, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. **Forms are available on-line at <http://planning.lacity.org>**. Public offices are located at:

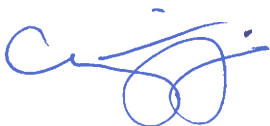
Downtown
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077

San Fernando Valley
Marvin Braude San Fernando
Valley Constituent Service
Center
6262 Van Nuys Boulevard,
Room 251
Van Nuys, CA 91401
(818) 374-5050

West Los Angeles
West Los Angeles Development
Services Center
1828 Sawtelle Boulevard,
2nd Floor
Los Angeles, CA 90025
(310) 231-2598

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.

Inquiries regarding this matter shall be directed to Adrineh Melkonian, Planning Staff for the Department of City Planning at (213) 978-1301 or adrineh.melkonian@lacity.org.



CHRISTINA TOY LEE
Associate Zoning Administrator

CTL:DL:NS:AM

cc: Councilmember Kevin de Leon
Fourteenth District
Adjoining property owners
Interested Parties

COVID-19 UPDATE

Interim Appeal Filing Procedures

Fall 2020



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

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

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

City Planning staff will follow up with the Appellant via email and/or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment



Scan this QR Code® with a barcode reading app on your Smartphone. Bookmark page for future reference.

City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

Applicant: CHEVRON FACILITY 9-0477 - POULDAR, BIJAN (B:323-2544250)
Representative: FIEDLER GROUP - STECKLER, BEN (B:213-3813243)
Project Address: 4005 N EAGLE ROCK BLVD, 90065

NOTES: This case changed from ZAI and CE.

ENV-2018-2237-EAF			
Item	Fee	%	Charged Fee
EAF-Initial Study to ND/MND *	\$5,774.00	100%	\$5,774.00
Publication Fee for ND/MND	\$676.00	100%	\$676.00
Case Total			\$6,450.00
ZA-2018-2236-CU-CLQ-CDO			
Item	Fee	%	Charged Fee
Director's Determination (DIR) Cases-Major (New projects adding more than 200 sq ft of floor area) *	\$6,500.00	100%	\$6,500.00
Clarification of Q or D Limitations (each) *	\$4,158.00	50%	\$2,079.00
Case Total			\$8,579.00
*Fees Subject to Surcharges			\$14,353.00
Fees Not Subject to Surcharges			\$676.00
Plan & Land Use Fees Total			\$15,029.00
Expediting Fee			\$0.00
Development Services Center Surcharge (3%)			\$430.59
City Planning Systems Development Surcharge (6%)			\$861.18
Operating Surcharge (7%)			\$1,004.71
General Plan Maintenance Surcharge (7%)			\$1,004.71
Grand Total			\$18,330.19
CREDIT INFORMATION			
ENV-2018-2237-CE (From Invoice No. 45580)			
Item	Fee		
Categorical Exemption (each) *	\$(373.00)		
Development Services Center Surcharge (3%)	\$(11.19)		
City Planning Systems Development Surcharge (6%)	\$(22.38)		
Operating Surcharge (7%)	\$(26.11)		
General Plan Maintenance Surcharge (7%)	\$(26.11)		
Case Credit Total			\$(458.79)
ZA-2018-2236-ZAI (From Invoice No. 45580)			
Item	Fee		
ZA Interpretation of Yard or Use Regulations-ZAI (yards and hillsides) *	\$(5591.00)		
Development Services Center Surcharge (3%)	\$(167.73)		
City Planning Systems Development Surcharge (6%)	\$(335.46)		
Operating Surcharge (7%)	\$(391.37)		

General Plan Maintenance Surcharge (7%)	\$(391.37)
Case Credit Total	\$(7,335.72)
Grand Credit Total	\$(7,335.72)

Total After Credit Applied	
Plan & Land Use Fees Total	\$9,065.00
Expediting Fee	\$0.00
Development Services Center Surcharge (3%)	\$251.67
City Planning Systems Development Surcharge (6%)	\$503.34
Operating Surcharge (7%)	\$587.23
General Plan Maintenance Surcharge (7%)	\$587.23
Total Invoice	\$10,994.47
Total Overpayment Amount	\$0.00
Total Paid (this amount must equal the sum of all checks)	\$10,994.47

Council District: 14
Plan Area: Northeast Los Angeles
Processed by KIM, STEVE on 01/14/2019

Signature: _____

LA Department of Building and Safety
LA DAVI 104198786 1/14/2019 10:05:03 AM
PLAN & LAND USE \$10,792.00
DEV SERV CENTER SURCH-PLANNING \$251.67

Sub Total: \$10,994.47

Receipt #: 0109989526



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



City Planning Commission

Date: November 12, 2009

Time: After 8:30 a.m.

Place: Room 1010 – City Hall
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: November 18, 2008

Appeal Status: Zone change is appealable by the applicant to City Council if disapproved in whole or in part.

Expiration Date: N/A

Case No.: CPC-2008-3991-ZC

CEQA No.: ENV-2008-3992-ND

Related Cases:

Council No.: 1,13, 14

Plan Area: Northeast

Specific Plan: N/A

Certified NC: Greater Cypress Park,
Glassell Park

GPLU: General Commercial,
Neighborhood Commercial,
Commercial Manufacturing,
Light Manufacturing, Limited
Manufacturing, Heavy
Manufacturing, Public
Facilities,

Zone: [T][Q]CM-1-CDO, [T][Q]M1-1-
CDO, MR1-1-CDO, [Q]MR-1-
CDO, PF-1-CDO, [Q]M1-1-
CDO, M1-1-CDO, CM-1-CDO,
M2-1-CDO, M3-1-CDO,
[Q]C1.5-1VL-CDO, [Q]C1-1-
CDO, [Q]C2-1VL-CDO, [Q]C4-
1VL-CDO, [Q]C4-1XL-CDO

Applicant: City of Los Angeles

Representative: City Planning

PROJECT LOCATION: The area generally bounded by the Los Angeles River and San Fernando Road to the west, the 110 FREEWAY to the south, various boundaries to the east including Isabel Street, Verdugo Road, Eagle Rock Boulevard and the 2 FREEWAY, and the boundary line between the City of Los Angeles and the City of Glendale to the north, all as depicted in the attached Ordinance Map/ Cypress Park & Glassell Park Community Design Overlay Map.

PROPOSED PROJECT: Various Zone Changes by adding/ modifying Q Condition Language to applicable Parcels Zoned Commercial, Manufacturing and Public Facilities within the Cypress Park & Glassell Park Community Design Overlay District to regulate auto-related, auto-oriented, and other incompatible uses. Multiple Zone Change Ordinances will be produced from this action.

REQUESTED ACTIONS: Pursuant to Section 12.32 of the Municipal Code, a **Zone Change** in multiple lots/ subareas by adding/ modifying Q Conditions language to regulate auto-related, auto-oriented, and other incompatible uses within the Cypress Park & Glassell Park Community Design Overlay District (CDO).

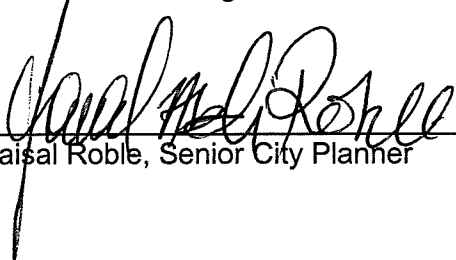
RECOMMENDED ACTIONS:

1. **Approve and Recommend** that the City Council Adopt Zone Changes in applicable Parcels Zoned Commercial, Manufacturing and Public Facilities, as shown in the attached tentative

Ordinance Maps and their corresponding proposed Q Condition Language, within the Cypress Park & Glassell Park Community Design Overlay District to regulate auto-related, auto-oriented, and other incompatible uses.

2. **Approve and recommend** that the City Council adopt Negative Declaration ENV-2008-3992-ND.
3. **Adopt** the attached Findings.
4. **Recommend** that efforts be made by the Mayor's Office Business Team, in coordination with the Community Development Department, and in consultation with Council Offices 1, 13 and 14, to assist business owners within the Cypress Park & Glassell Park Community Design Overlay (CDO) District so that financing opportunities are available to improve the appearance of existing structures consistent with CDO standards and policies.

S. GAIL GOLDBERG, AICP
Director of Planning



Faisal Roble, Senior City Planner



Jose Carlos Romero, City Planner
(213) 978-1180

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed Q Conditions are Part 2 of the adopted Cypress Park & Glassell Park Community Design Overlay (CDO) District approved by the City Planning Commission on January 28, 2009. The City Council on February 11, 2009 adopted an Ordinance (No. 180,561) which delineates the boundaries of the CDO District.

On December 14, 2007, the City Council adopted a motion directing the Planning Department to prepare Q Conditions as part of the Cypress Park & Glassell Park Community Design Overlay District to regulate auto-related, auto oriented uses and other incompatible uses and encourage pedestrian oriented uses. These auto related uses include, but are not limited to, auto repair, public storage, junk yards, and other similar noxious uses in the Cypress Park and Glassell Park neighborhoods. The Cypress Park & Glassell Park communities have historically housed auto repair and auto-related uses because the zoning allowed them, and because some of these auto-related uses provide services to the local community, predominately low- and moderate-income households. The subject project intends (a) to allow existing auto-related uses under a conforming status to continue their business operations and expand a maximum of 20 percent; (b) to prohibit the establishment of **new** auto related uses; and (c) to regulate other auto-oriented and incompatible uses within the Cypress Park & Glassell Park CDO District.

Overtime, the subject area has experienced land use changes, including a new State Park, the ongoing construction of a Los Angeles Unified School District (LAUSD) High School, the approval of a mixed use project and a Media Center complex; all this in portions of the previously known Taylor Yard area between San Fernando Road and the Los Angeles River. Moreover, the City has adopted programs such as the Cypress Park & Glassell Park Community Design Overlay District and the Los Angeles River Master Plan. The Northeast Los Angeles Community Plan adopted in 1999 sets forth objectives and policies aimed at transforming these communities into pedestrian friendly neighborhoods while encouraging environmentally friendly development due to their proximity to the Los Angeles River.

A Negative Declaration has been prepared and published. No adverse environmental impacts are expected as a result of the implementation of this project.

The subject project area is generally bounded by the Los Angeles River and San Fernando Road to the west, the 110 FREEWAY to the south, various boundaries to the east including Isabel Street, Verdugo Road, Eagle Rock Boulevard and the 2 FREEWAY, and the boundary line between the City of Los Angeles and the City of Glendale to the north, all as depicted in the attached Ordinance Map/ Cypress Park & Glassell Park Community Design Overlay Map Exhibit A1.

In preparing the subject case, staff created 42 subareas to address Q Condition language changes. These Q Conditions are consistent with adopted programs, fulfills the City Council Motion and also furthers the intent and purposes of the Northeast Los Angeles Community Plan. Furthermore, staff engaged both Greater Cypress Park and Glassell Park Neighborhood Councils and other stakeholders to listen and address the issues in this report.

LAND USE AND ZONING

The target Zone Change areas are parcels located along the following major corridors: North Figueroa Street, San Fernando Road, Cypress Avenue, Verdugo Road and Eagle Rock Boulevard.

- Target parcels along North Figueroa Street between San Fernando Road/ Entrance to 110 FWY and Theresa Street are designated for General Commercial and Commercial Manufacturing purposes. Subject parcels along this corridor are zoned [Q]C2-1VL-CDO and [T][Q]CM-1-CDO.
- Target parcels along Cypress Avenue between Pepper Avenue and Carlyle Street are designated General Commercial and Neighborhood Commercial uses, and zoned [Q]C2-1XL-CDO, [Q]C2-1VL-CDO and [Q]C4-1XL-CDO.
- Parcels along San Fernando Road between North Figueroa Street and the 2 FWY are designated for Public Facilities, Commercial Manufacturing, and Limited Industrial uses and zoned M3-1-CDO, [Q]M1-1-CDO, M1-1-CDO, CM-1-CDO, and MR1-1-CDO. A target parcel off of Idell Street east of San Fernando Road is zoned PF1-1-CDO and designated for Public Facilities uses.
- Target parcels along Verdugo Road between Cypress Park and Wawona Street are designated for Neighborhood Commercial, General Commercial, and Limited Industrial Uses. Properties along this corridor are zoned [Q]MR1-1VL-CDO, M1-1-CDO, CM-1-CDO, [Q]C2-1VL-CDO, [Q]C1-1-CDO, [Q]C1.5-1VL-CDO, [Q]C4-1VL-CDO, and [Q]C4-1XL-CDO.
- Parcels along Eagle Rock Boulevard between Cypress Avenue and York Boulevard are designated for General Commercial, and Limited Industrial Uses with their corresponding zones including [Q]C2-1VL-CDO, CM-1VL-CDO, and M1-1-CDO.

STREET CLASSIFICATION

North Figueroa Street a designated Major Highway in the City's General Plan and improved generally to a variable width of 100 feet.

San Fernando Road is a designated Major Highway in the City's General Plan and improved generally to a variable width of 60 feet to 80 feet at various segments along the thoroughfare.

Cypress Avenue is a designated Major Highway in the City's General Plan and improved generally to a variable width of 100 feet to 125 feet at various points along the thoroughfare.

Verdugo Road is a designated Secondary Highway from Cypress Avenue to Eagle Rock Boulevard, and a Major Highway from the 2 FWY to Wawona Street and improved generally to a variable width of 60 feet to 100 feet at various segments along the thoroughfare.

Eagle Rock Boulevard is a designated Major Highway, a Divided Major Highway II, and a Scenic Divide Major Highway II in the City's General Plan and improved generally to a variable width of 100 feet to 145 feet at various segments along the thoroughfare.

PHYSICAL SETTINGS AND CHARACTERISTICS

The Cypress Park & Glassell Park CDO covers approximately two square miles (over 1,300 acres) of land located east of the Los Angeles River, south of the Glendale City boundary and north of the Pasadena Freeway. The District includes a variety of parcel types, topographies, land use types and designations described in detail below.

Commercial Boulevards:

The Cypress Park and Glassell Park neighborhoods were historically developed around the prominent commercial boulevards: Figueroa Street, Cypress Avenue, Eagle Rock Boulevard, Verdugo Road and Fletcher Drive. Many of these streets included Pacific Electric railways and were developed with traditional neighborhood serving commercial buildings. Neighborhood villages evolved in areas such as Eagle Rock Boulevard (formerly Glassell Boulevard) near Avenue 34, Cypress Avenue near Avenue 28 and along Figueroa Street. These streets were primarily developed with one and two-story commercial structures that were built along the front property line at the public street with traditional store-fronts, pedestrian entrances and a high level of architectural detail and craftsmanship.

However, past decades have seen these boulevards function primarily as regional thoroughfares, connecting more prominent communities such as Glendale, Eagle Rock, Silver Lake and Downtown. While many structures that were built during the communities' early years remain, many have suffered neglect or have been altered in such a way that they are no longer inviting to pedestrian use or conducive to continued investment on the part of new businesses: store-front windows have been filled-in, sidewalk entrances have been removed in favor of rear facing parking lot entrances and architectural details have been removed rather than maintained. Furthermore, most new commercial projects along these boulevards have departed from the pedestrian oriented scale and site-planning paradigm established by earlier development. More contemporary commercial projects tend toward strip-mall style development intended to provide an ease of use for automobile users. With such projects, commercial buildings tend to be set back behind generous parking lots with sparse landscaping and buildings tend to be inundated with haphazard signage. There is little connection between buildings and their sidewalk and little relationship with surrounding development.

Industrial Strips:

The westerly portions of the Cypress Park and Glassell Park neighborhoods have historically been a hub of industrial activity. Developed along the Southern Pacific Railway and Taylor Yard site (formerly the City's largest rail yard) manufacturing uses have a long-standing precedence along the adjacent San Fernando Road corridor and surrounding area.

San Fernando Road - The San Fernando corridor features a complex mix of land uses and parcel types. To the west exists what was formerly the Taylor Yard site which consists of roughly 300 acres of massive industrial parcels (M1, M2 and M3 zones). This area was historically used as a railway transfer station, though today freight trains no longer stop at this destination. In 2000 the State of California acquired most of the site and has since partnered with the City in developing a park master plan. In 2006 the City Council adopted the Los Angeles River Master Plan which seeks to maximize community access to the waterway, provide recreation opportunities, preserve and enhance the quality of the surrounding watershed and maximize surrounding land uses and the Taylor Yard site is a significant opportunity site within that plan.

To date, the southern portion of this area is used as a Metrolink train yard and the northern portion has been developed with larger industrial buildings such as a FedEx facility. A large central portion of the Taylor Yard complex has been converted into an approximately 40-acre park with active recreation fields, trails and passive recreation landscape area and there are plans for further expansion of the park space. Plans are

also pending for a High School to the north of the existing park as well as for a large mixed use development north of the Metrolink site.

Industrial lots along the east side of San Fernando Road are mostly smaller 6,000 to 8,000 square foot lots that have been developed with smaller manufacturing buildings. Many undeveloped or sparsely developed lots have been developed with open-air automotive repair facilities, outdoor storage areas, recycling facilities and other somewhat noxious land uses. The eastern industrial parcels are immediately adjacent to R1 lots and much of the open-air land uses have created a significant impact to single family home occupants with regard to aesthetics, noise, odor and general safety. While sidewalk improvements along the western side of San Fernando Road, including landscaping, and decorative lighting have improved both pedestrian access to the existing park and the overall walkability of the Class II Highway, San Fernando Road is, itself a busy motorway that is in many places difficult, if not unsafe, to navigate as a pedestrian. Most structures that were originally built with pedestrian entrances and street-facing windows have been altered, most lots are concealed with all manner of fencing, and car traffic moves at high speed along the narrow strip throughout much of the day.

Verdugo Road/Eagle Rock Boulevard - The Verdugo Road/Eagle Rock Boulevard industrial strip consists of a narrow portion of land located between Verdugo Road and Eagle Rock Boulevard spanning from their junction with San Fernando Road at the south to Avenue 35 at the North. In Glassell Park's early years through the 1950's this area was largely undeveloped and functioned primarily as a watershed drainage basin with sparse development fronting Eagle Rock Boulevard. The strip was zoned for industrial uses in the 1960's and today most of the strip is developed with heavy industrial uses such as truck repair, machine shops and automotive repair, however along Verdugo Road a number of residential structures remain, creating a similar land use conflict as along the eastern side of San Fernando Road. Additionally this area features a number of traditional storefront-style buildings along Eagle Rock Boulevard that appear to be either vacant or used for non-commercial uses and have had their windows and doors filled in along the public street.

Multi-family Neighborhoods:

The majority of multi-family residential development within the district is small in scale and consists primarily of second and third dwelling units constructed on parcels that were originally developed with single family homes; duplexes, triplexes and four-flats. During the 1970's and 1980's when residential zoning provisions allowed for higher density development (generally R3) the district began to experience larger multi-parcel residential development that was substantially out of scale with adjacent uses and a radical departure from the architectural character of the neighborhood. In 1998, following the Northeast Los Angeles Community Plan update most of the multi-family residential areas were down-zoned to RD zones allowing only smaller-scale multi-family projects.

ISSUES

Concentration of auto related and other incompatible uses within the CDO District

Staff conducted a windshield survey along the main thoroughfares in the CDO District where there is a concentration of auto related and other incompatible uses (See Exhibit 4 –photos-). For instance, in a barely one mile stretch along North Figueroa Street from San Fernando Road to Theresa Street, there are 16 auto-related and auto oriented uses, including auto repair

businesses, service stations, a Home Depot and a Public Storage facility. Along Cypress Avenue and Avenue 28, there are non-conforming auto repair shops in residential zones and other auto-related uses (auto repair, smog check, tire shop) which operate in commercial zones. Along San Fernando Road, between North Figueroa Street and the 2 FWY, there are 20 auto related and auto oriented uses, including four (4) dismantling yards, two (2) car sales, a public storage, auto repair businesses and a trailer yard. San Fernando Road is a substandard Major Highway where some auto related businesses present visual blight; commercial and industrial uses are in close proximity to residential areas; and also this thoroughfare is in close proximity to the Los Angeles River and El Rio State Park. Along Verdugo Road there are mainly auto-repair and service stations facilities. Along Eagle Rock Boulevard there are also auto-repair uses and service stations.

Consistency and Compatibility with existing programs and zoning. Why Q Conditions?

As stated above, the Northeast Los Angeles Community Plan sets forth and calls for zoning actions to *"minimize conflicts between auto-related and pedestrian-oriented activities"* (Objective 2-3); *"allow for adequate allocation of land for auto-related uses"* (Policy 2-3.1); *"Encourage the formation of pedestrian-friendly shopping environments"* (Policy 2-3.2); and *"Require compatibility through design treatments, compliance with environmental protection standards, and health and safety requirements for industrial uses that adjoin residential neighborhoods and commercial uses"* (Policy 3-2.2).

As part of the Northeast Community Plan Revision which culminated with the adoption of the Northeast Community Plan in 1999, the City imposed Q Conditions prohibiting auto-related uses on various parcels along San Fernando Road. Those Q Conditions imposed as a result of the Plan Adoption in 1999 triggered a non-conforming status to some auto-related businesses existing at the time those ordinances were adopted; these businesses include dismantling yards, some auto-repair uses and a KIA dealership. Similarly, another Ordinance was adopted in 2003 affecting the southern portion of North Figueroa Street between the 110 FWY entrance and Cypress Avenue; this Ordinance also prohibits auto-related uses.

Therefore, there are some Q Conditions already prohibiting auto-related uses in some segments of San Fernando Road and Along North Figueroa Street (Sub areas 2, 8, 35, 36 and 37). However, the regulatory language of existing Q conditions is limited, for such language does not specify the uses prohibited. The subject project will retain existing prohibitions of auto related uses and will also modify or add new language to address prohibition of all inconsistent and incompatible uses.

This action will advance the purposes established in 1999 when the Northeast Community Plan was adopted. The City already has taken the steps to implement the Objectives and Policies of the Northeast Community Plan by adopting the Cypress Park & Glassell Park Community Design Districts and the River Improvement Overlay District or RIO Program, a part of the Los Angeles River Master Plan. These plan implementation tools foster a pedestrian oriented environment and have become a necessary reference for consistency and compatibility findings.

While most of the existing uses are permitted by the zoning designation (except for those under the status of non-conforming uses), the proposed Q Conditions seek to implement the Northeast Los Angeles Community Plan by regulating incompatible auto-related and auto-oriented uses with existing adopted programs which promote a pedestrian environment. Furthermore, the Q Conditions constitute a significant step in eliminating blight and seek to improve the quality of life in the Cypress Park and Glassell Park communities.

Opposing views of Neighborhood Councils

Staff learned that the Greater Cypress Park Neighborhood Council and the Glassell Park Neighborhood Council had opposing views regarding the subject Q Conditions. Staff met with both Neighborhood Councils and requested feedback on regulating auto related uses.

The Greater Cypress Park NC supports the Q Conditions.

The Greater Cypress Park Neighborhood Council provided a list of uses to be regulated by the Q Conditions.

The Greater Cypress Park Neighborhood Council area has the majority of auto related and auto oriented businesses within the Community Design Overlay District with approximately 64 % of the surveyed properties, including all dismantling yards. The Cypress Park Neighborhood Council supports regulating the following auto related and auto oriented uses:

- Automobile Assembly or Rebuilding
- Automobile Hoist
- Cargo Container
- Circus Quarters
- Concrete Batch Plants
- Product Manufacture Concrete
- Dumps for Earth or Garbage, Earth Import, Export, Excavation or Exploratory Core
- Drilling of Electronic Message
- Display signs or other similar signs where content is displayed electronically
- Freight Yards or Terminals
- Hazardous Waste Disposal Facilities
- Inoperable Vehicle
- Junk Yards
- Landfills
- Open Storage, including but not limited to junks and salvage items, pallets, rags, paper, crates, boxes and drums
- Public Storage
- Rave Tracks for automobiles, Equine or Motorcycles
- Rock, Gravel, or Sand Distribution
- Scrap Metal Storage, Processing, Bailing or Collecting
- Stockyards
- Recreational/ Residential Vehicle Parks
- Recycling Collection or buy back centers, including those that are incidental to Grocery Stores, mobile recycling center, including reverse vending machines.
- Recycling Material Storage, sorting and processing facilities
- Trailer Rental or Sale

The Greater Cypress Park Neighborhood Council supported uses that provide jobs such as Home Depot and uses with environmental friendly technologies.

The Glassell Park Neighborhood Council opposes regulations that would inhibit the ability of existing businesses to operate, sale or transfer the business to their families. Furthermore, the Glassell Park Neighborhood Council requested further evaluation of existing auto-related businesses and their ability to improve the facilities through financing.

Staff approach to this difference of opinions.

Staff conducted a survey of auto-related uses in the Cypress Park & Glassell Park CDO district and made an assessment of the facts. Some auto-related businesses located along San Fernando Road and North Figueroa Street operate under a non-conforming use status. This non-conforming status inhibits opportunities for business owners to expand or improve the facades of their facilities because financial institutions are reluctant to give loans to non permitted uses. Many of these businesses have survived for almost a decade since the adoption of the Northeast Community Plan in 1999.

Staff concluded that in order to improve the appearance of existing buildings, the city could grant a pre-existing status (as defined in the Q Condition Language) that will allow existing auto-related businesses to retain a conforming use and to expand a maximum of 20 percent, which will allow them to seek financing. This approach would offset the argument that the proposed regulations will deny any opportunity to existing business owners to operate, expand, and sell or inherit their businesses to their family members.

On the other hand, the Q Conditions will prohibit the establishment of new auto-related, auto oriented, and other incompatible uses in target areas. Staff observed that non-conforming uses have less potential for improvements and decided to enhance the regulations by allowing existing conforming uses to modernize up to 20 percent and thus conform to CDO standards.

Residential Areas

Residential areas prohibit commercial uses except for home occupations, and certainly prohibit auto-repair uses. Members of the Cypress Park community have indicated that certain clandestine auto related commercial practices are taking place in the residential neighborhood. In any case, this is an issue of code enforcement and any violation can be referred to the Department of Building and Safety for enforcement.

Issues from Public Hearing

- *Land use control to prevent an over-saturation of auto-repair uses, would be beneficial to the community because there are already too many*
- *Land use controls proposed by the Q-Conditions (as drafted at the time of the hearing) would be onerous and have a negative impact on existing businesses.*
- *The uses targeted by the Q-Condition are not consistent with the goals of the Northeast Community Plan, which promotes pedestrian orientation and the creation of vibrant commercial districts.*
- *Proposed Q-Conditions would render their businesses legally non-conforming, which would have negative ramifications regarding future financing, expansion and ongoing use.*
- *Two persons commented that they believed that the Q-Conditions were an attempt, on the part of the City, to render industrial and commercial land useless that that it could be more readily acquired for redevelopment.*
- *One person commented that some form of noise control is needed, specifically mentioning train and church bell noises as harmful.*

Existing Auto Related Regulatory Tools

Two citywide Ordinances currently regulate auto related uses in the City in addition to various sections of the LAMC.

Ordinance No. 178,382 amends provisions of the LAMC and sets forth development standards and operating conditions for automotive uses citywide. Also, this Ordinance sets forth a Conditional Use Permit requirement for a change of use into- or an expansion of automotive uses in the C2 zone or less restrictive uses that do not meet the development standards and operating conditions.

The Annual Inspection and Monitoring Program Ordinance which basically strengthens existing code enforcement compliance procedures for auto repair, spray painting, recycling collection, cargo container storage, junk yard, and similar related use operations. The business owner pays a fee to the Department of Building & Safety and an Inspector visits the site for Code compliance.

STRATEGY

Auto-related, auto-oriented and other incompatible uses are located in various zones within the subject area, primarily along the following thoroughfares: North Figueroa Street, San Fernando Road, Cypress Avenue, Verdugo Road and Eagle Rock Boulevard. The degree of concentration and the visual blight varies according to the use and the location.

This following strategy intends to implement the Council Motion, sets forth regulations compatible with existing programs, and furthers the intent and purposes of the Northeast Los Angeles Community Plan.

1. *Retain in target Commercial parcels existing Q Conditions not related to the subject project.* This is the case for multiple parcels where existing [Q] Conditions prohibit 100 percent residential development and densities are limited to the RD1.5 or R3 Zones. Add Q Condition language prohibiting auto-related, auto-oriented, and other incompatible uses as shown in Exhibit C.
2. *Retain prohibition of auto-related uses in Manufacturing zoned parcels where a [Q] Condition already exists for this purpose.* This would be consistent with the approval of the 1999 Northeast Los Angeles Community Plan Revision adoption and the subject Council motion.
3. *Impose Q Conditions according to each zone/ subarea to **prohibit new** auto-related uses and add language to regulate auto-oriented and other incompatible uses.*
4. *Existing auto-related uses operating as a conforming use at the time the proposed ordinance is adopted will enjoy a **"pre-existing" use** status which will allow them to seek financing, make improvements and grow up to maximum 20 percent of floor area.*
5. ***Any** expansion or exterior improvement of a "pre-existing" auto-related business will trigger compliance with the Cypress Park & Glassell Park Community Design Overlay District development and design policies.*
6. *Allow for job opportunities in certain uses/ parcels (Home Depot, KIA, lumber yard, and contractor's equipment yard) within the subject project area, for they are job providers and asset to the community.*
7. *Compliance with the intent and purposes of the Northeast Community Plan, LAMC, and the adopted Programs (CDO and RIO) will be enforced.*

CONDITIONS OF APPROVAL

Section 2. Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

Note: Please refer to the attached [Q] Conditions Table (Exhibit B) which will co-relate to the proposed Ordinance Map Subareas (Exhibit A2).

Section 3. The prohibitions specified in Section 2 of this Ordinance shall not apply to any building permit for which a vested right has accrued prior to the effective date of this Ordinance.

FINDINGS

General Plan Findings

1. **General Plan Land Use Designation.** The subject property is located within the Northeast Community Plan area which, was adopted on June 15, 1999 (pursuant to Council File 99-0711). The Northeast Community Plan gives various land use designations to the subject target subareas, including Commercial Manufacturing, Limited Manufacturing, Neighborhood Commercial, Community Commercial, and Public Facilities, each with their corresponding zones. The proposed Zone Changes which include adding or modifying Q Condition language to specific subareas as depicted in the attached Ordinance Maps are consistent with the existing General Plan Goals, Objectives and Policies.
2. **General Plan Text.** The following Northeast Community Plan's land use objectives are consistent with the proposed project:

Objective 2-3: To minimize conflicts between auto-related and pedestrian-oriented activities.

Policy 2-3-1: Allow for adequate allocation of land for auto-related uses.

Policy 2-3-2: Encourage the formation of pedestrian-friendly environments.

Objective 3-2: To provide for existing and future uses that contribute job opportunities for residents and minimize adverse environmental and visual impacts on the community.

Policy 3-2.2: Require compatibility through design treatments, compliance with environmental protection standards, and health and safety requirements for industrial uses that adjoin residential neighborhoods and commercial uses.

The Northeast Los Angeles Community Plan sets forth and calls for zoning actions to "*minimize conflicts between auto-related and pedestrian-oriented activities*" (Objective 2-3). The subject project allows for adequate allocation of land for auto-related uses (Policy 2-3-1) by regulating incompatible auto-related and auto-oriented uses with existing adopted programs which promote a pedestrian environment. Furthermore, the Q Conditions constitute a significant step in eliminating blight, eliminates drive-through development in a pedestrian oriented area, and seek to improve the quality of life in the Cypress Park and Glassell Park communities.

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

5. Zone Change Findings

The adoption of the zone changes which include adding or modifying Q Condition language to specific subareas as depicted in the Ordinance Map are consistent with the existing General Plan Goals, Objectives and Policies, and are in conformance with public necessity, convenience and general welfare, because the Q Conditions seek to further the Northeast Community Plan objectives and policies.

The proposed Q Conditions are consistent with existing programs that promote a pedestrian friendly environment such as the Cypress Park & Glassell Park, the Fletcher Square Community Design Overlay District, and the River Improvement Overlay or RIO, a tool that addresses land use, landscape and watershed issues along the LA River corridor. There is a general public benefit from providing a consistent zoning that furthers objectives and policies of the Northeast Los Angeles Community Plan as well as existing programs that foster and promote a friendly pedestrian environment.

A significant number of existing auto-related and auto-oriented uses are in conflict with a pedestrian oriented environment because they are incompatible with existing programs, many of these businesses operate in ways that create visual blight, incur in various code violations.

Commercial Zones. Q Conditions in commercial zones will prevent the establishment of new auto-related uses. Zones C1, C1.5 and C4 already prohibit auto-related uses, but other incompatible uses such as undesirable signage (Electronic Message Display Signs and Pole and Pylon Signs), and therefore further the Cypress Park & Glassell Park CDO and the objectives and purposes of the Northeast Community Plan.

Subareas with a C2 Zone include existing Q Conditions which prohibit 100 percent residential development and limit densities to the RD1.5 and R3 Zones. New Q Conditions prohibiting auto-related, auto-oriented and other incompatible uses are imposed in all parcels or subareas containing the C2 Zone, therefore furthering the objectives and policies of the Northeast Community Plan.

Commercial Manufacturing and Manufacturing Zones. Two subareas contain CM Zones, one along North Figueroa Street and Avenue 26, and the second one on Eagle Rock Boulevard and Verdugo Road. CM Parcels along North Figueroa Street include existing Q Conditions which prohibit auto-related uses, and additional Q Conditions prohibiting incompatible uses will be imposed. This action will minimize the conflicts between pedestrian activities and incompatible uses as set forth in the Northeast Community Plan Objectives and Policies. New Q Conditions are added to Commercial Manufacturing parcels along Eagle Rock Boulevard will be consistent with the Northeast Community Plan objectives and policies.

Manufacturing Zones (MR1, M1, M2 and M3) are located primarily along San Fernando Road (both sides) towards the Los Angeles River and along Verdugo Road. These Zones are the primary target of this case because, historically, uses on these parcels are incompatible with residential areas in both Cypress Park and Glassell Park communities, create visual blight and thus their uses are incompatible with pedestrian activities, and also because the bulk of these zones are located in close proximity to the Los Angeles River. Prohibition of auto-related, auto oriented, and other incompatible uses are outlined in most of the subareas containing these zones.

Staff took exception on two areas that provide a significant number of jobs and constitute a backbone for the local economy in terms of employment; these two sites are the Home

Depot site, and the KIA site. Upon request of community members and stakeholders, the Home Depot site was exempted from any Q Condition. The Home Depot site is located North of North Figueroa Street, east of Avenue 26 and southeast of San Fernando Road. The Home Depot facility is well maintained and in close proximity to the major thoroughfares, including the 110 FREEWAY.

The KIA dealership site is located on San Fernando Road and North Cazador Street. Currently, this site operates as a non-conforming use. The KIA site leases portions of adjoining properties to the north for business operations. Currently, KIA is in negotiations with the City of Los Angeles to lease City owned property south of the subject site to expand business operations, thereby creating job opportunities for local residents. Modification of existing Q Conditions language to the KIA site and a portion of the City owned property to the south to allow for business expansion and thus the provision of additional job opportunities for local residents, is in conformance with Policy 2-3-1 "Allow for adequate allocation of land for auto-related uses," and Objective 2-3-2 "To provide for existing and future uses that contribute job opportunities for residents and minimize adverse environmental and visual impacts on the community." Therefore, such action furthers the intent and purposes of the Northeast Community Plan.

8. **Environmental Findings (CEQA)** - For the reasons set forth in the proposed Mitigated Negative Declaration number ENV-2008-3992-ND, the project will not have a significant effect on the environment.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at the Cypress Park Recreation Center on Tuesday, November 18, 2008, at 6:30 P.M.

1. Present: Approximately 30 people attended the meeting and 16 provided their name and address on a sign in sheet.
2. Speakers: 11 people provided testimony.
3. Representatives of Council Offices 1, 13 and 14 were present.

Public Hearing Testimony Notes

Representatives from Council Offices 1, 13 and 14.

1. The representatives provided testimony and recommended support of the project.

SPEAKERS COMMENTS

Four persons acknowledge that some kind of land use control to prevent an over-saturation of auto-repair uses, would be beneficial to the community because there are already too many. However, three of these persons indicated that they felt the land use controls proposed by the Q-Conditions (as drafted at the time of the hearing) would be onerous and have a negative impact on existing businesses.

Three persons indicated that some form of land use control is needed to work in concert with the Cypress Park/Glassell Park Community Design Overlay, and that the uses targeted by the Q-Condition are not consistent with the goal of that plan, which promotes pedestrian orientation and the creation of vibrant commercial districts.

Three local business owners commented that the proposed Q-Conditions would render their businesses legally non-conforming, which would have negative ramifications regarding future financing, expansion and ongoing use. These business owners indicated a desire and willingness to have a positive impact on the community and questioned whether an inability to finance or make facility improvements, because of the Q-Condition, would help with this goal.

A representative from an ATS Towing facility indicated that the Q-Condition would be unnecessary and have a negative impact on his business. ATS facilities are closely monitored by the LAPD Commission, and are required to make annual facility upgrades and meet rigorous operational standards per that commission. Such facilities are also confined to specific geographic locations, and a prohibition per the Q-Condition would make it impossible to operate.

Two persons commented that they believed that the Q-Conditions were an attempt, on the part of the City, to render industrial and commercial land useless so that it could be more readily acquired for redevelopment.

One person commented that some form of noise control is needed, specifically mentioning train and church bell noises as harmful.

Neighborhood Council Meetings

Staff attended Neighborhood Council meetings with both Glassell Park and Greater Cypress Park. Glassell Park NC expressed great concerns about affecting existing auto-related businesses and the potential inability of business owners to improve their facilities and transfer family investments to their children or relatives. Glassell Park NC members ask for financial opportunities and also a chance for business owners to "clean up" their operations.

The Greater Cypress Park NC supported the Q Conditions and expressed concerns that residential areas are used to host auto-repair uses in garages, accessory structures or driveways, creating a negative impact on these residential areas. Also, a member of the NC suggested that the City provide training programs on how to handle disposable or recyclable waste (oil and other fluids) so that business operators do not dump such residues in the sewer system.

Glassell Park / Cypress Park CDO

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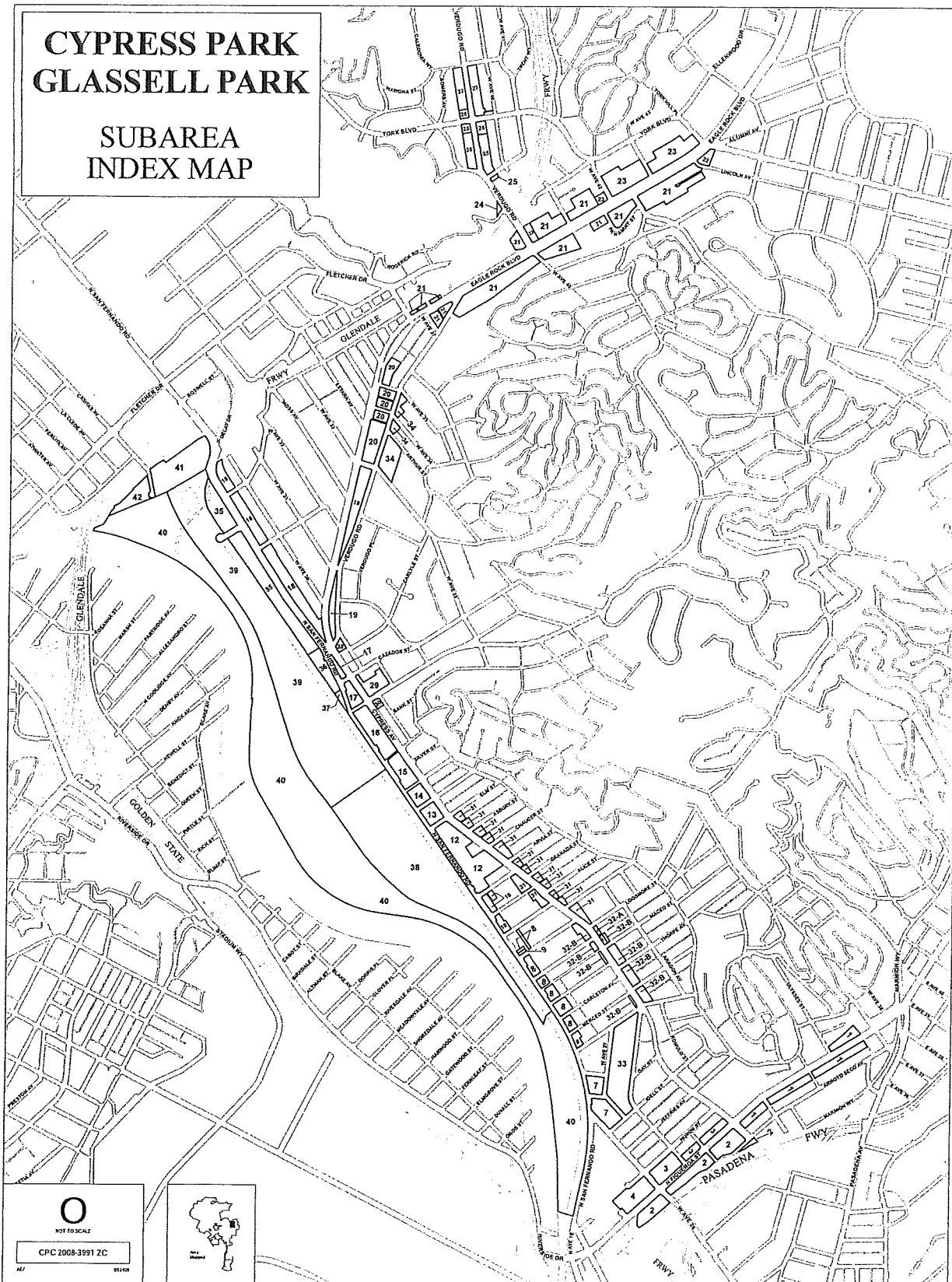
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ALL TOWNS AND HEIGHT DISTRICTS IN THE AFFECTED AREA REMAIN THE SAME. SUPER GRID WAS ADDED BECAUSE AREA IS NOW INCLUDED IN A COMMUNITY CENTER OR, RURAL DISTRICT. ALL TOWNS ARE FOR LOW ELEVATION (UNDER 1000 FEET) WHILE NOTED.

CYPRESS PARK GLASSELL PARK

SUBAREA INDEX MAP




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 1/11

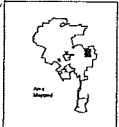


Exhibit A2



ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.

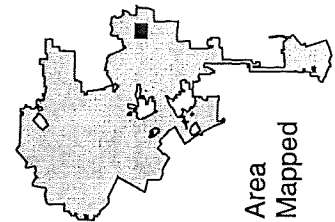


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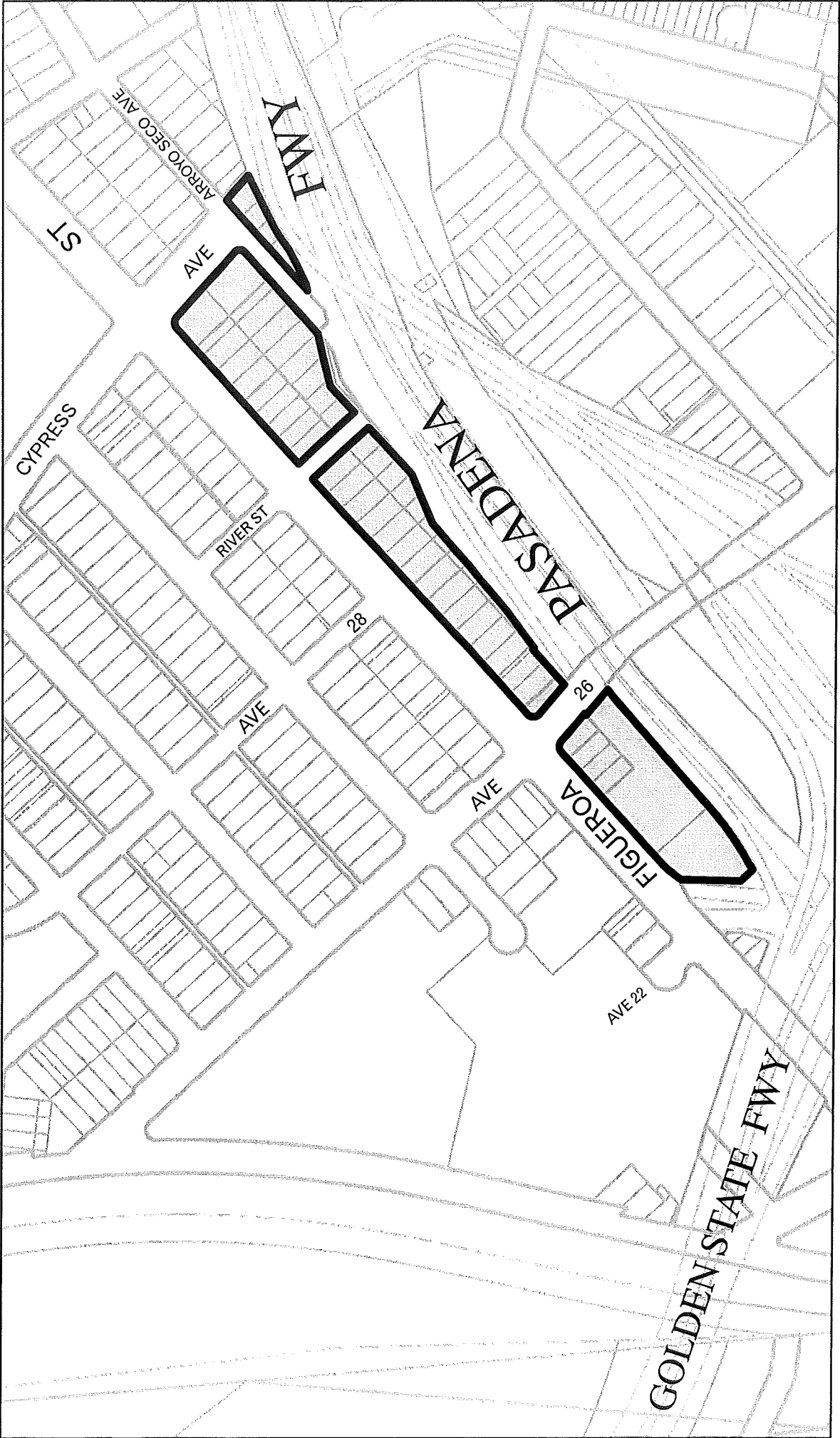

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D.M. 142.5 A 221, 144 A 221, 144 A 223
CPC 2008-3991 ZC

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D.M. 141 A 219, 142.5 A 219, 142.5 A 221

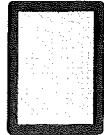
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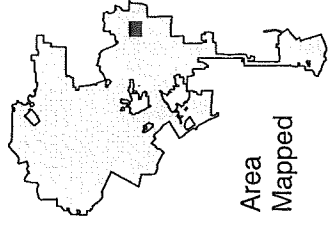
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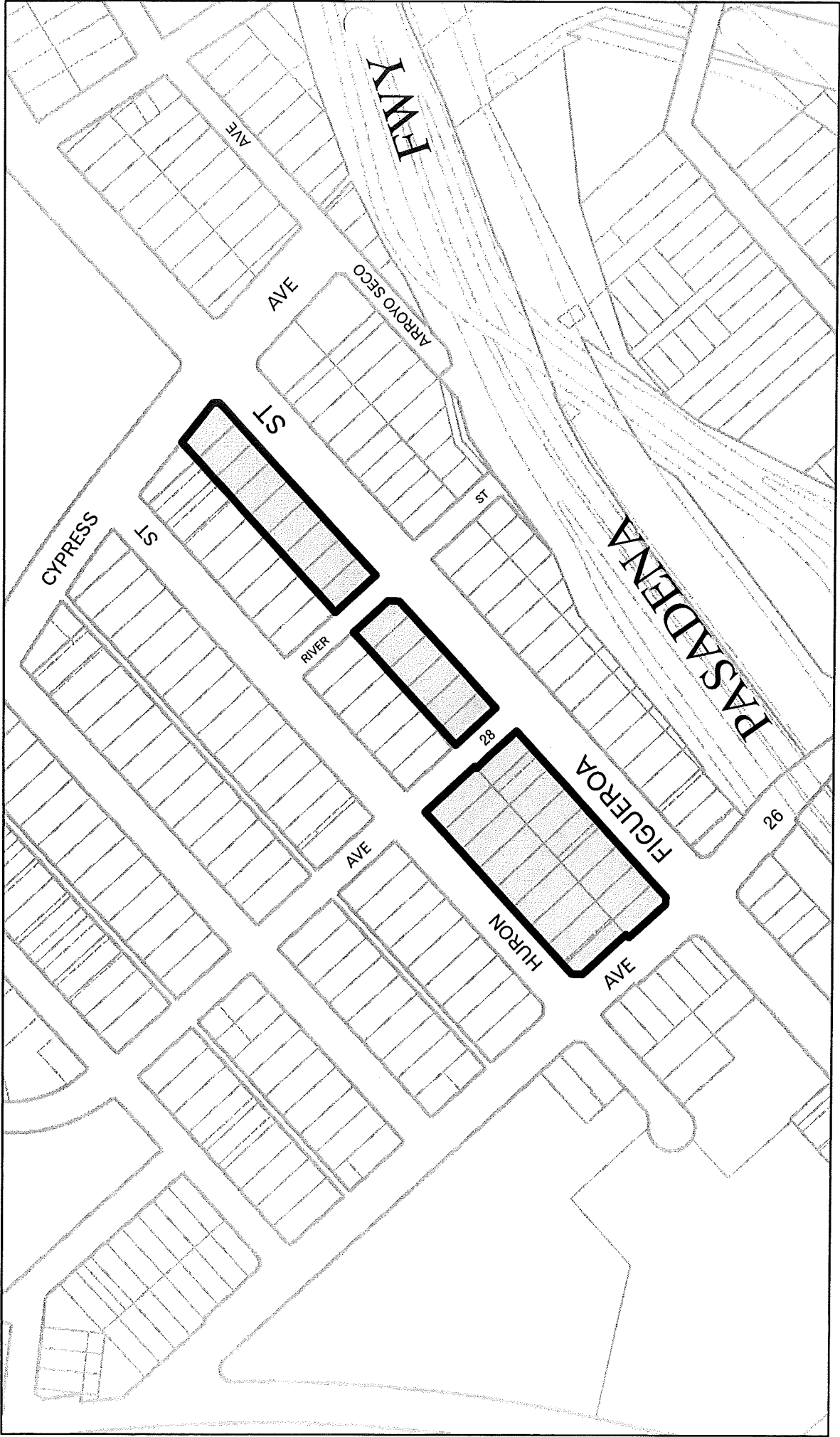
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ALL SUBAREA BOUNDARIES FOLLOW
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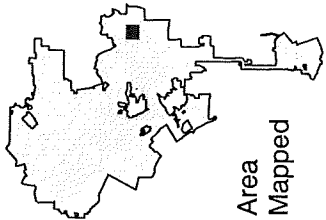
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CPC 2008-3991 ZC

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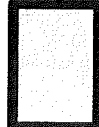
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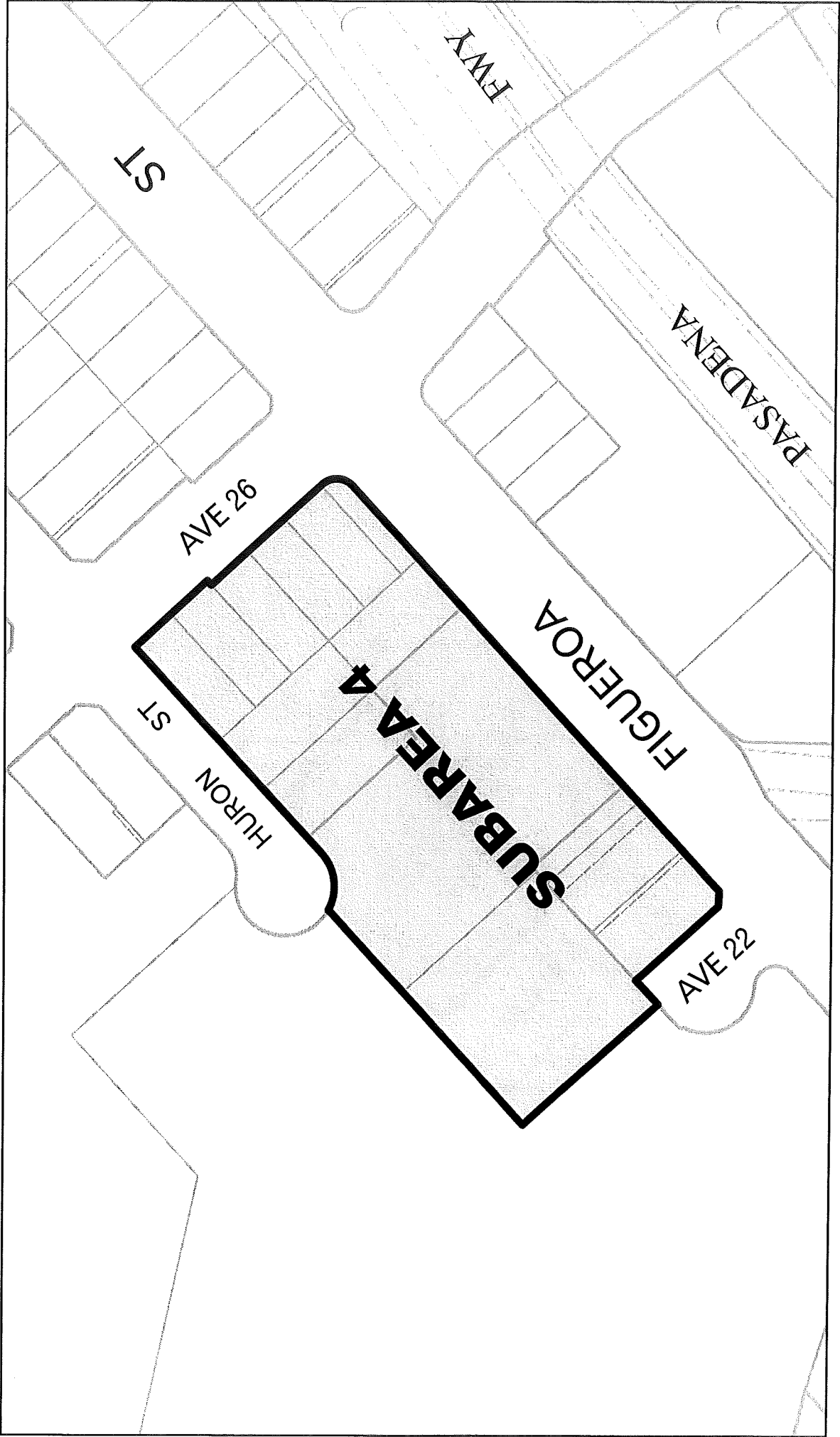


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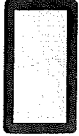
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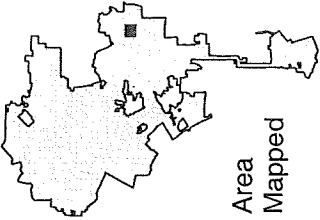
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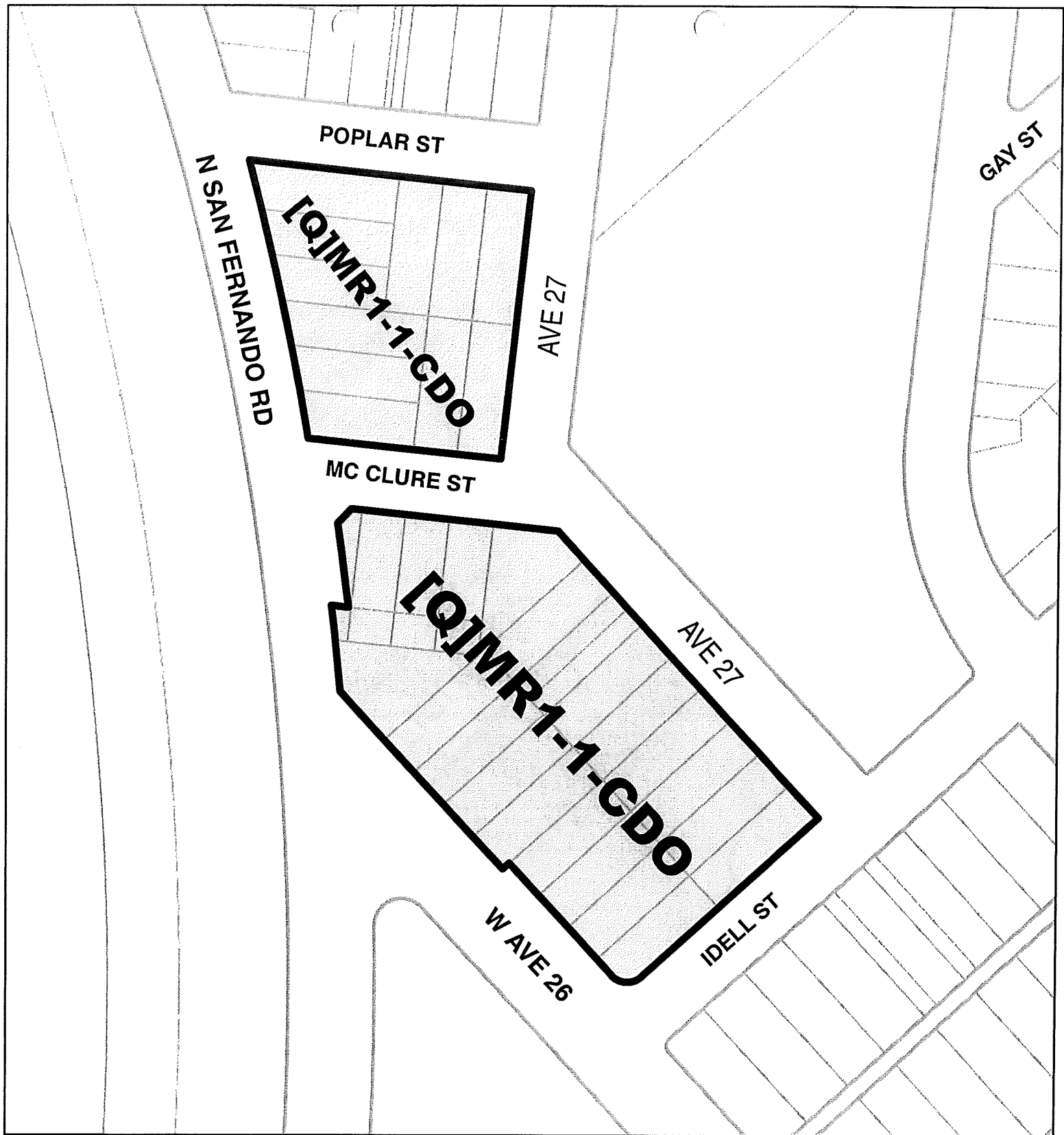
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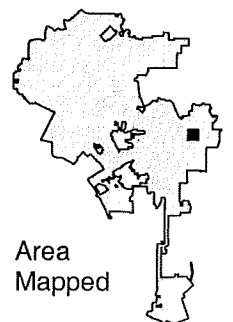
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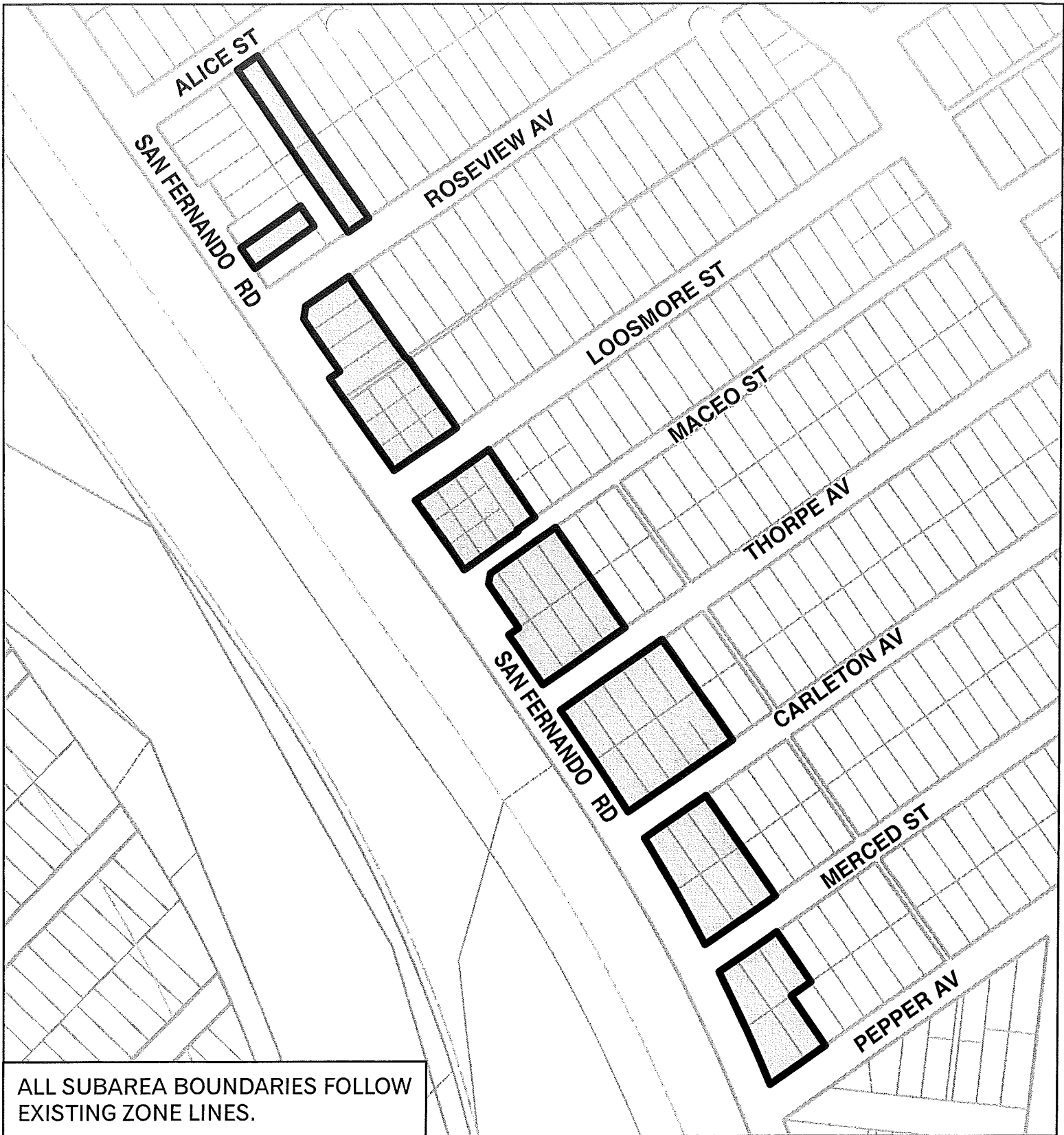
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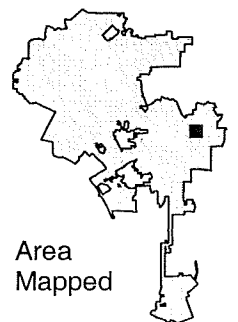
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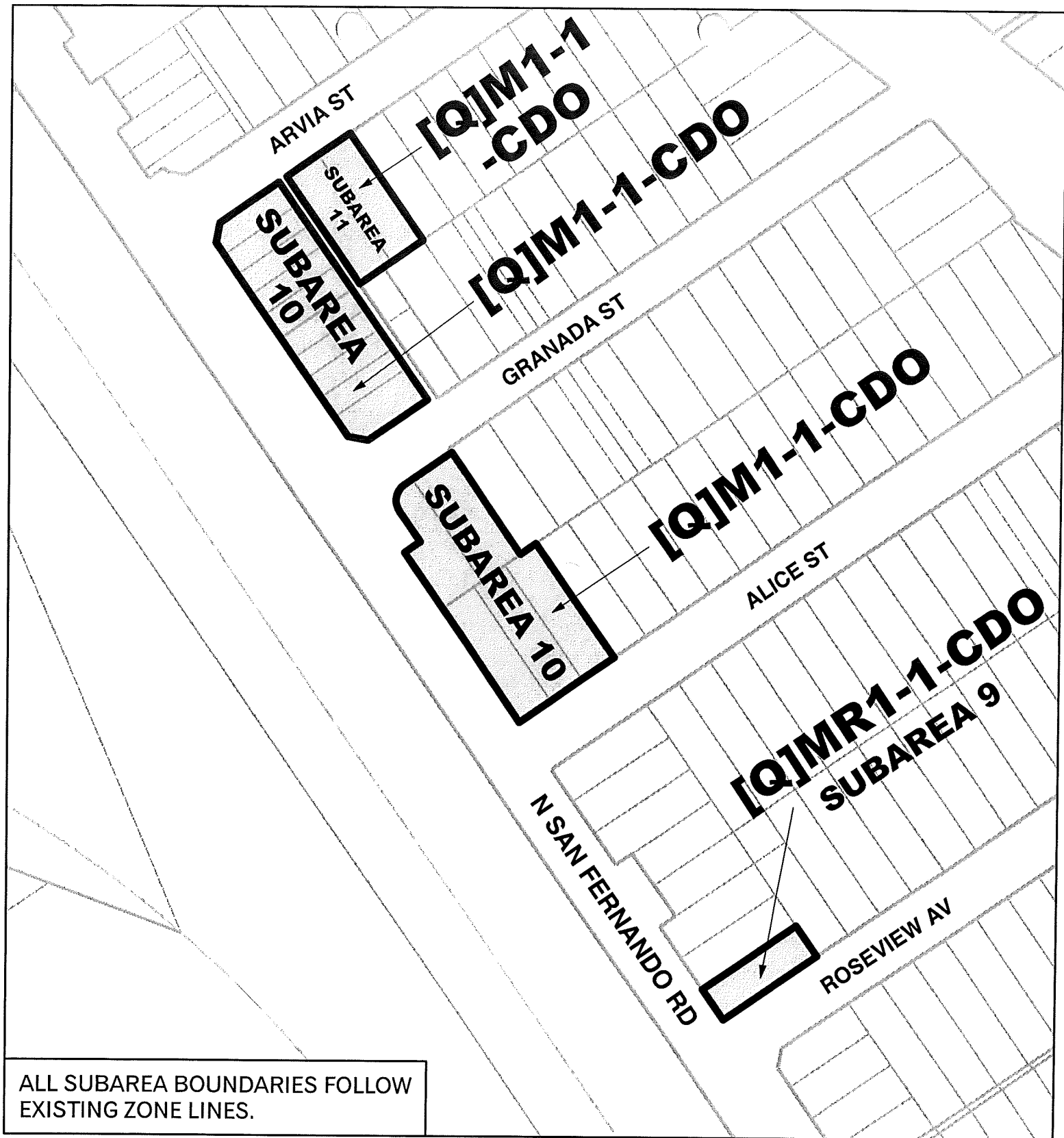
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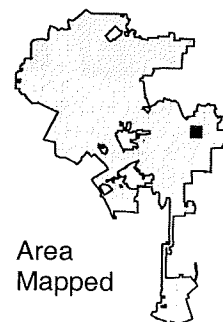
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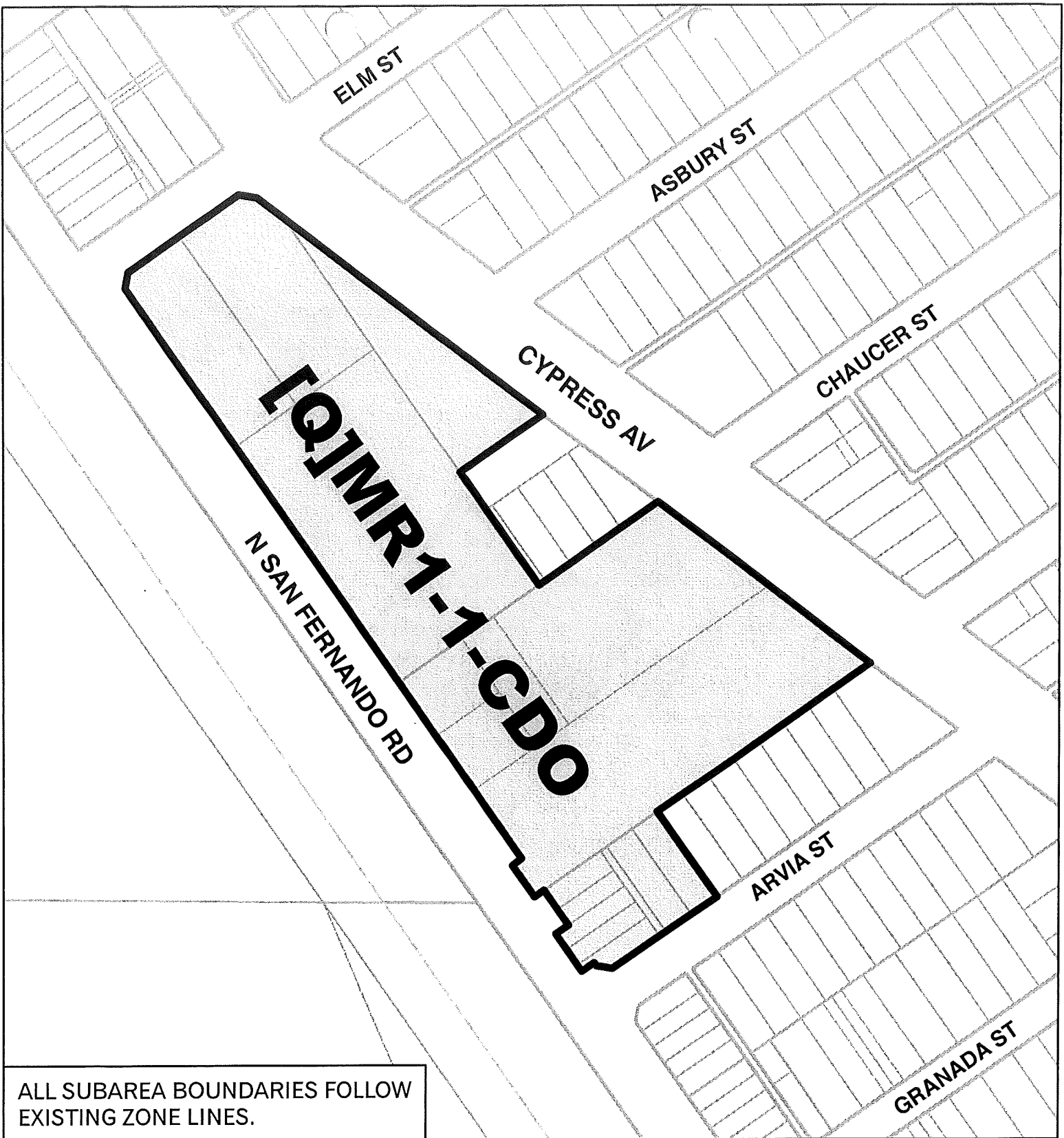
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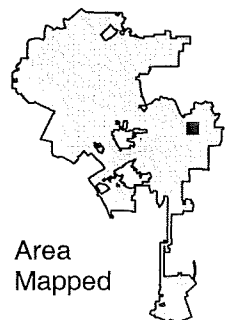
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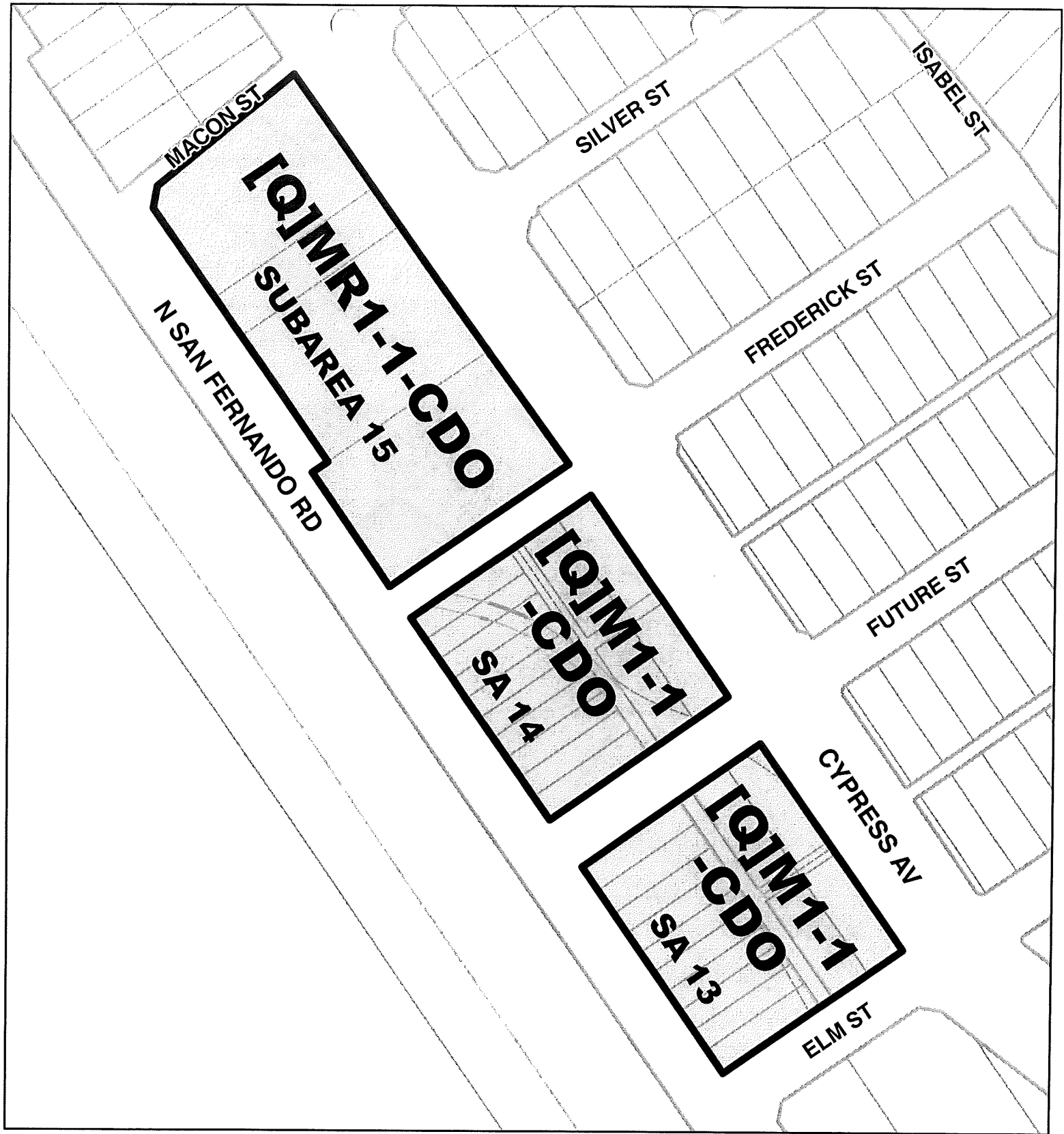
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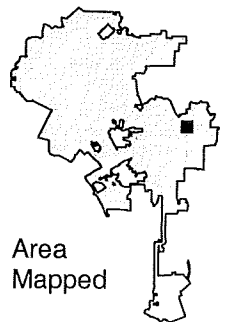
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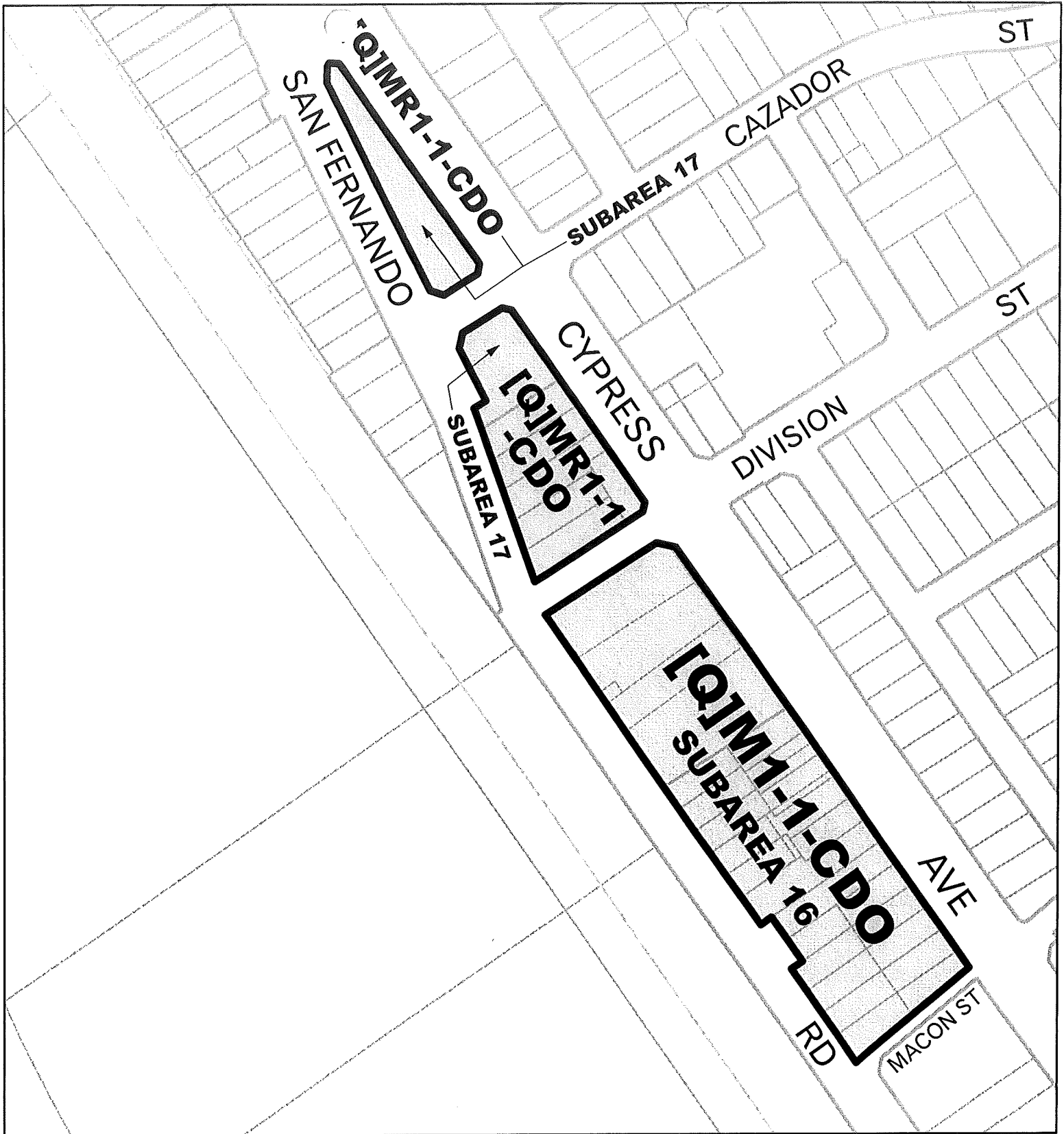
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D.M. 147 A 215, 147 A 217, 148.5 A 215, 148.5 A 217	CPC 2008-3991 ZC
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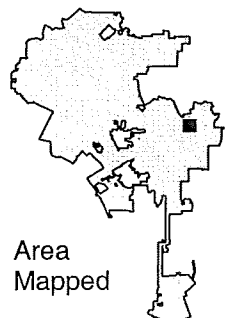
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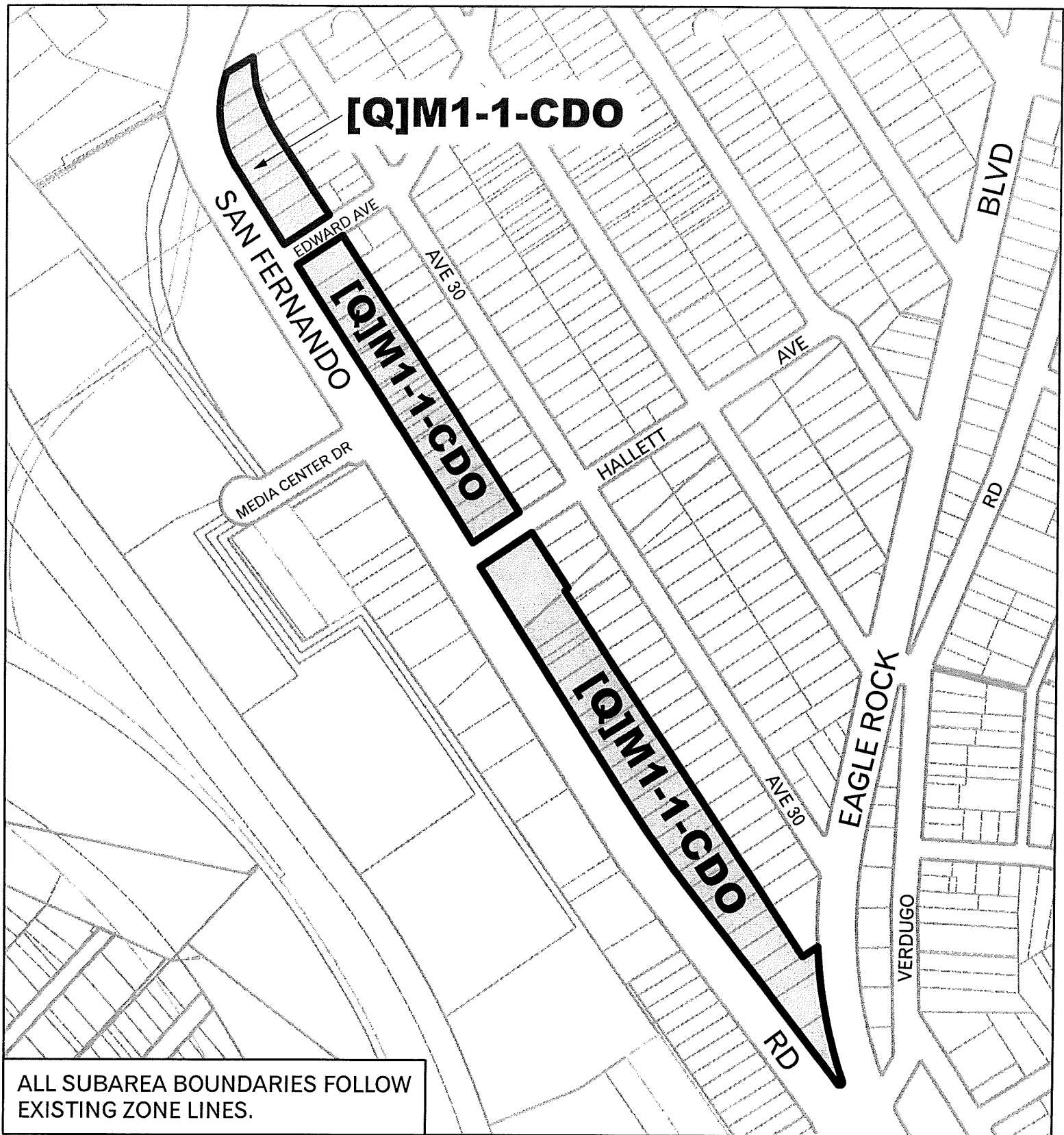
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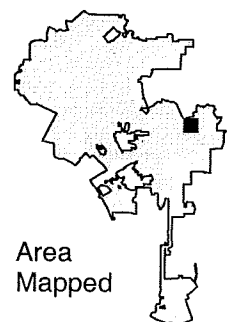


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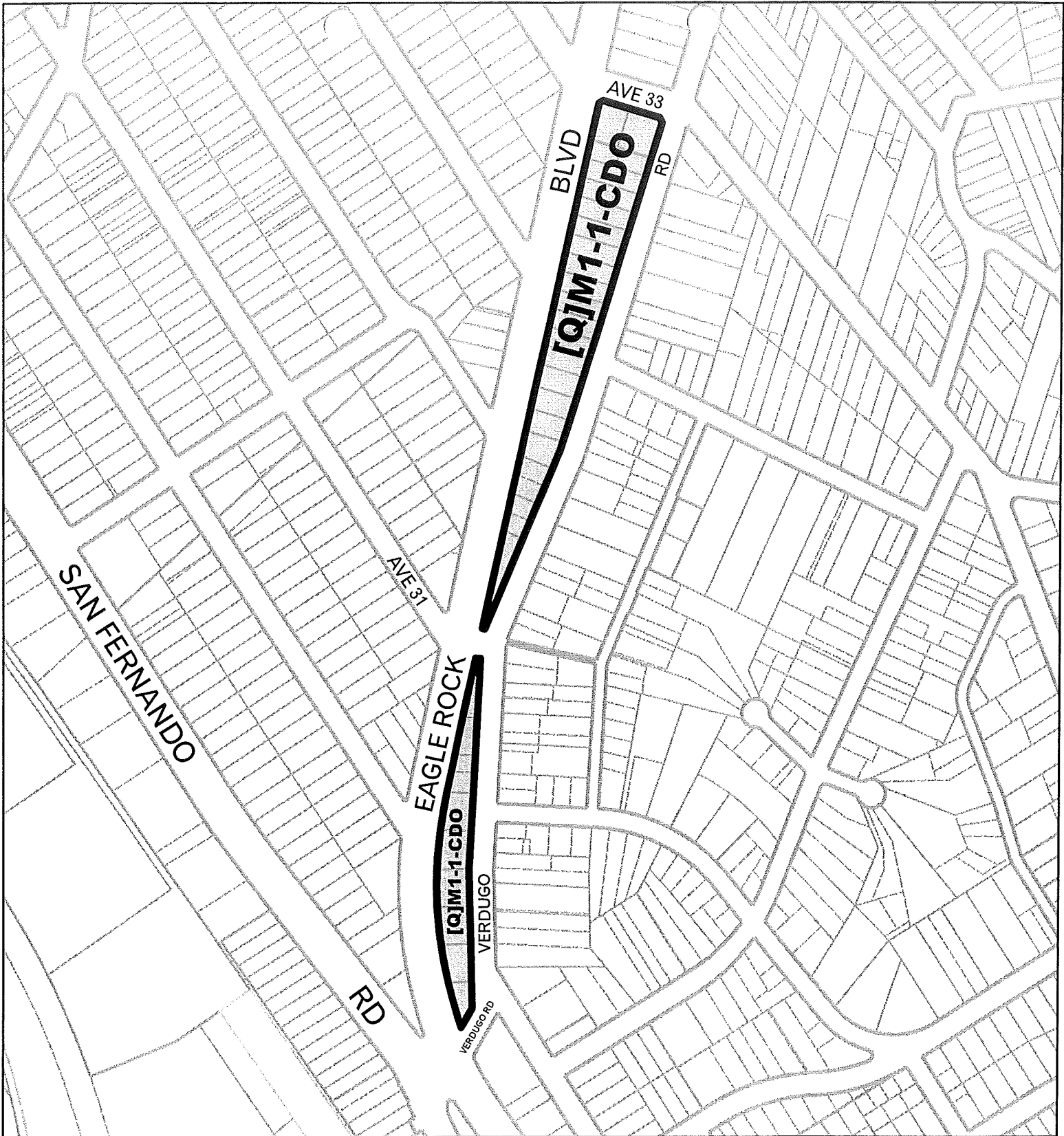
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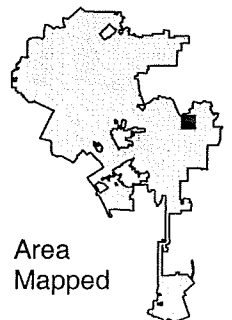
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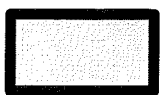
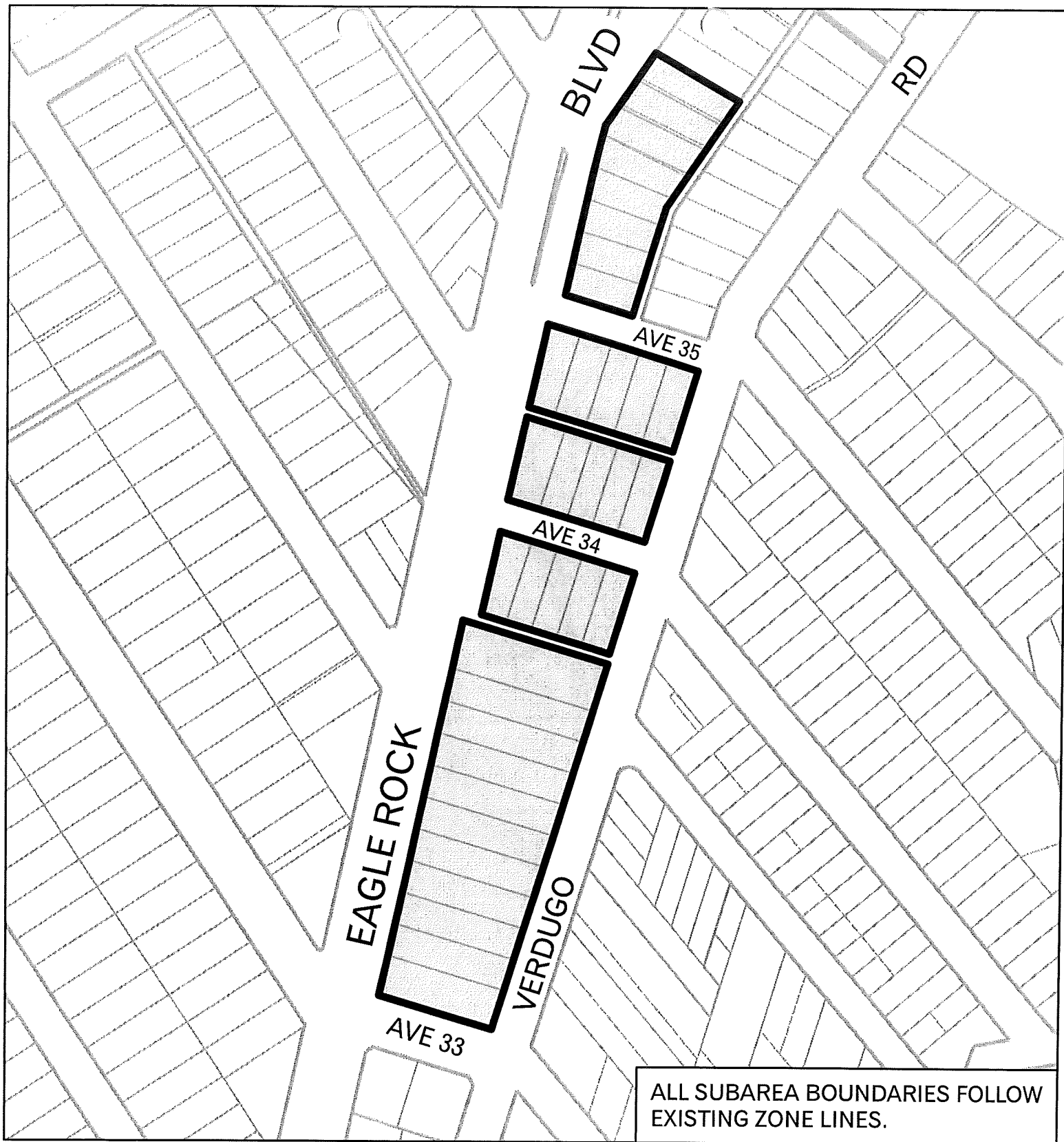


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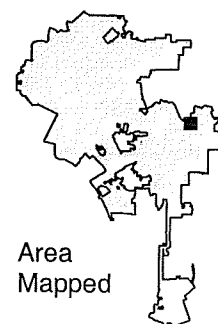


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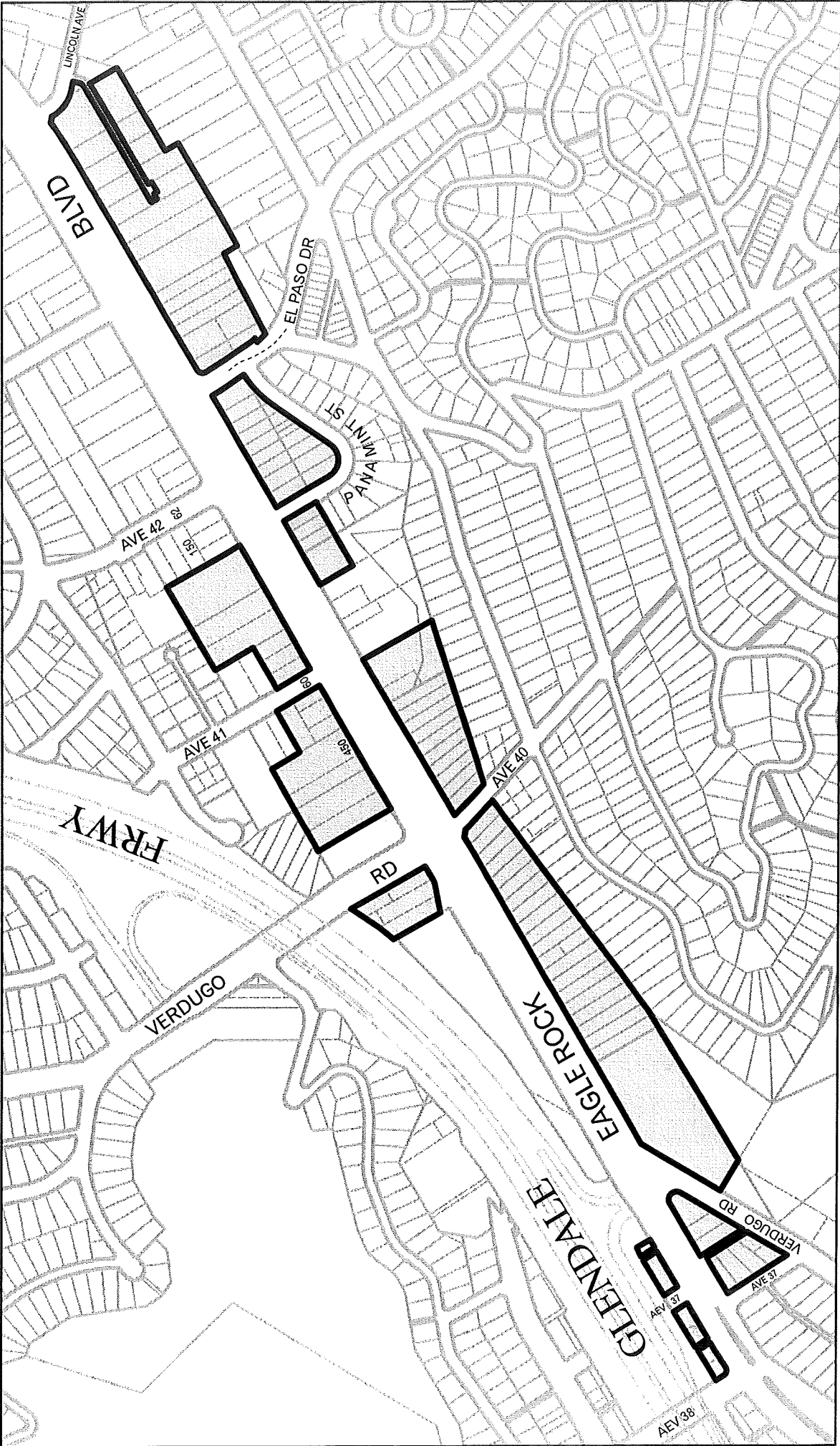
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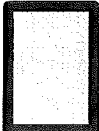
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ALL SUBAREA BOUNDARIES
FOLLOW EXISTING ZONE LINES
EXCEPT WHERE DIMENSIONED.

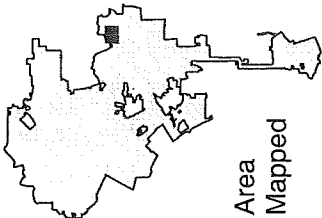


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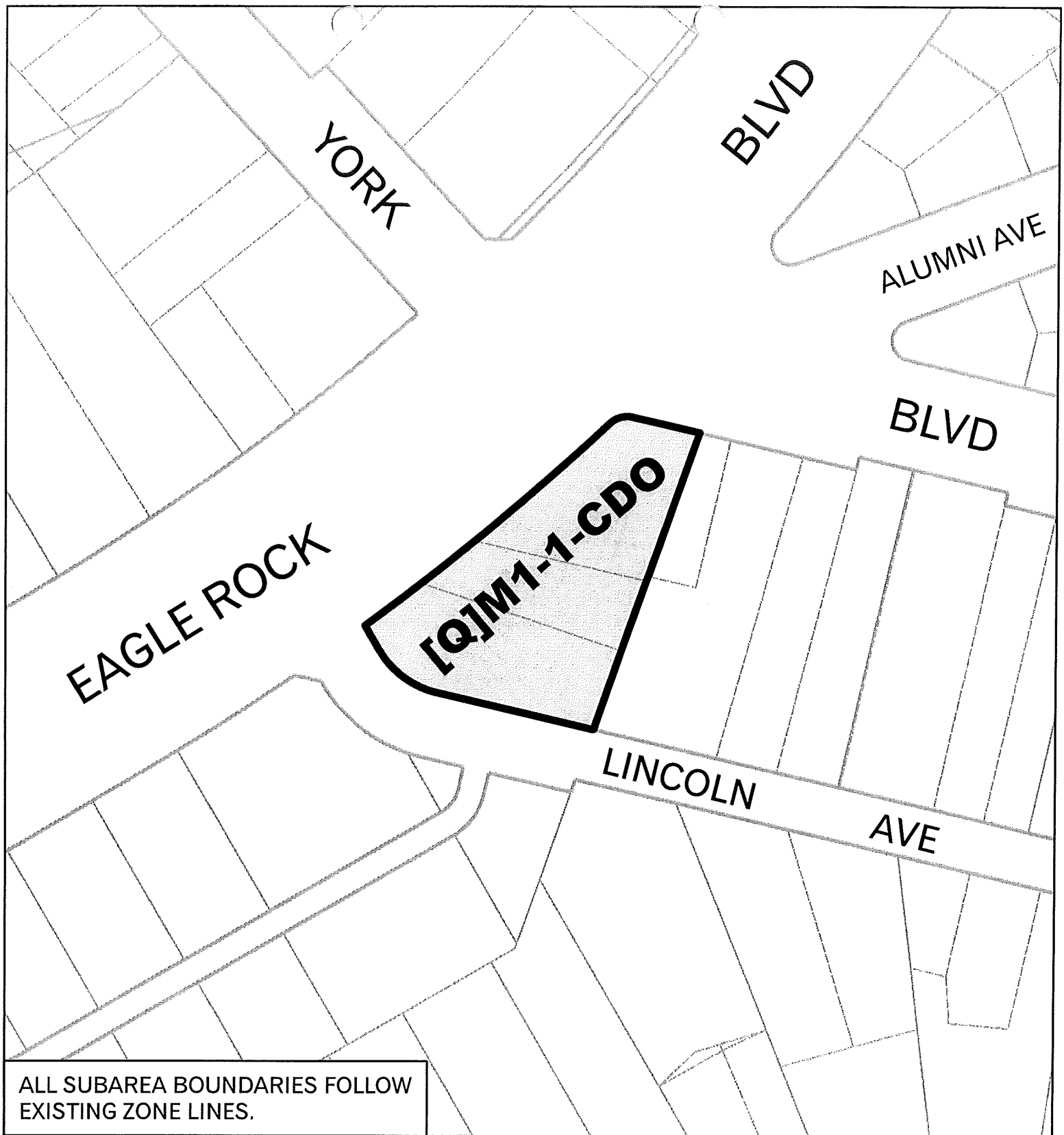


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NOT TO SCALE

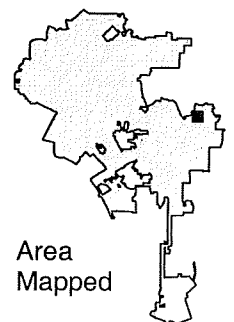
D.M. 156 A 219, 156 A 221, 157.5 A 221

CPC 2008-3991 ZC

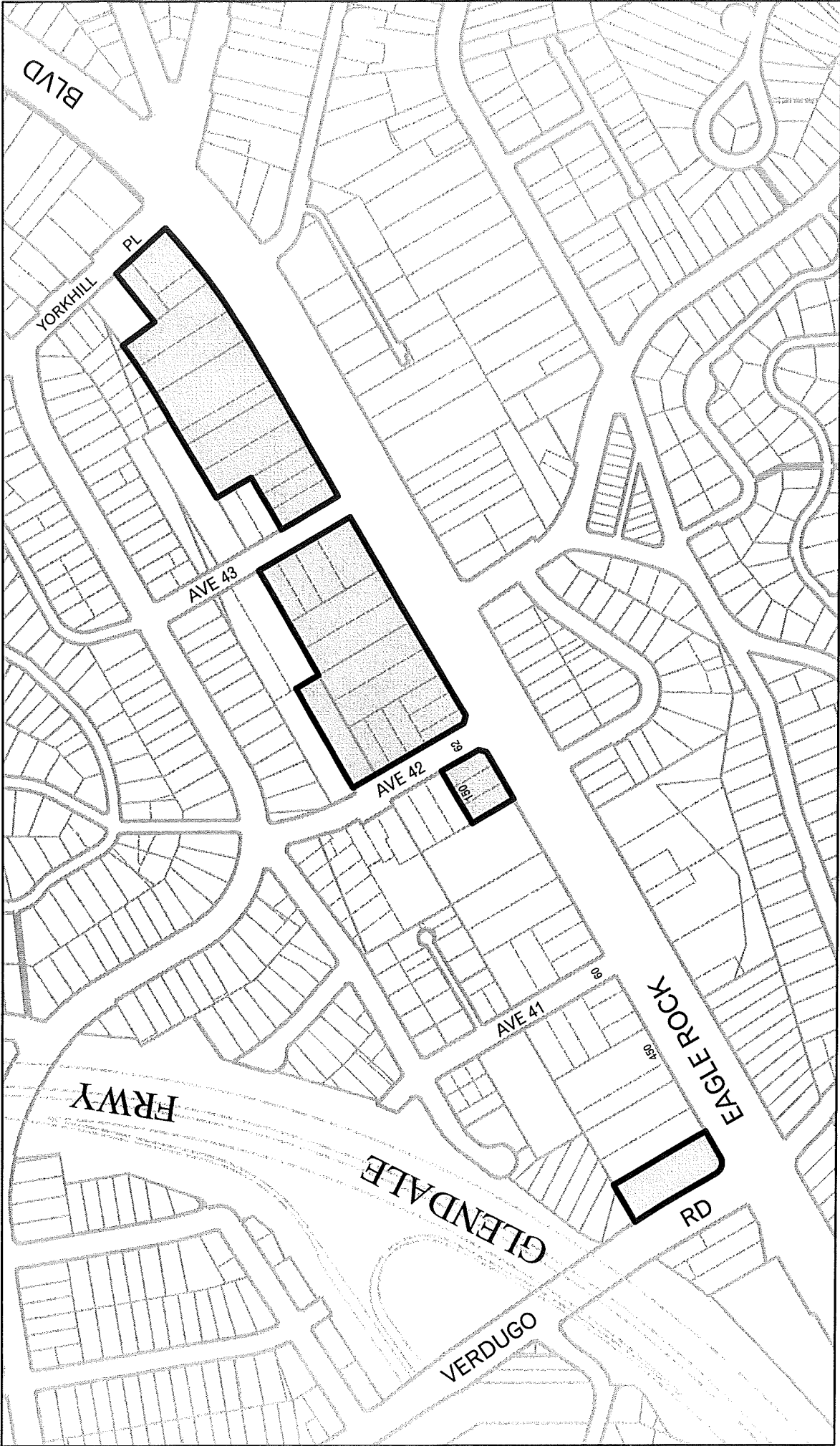
CYPRESS PARK - GLASSELL PARK, SA 22

AE/AA

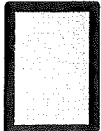
092409



Area
Mapped



ALL SUBAREA BOUNDARIES
FOLLOW EXISTING ZONE LINES
EXCEPT WHERE DIMENSIONED.



[Q]C2-1VL-CDO



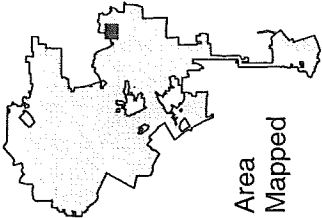
NOT TO SCALE

D.M. 156 A 217, 156 A 219, 157.5 A 219
CPC 2008-3991 ZC

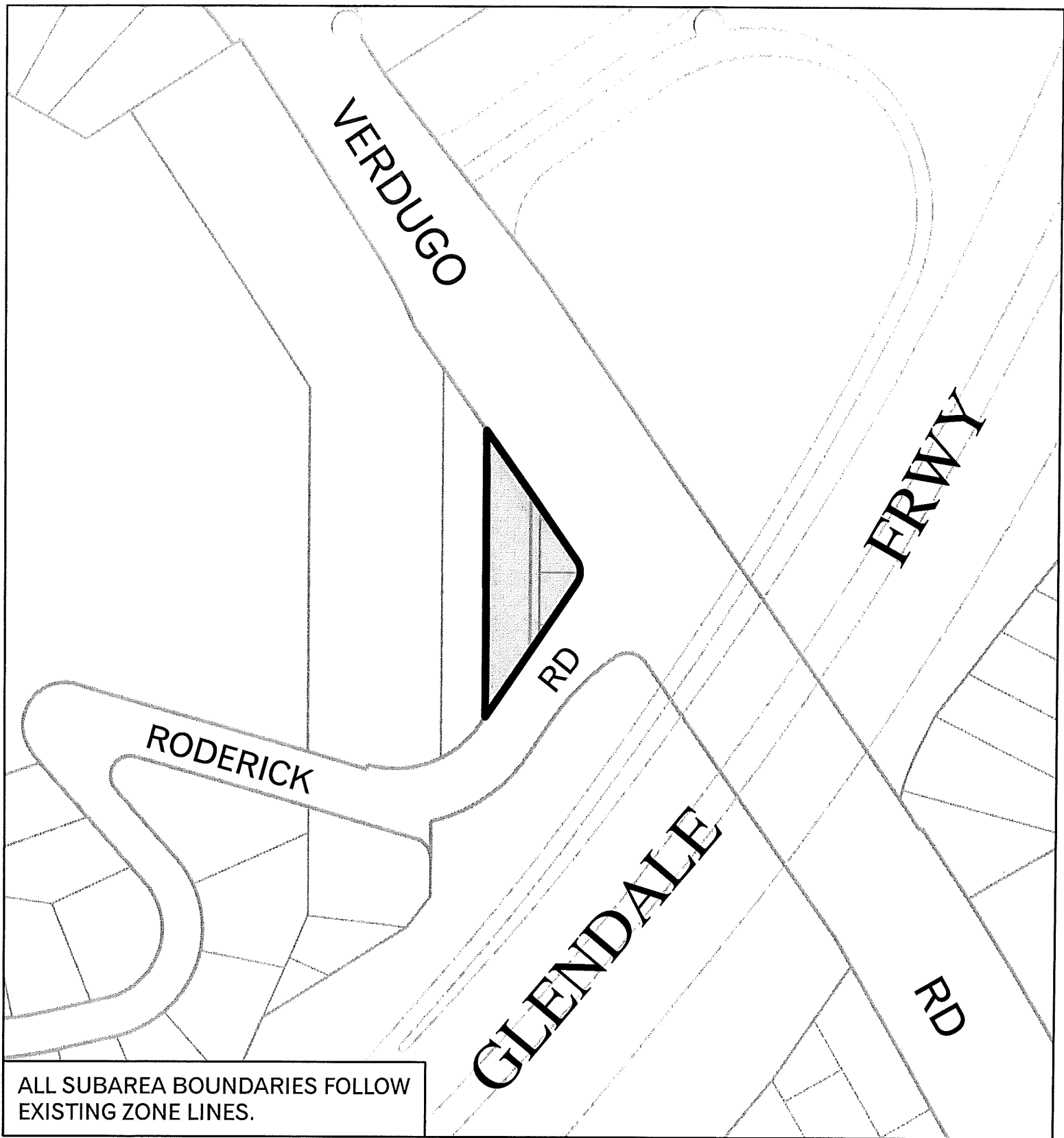
CYPRESS PARK - GLASSELL PARK, SA 23

AE\ *AA*

102109



Area
Mapped



 **[Q]C1-1-CDO**



NOT TO SCALE

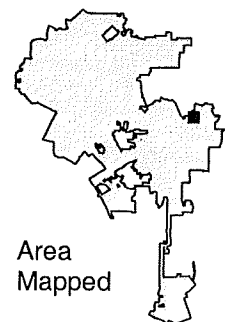
D.M. 156 A 217

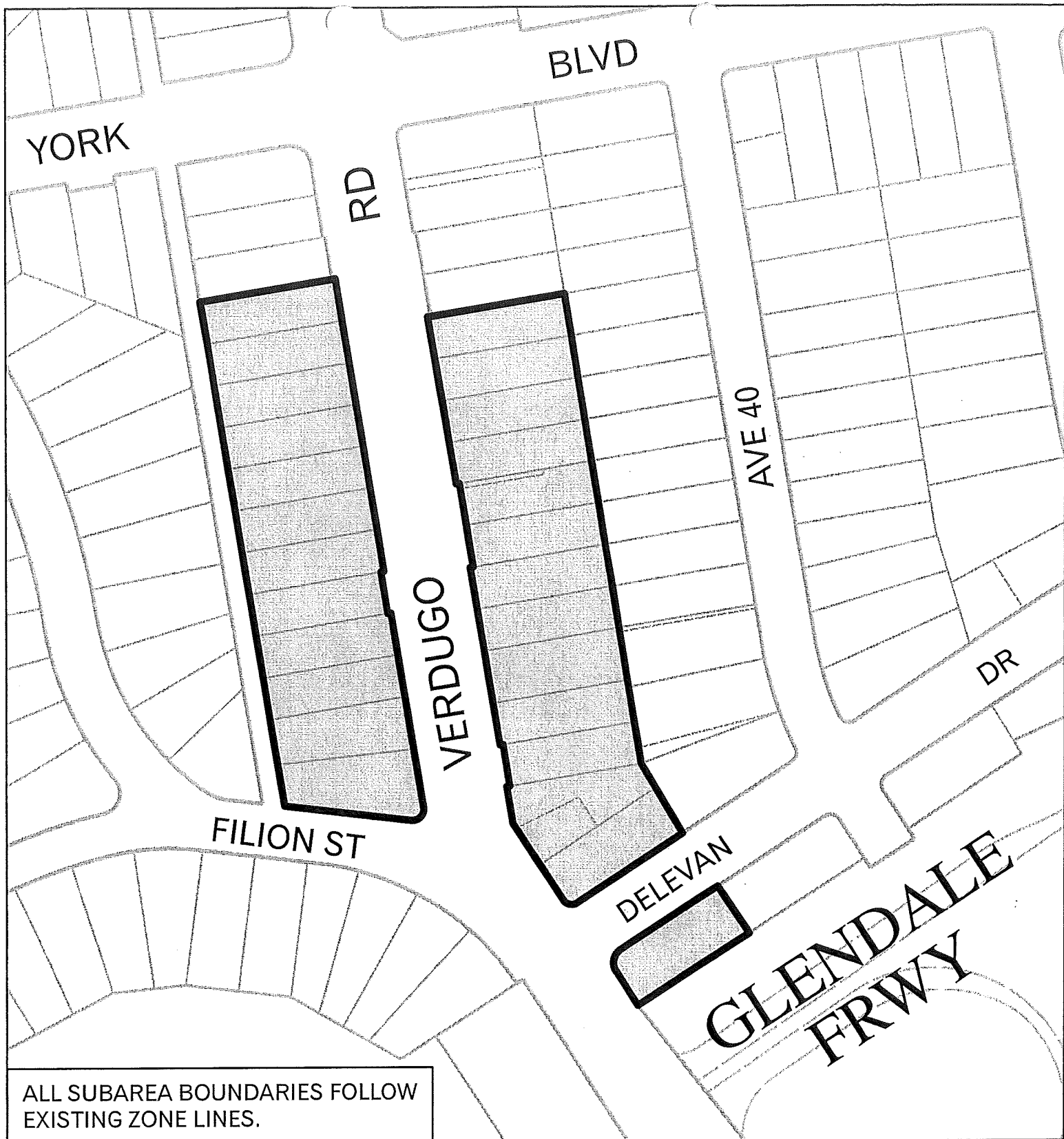
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK, SA 24

AE/AA

092409





[Q]C1.5-1VL-CDO



NOT TO SCALE

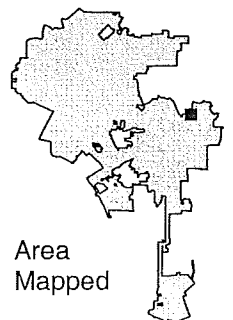
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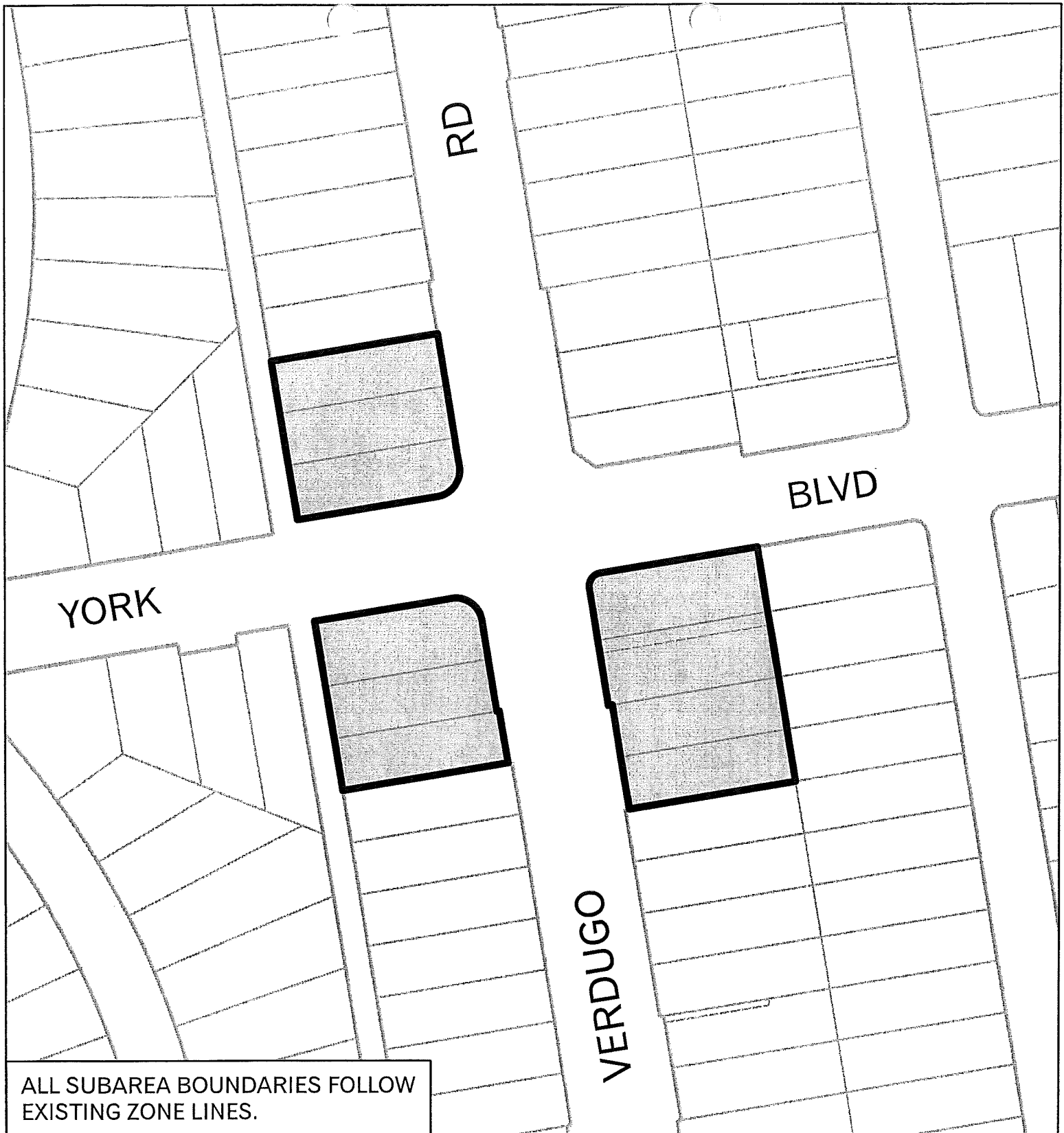
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK, SA 25

AE/AA

092409





[Q]C2-1VL-CDO



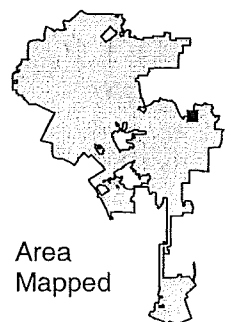
NOT TO SCALE

D.M. 157.5 A 217	CPC 2008-3991 ZC
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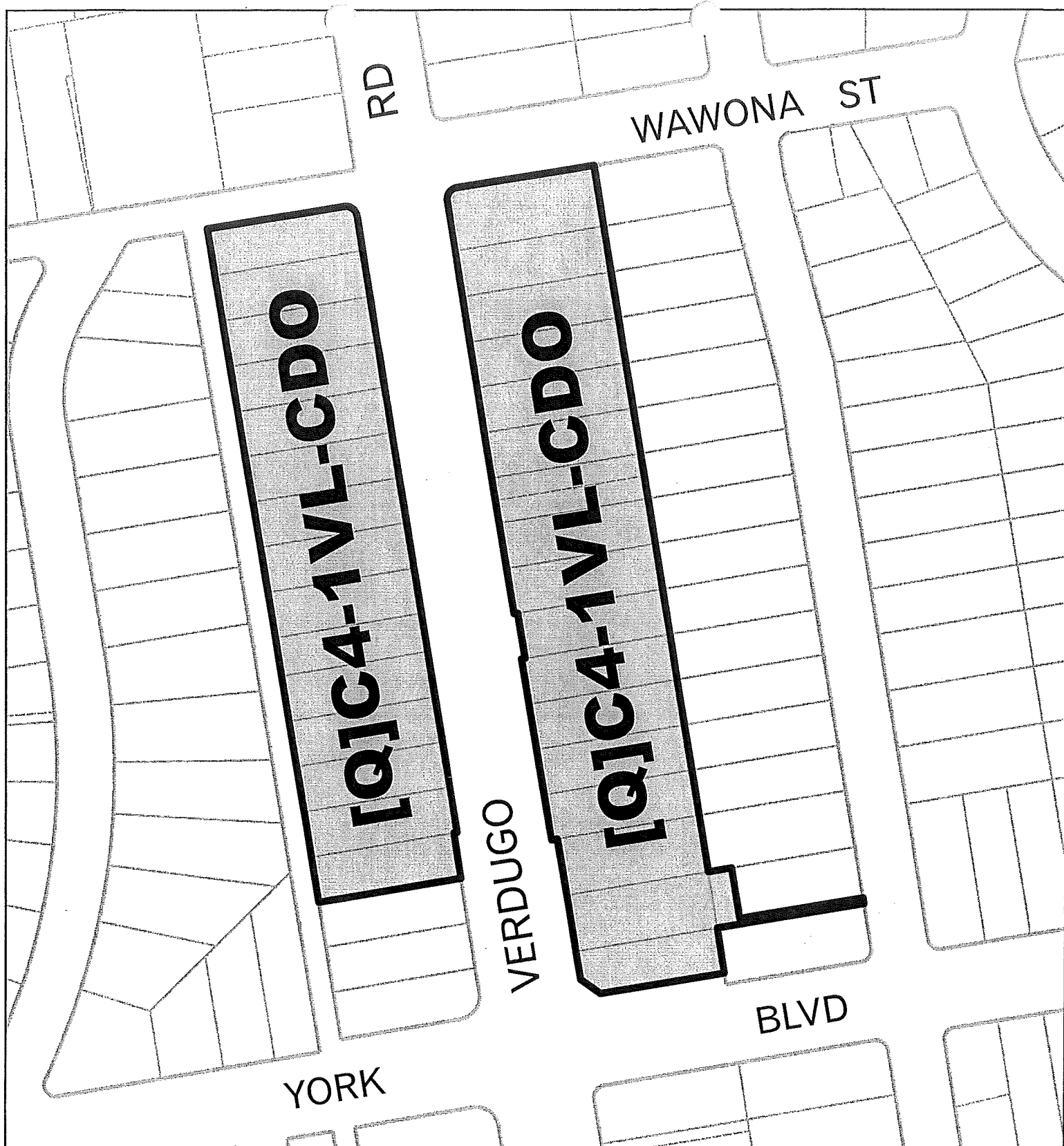
CYPRESS PARK - GLASSELL PARK, SA 26

AE/AA

092409



Area
Mapped



ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.



NOT TO SCALE

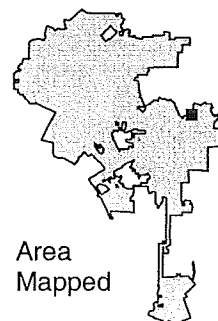
D.M. 157.5 A 217

CPC 2008-3991 ZC

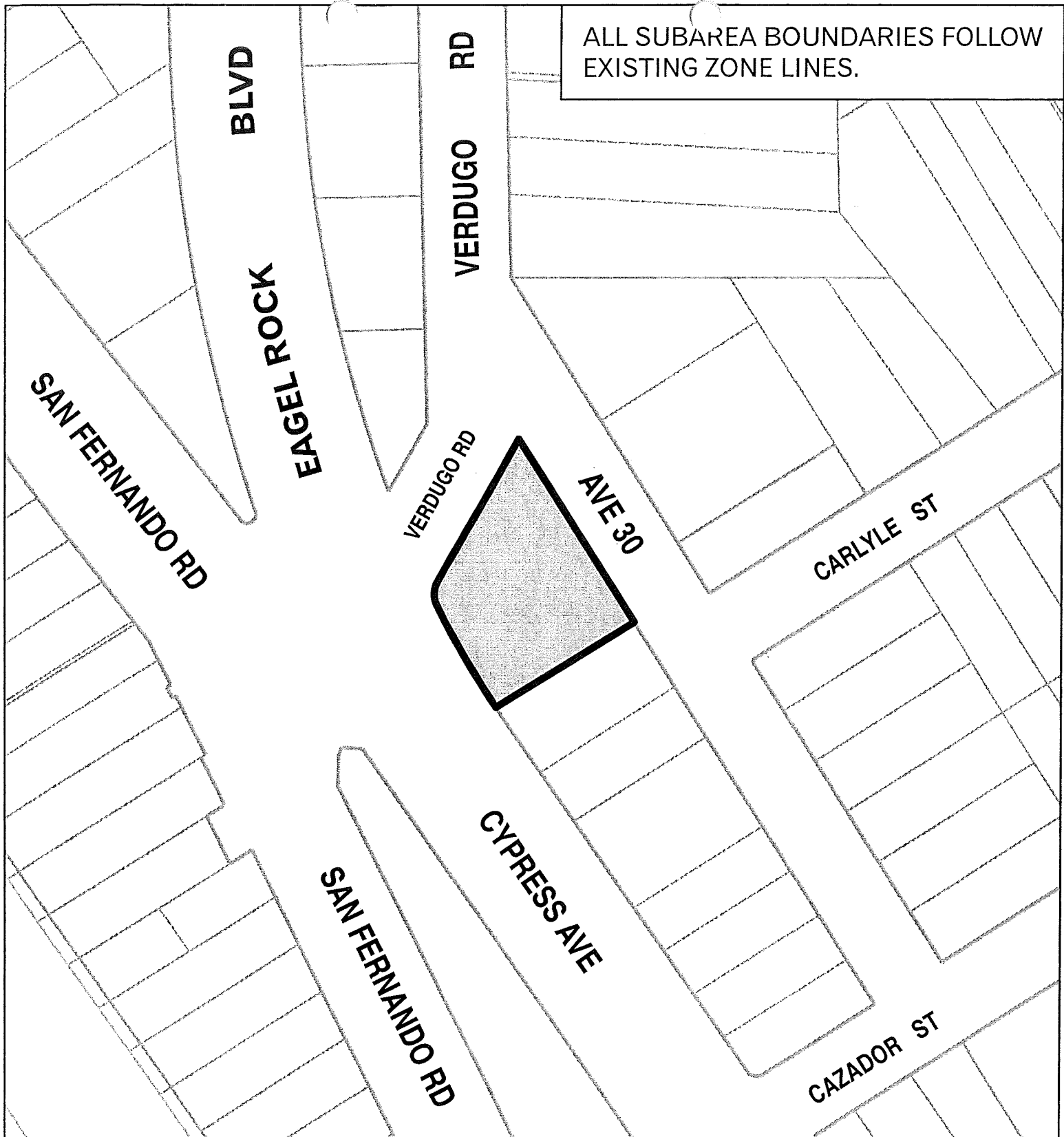
CYPRESS PARK - GLASSELL PARK, SA 27

AE/AA

092409



Area
Mapped



[Q]MR1-1VL-CDO



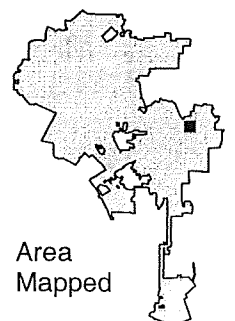
NOT TO SCALE

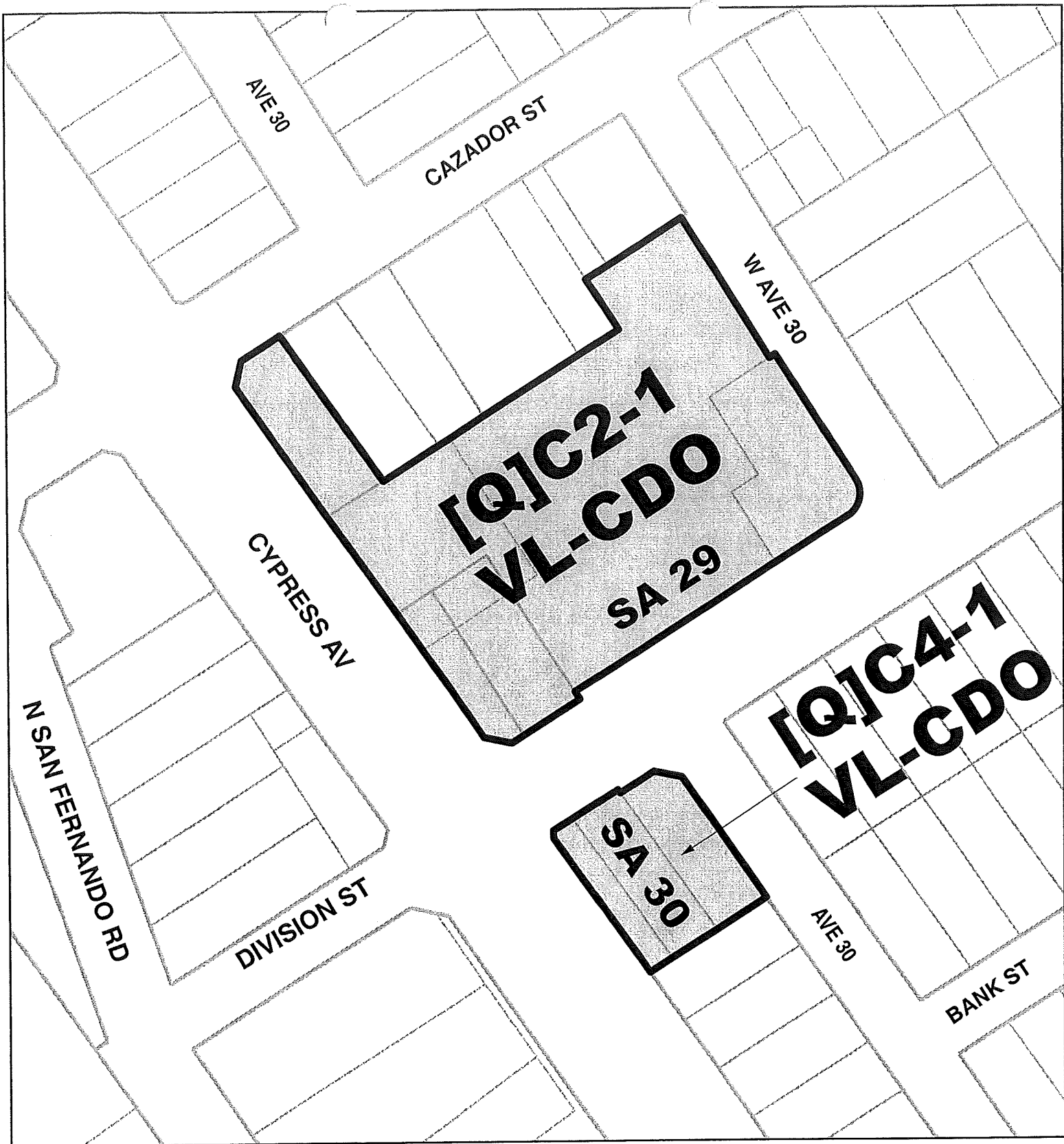
D.M. 150 B 213	CPC 2008-3991 ZC
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CYPRESS PARK - GLASSELL PARK, SA 28

AE/AA

092409





ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.



NOT TO SCALE

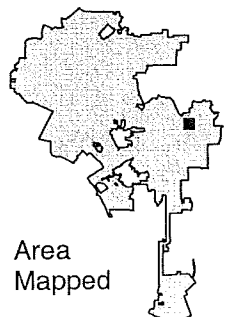
D.M. 148.5 A 215, 150 B 213

CPC 2008-3991 ZC

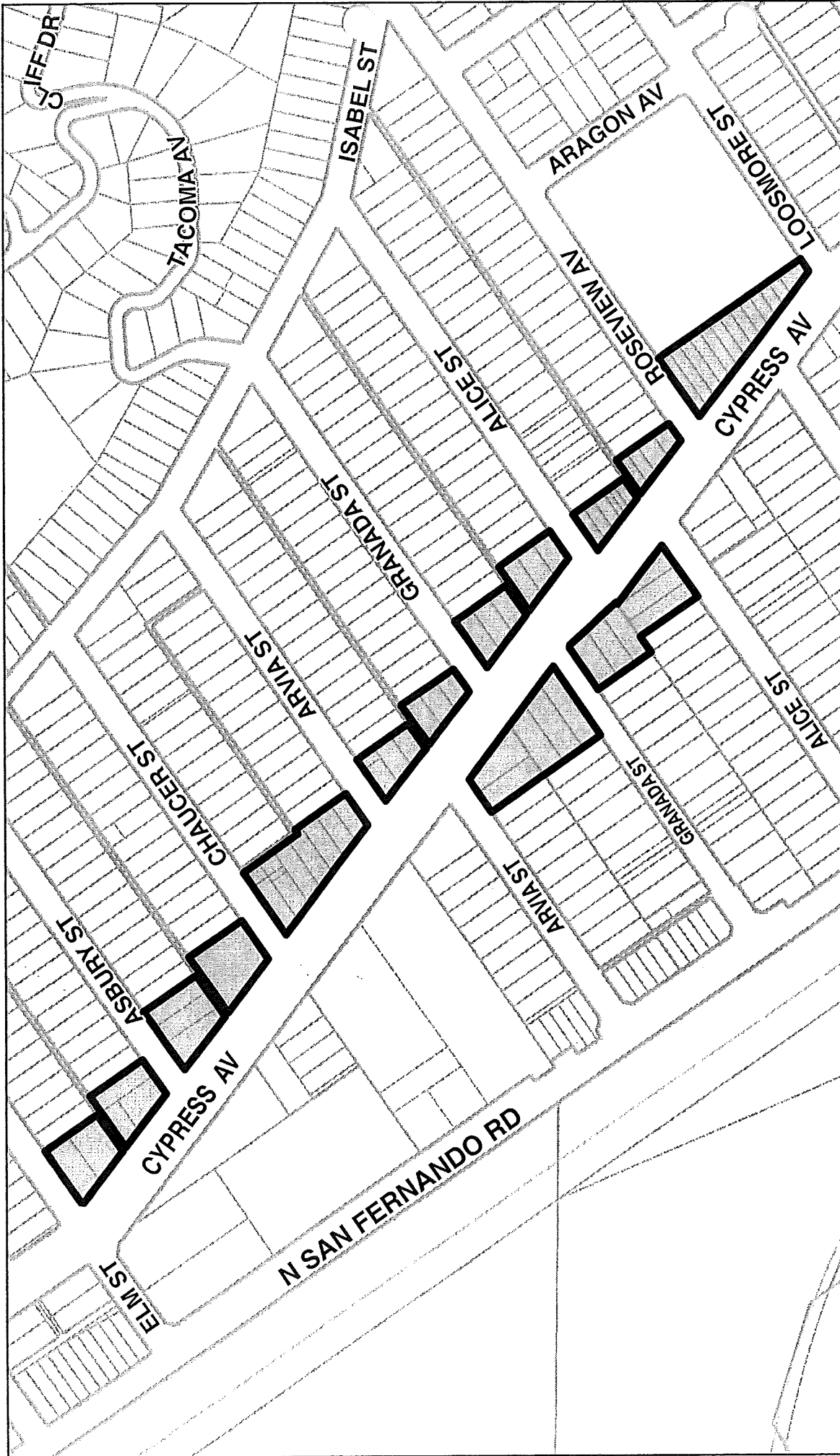
CYPRESS PARK - GLASSELL PARK

AE/AA

092409



Area
Mapped



NOT TO SCALE

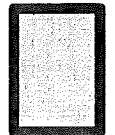
D.M. 145.5 A 217, 145.5 A 219, 147 A 217, 147 A 219
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK, SA 31

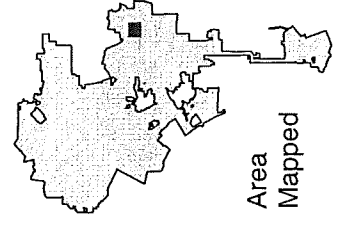
AE\AA

102109

ALL SUBAREA BOUNDARIES
FOLLOW EXISTING ZONE LINE.



[Q]C4-1XL-CDO

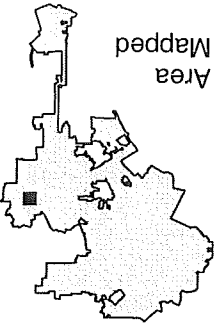


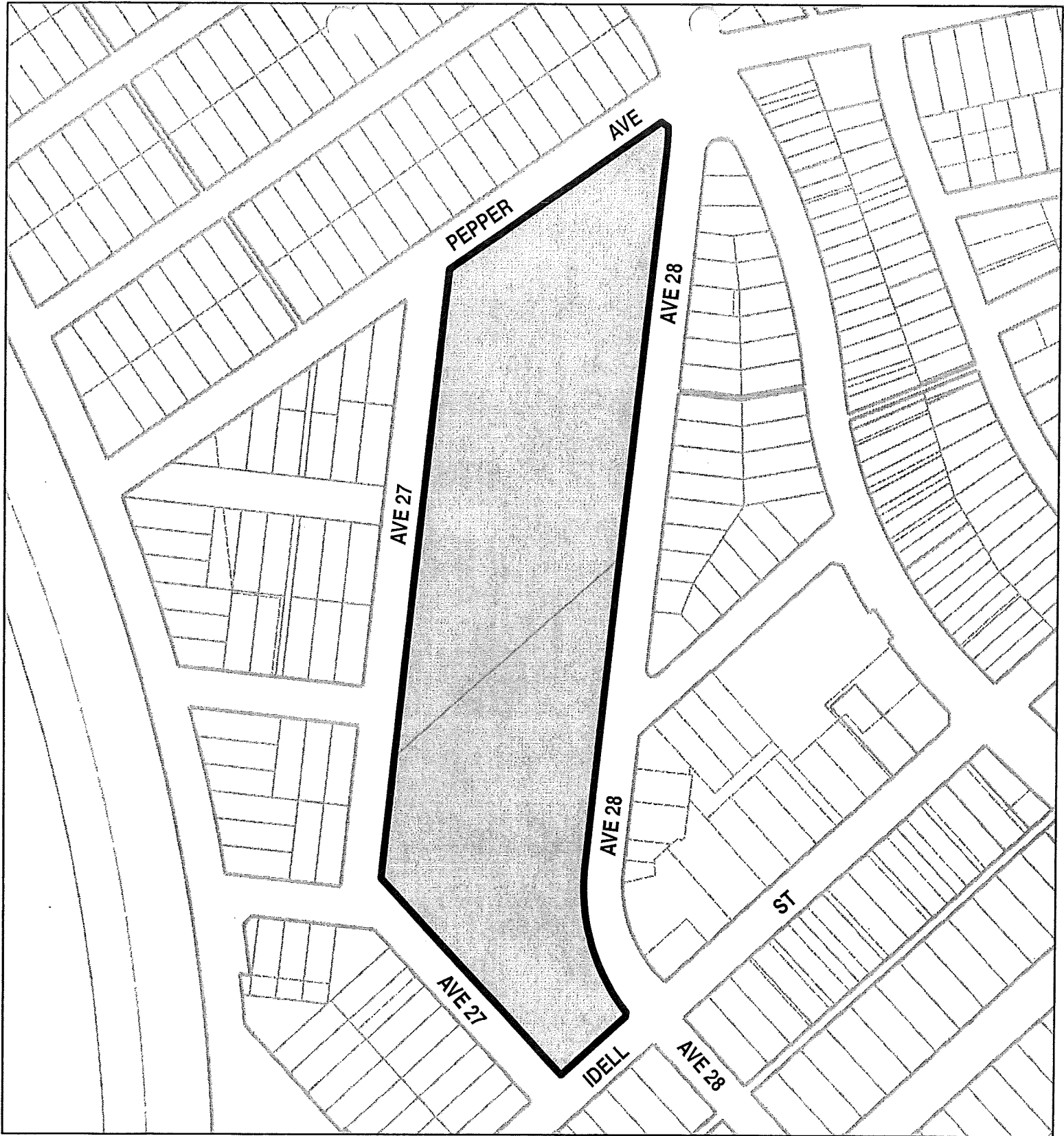
Area
Mapped

D.M. 144 A 219, 145.5 A 219

A black and white photograph of a rectangular, textured object, possibly a book cover or a piece of fabric, with a dark border. The texture appears to be a fine, repeating pattern, possibly a woven fabric or a printed design. The object is centered within the frame.

ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.





[Q]PF-1-CDO



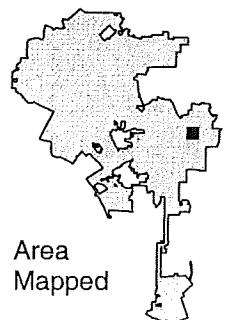
NOT TO SCALE

D.M. 142.5 A 219, 144 A 219	CPC 2008-3991 ZC
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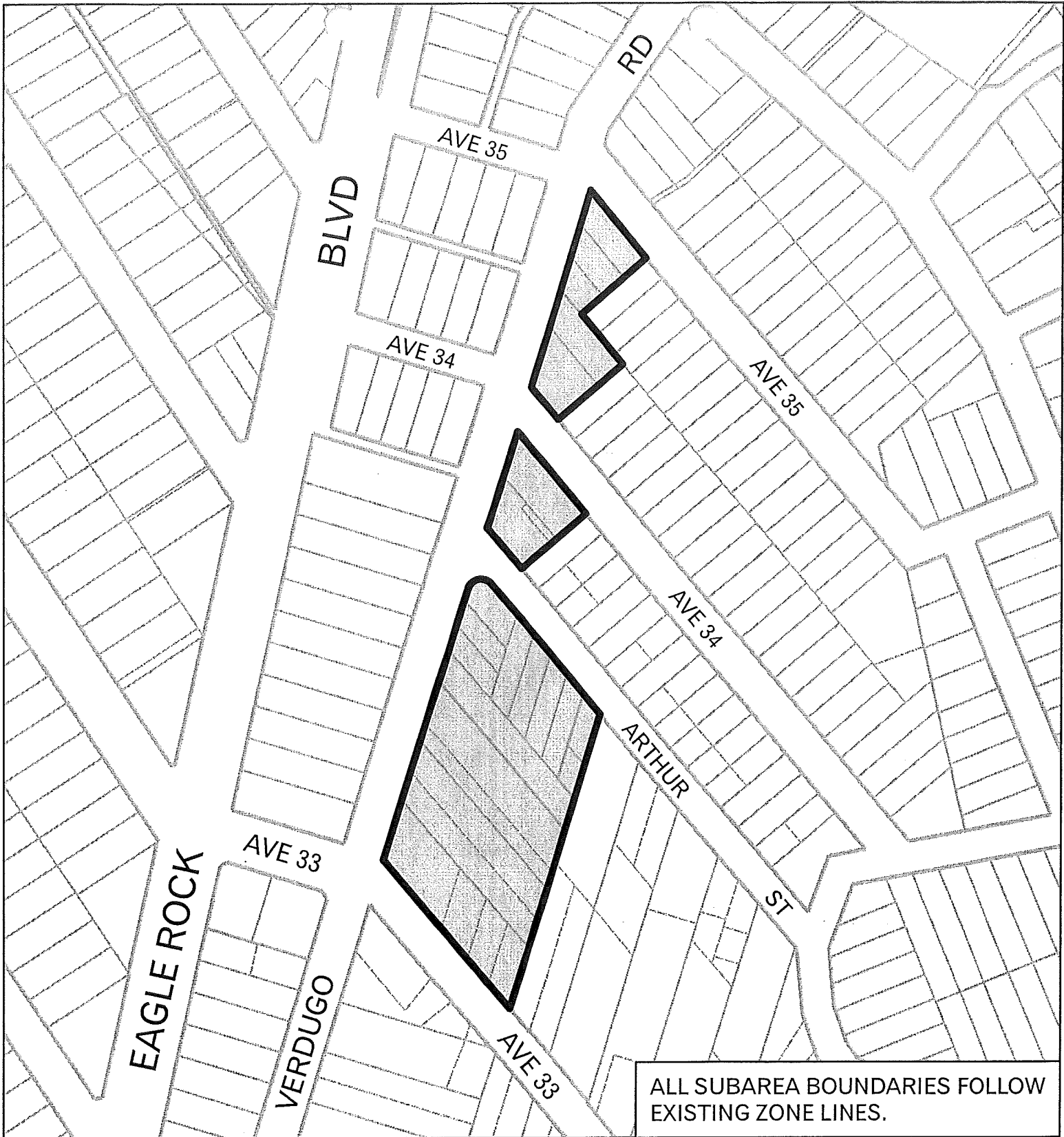
CYPRESS PARK - GLASSELL PARK, SA 33

AE/AA

092409



Area
Mapped



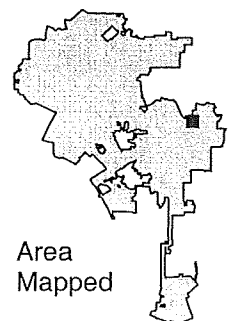
[Q]C4-1XL-CDO

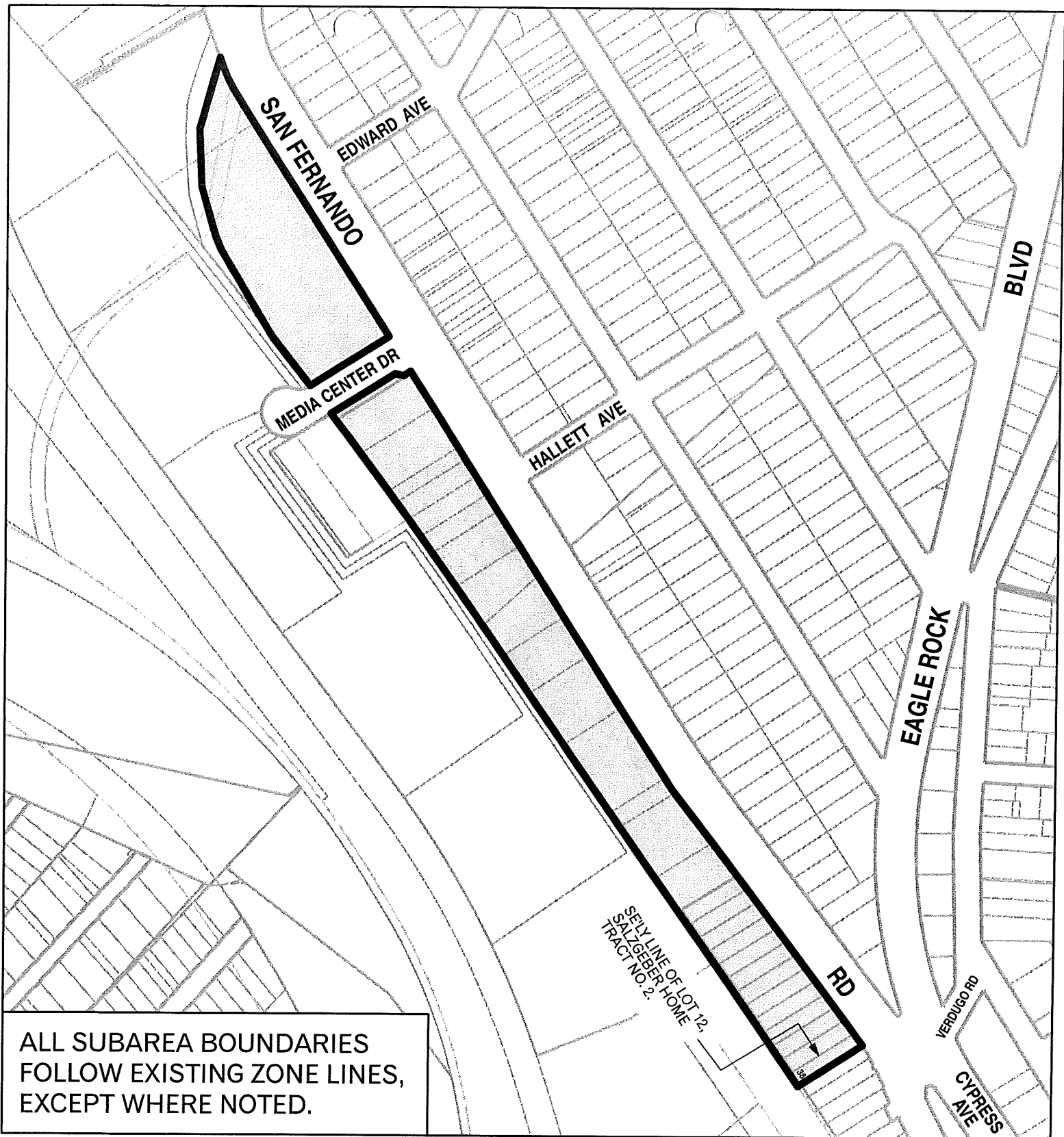


NOT TO SCALE

D.M. 150 B 213, 153 A 215	CPC 2008-3991 ZC
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AE/A4 CYPRESS PARK - GLASSELL PARK, SA 34 092409





ALL SUBAREA BOUNDARIES FOLLOW EXISTING ZONE LINES, EXCEPT WHERE NOTED.



[Q]M1-1-CDO



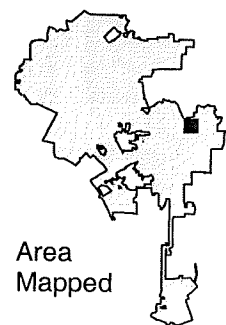
NOT TO SCALE

D.M. 150 B 213	CPC 2008-3991 ZC
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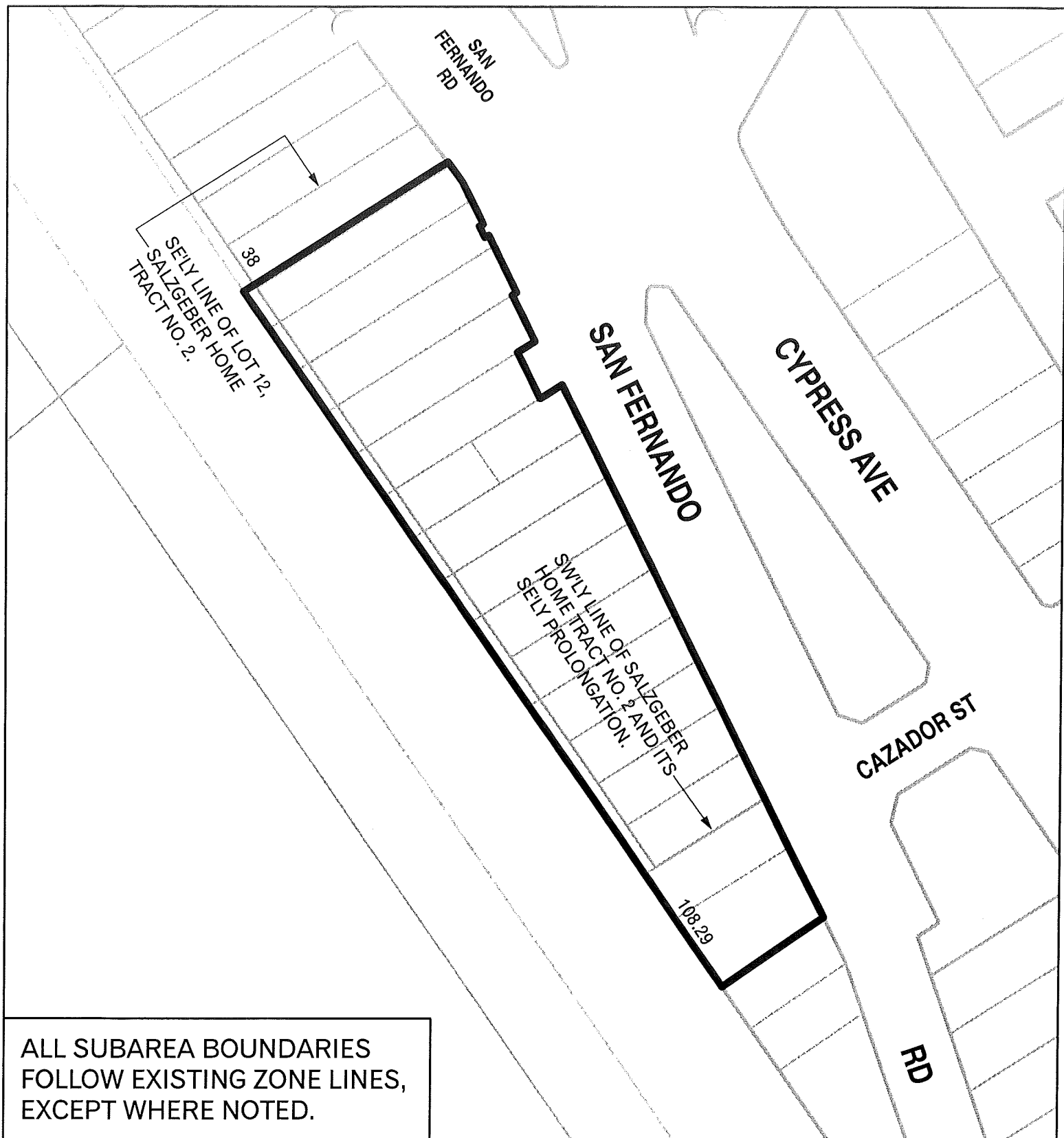
CYPRESS PARK - GLASSELL PARK, SA 35

AE/AA

092409



Area Mapped



[Q]M1-1-CDO



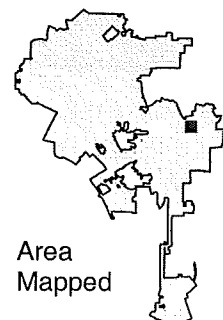
NOT TO SCALE

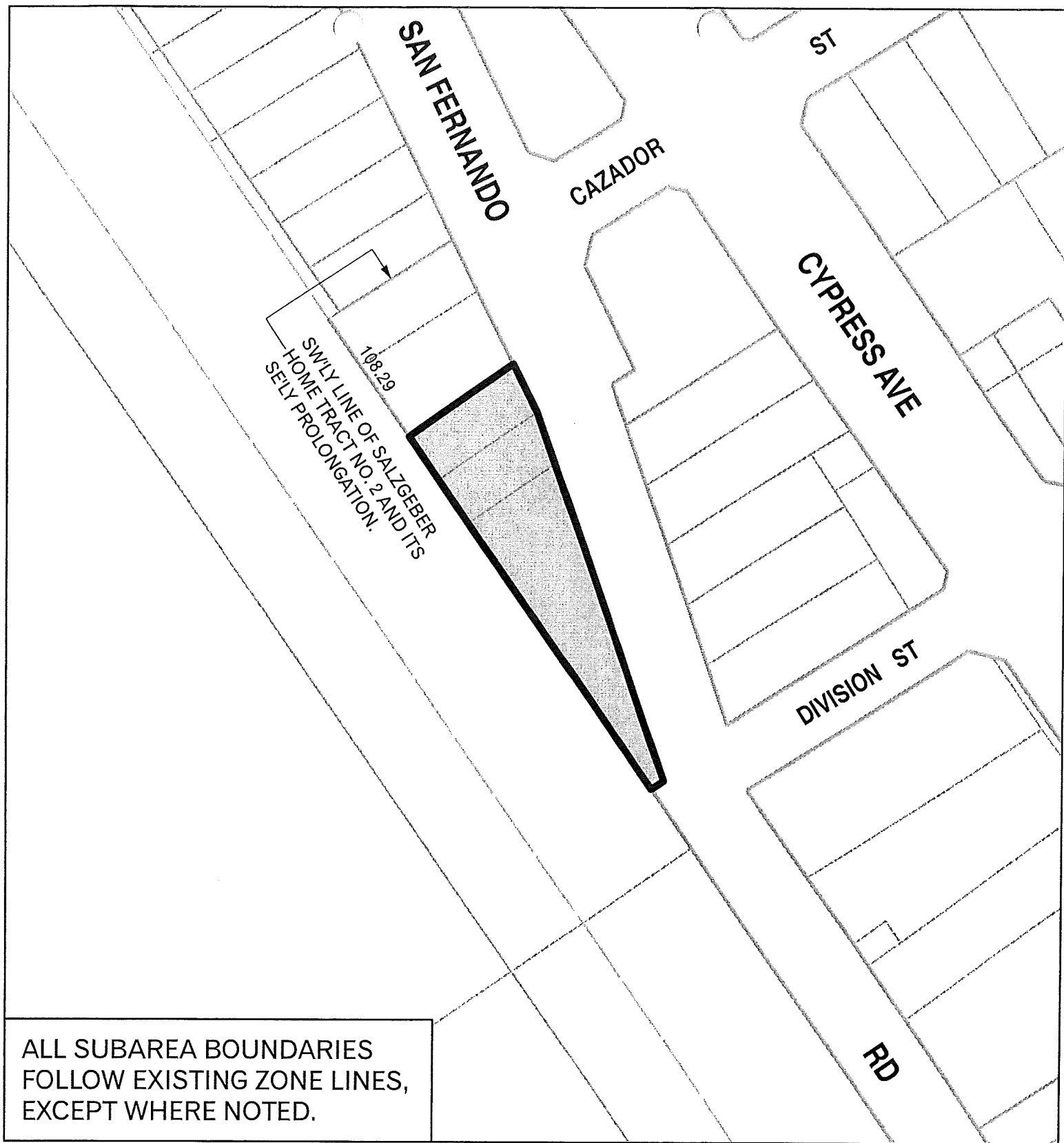
D.M. 148.5 A 215, 150 B 213	CPC 2008-3991 ZC
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CYPRESS PARK - GLASSELL PARK, SA 36

AE/AA

092409





[Q]M1-1-CDO



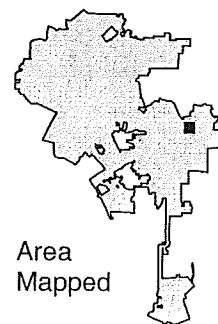
NOT TO SCALE

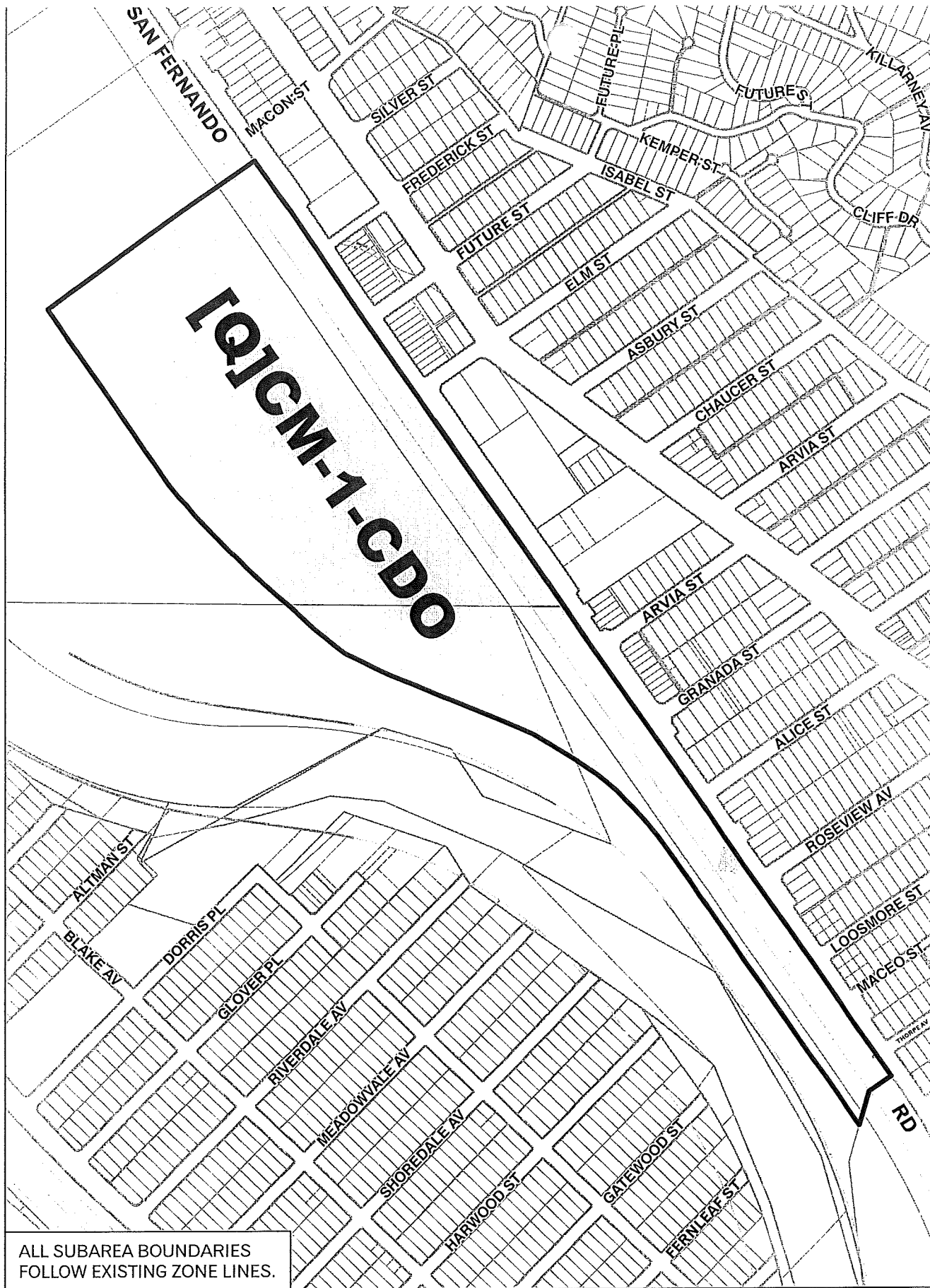
D.M. 148.5 A 215	CPC 2008-3991 ZC
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CYPRESS PARK - GLASSELL PARK, SA 37

AE/AA

092409





NOT TO SCALE

CPC 2008-3991 ZC

AE/AA

092409

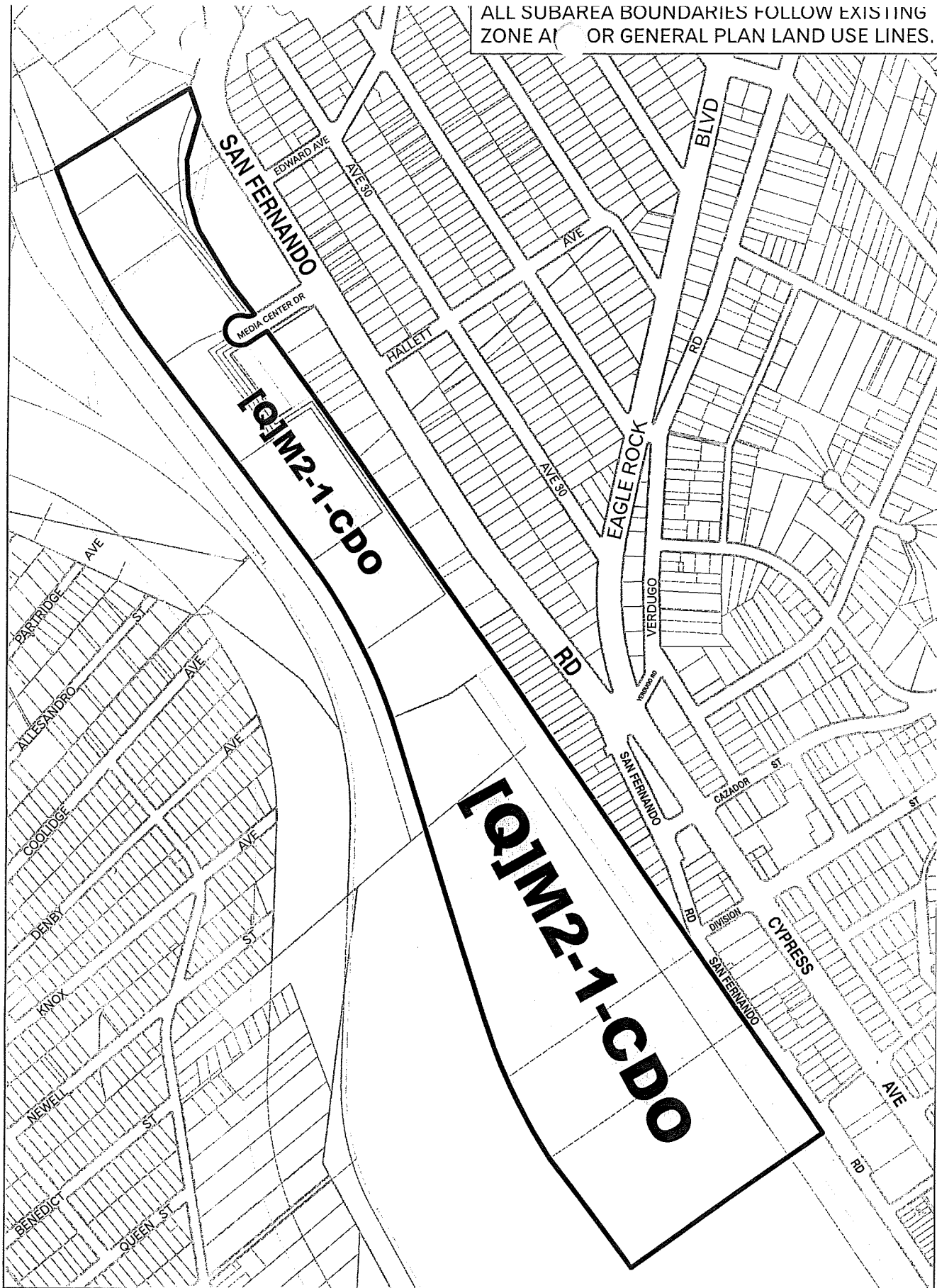
D.M. 144 A 217
145.5 A 217
147 A 215
147 A 217
148.5 A 215

CYPRESS PARK
GLASSELL PARK

SUBAREA 38



ALL SUBAREA BOUNDARIES FOLLOW EXISTING
ZONE A1 OR GENERAL PLAN LAND USE LINES.



NOT TO SCALE

CPC 2008-3991 ZC

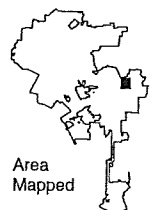
AE/AA

092409

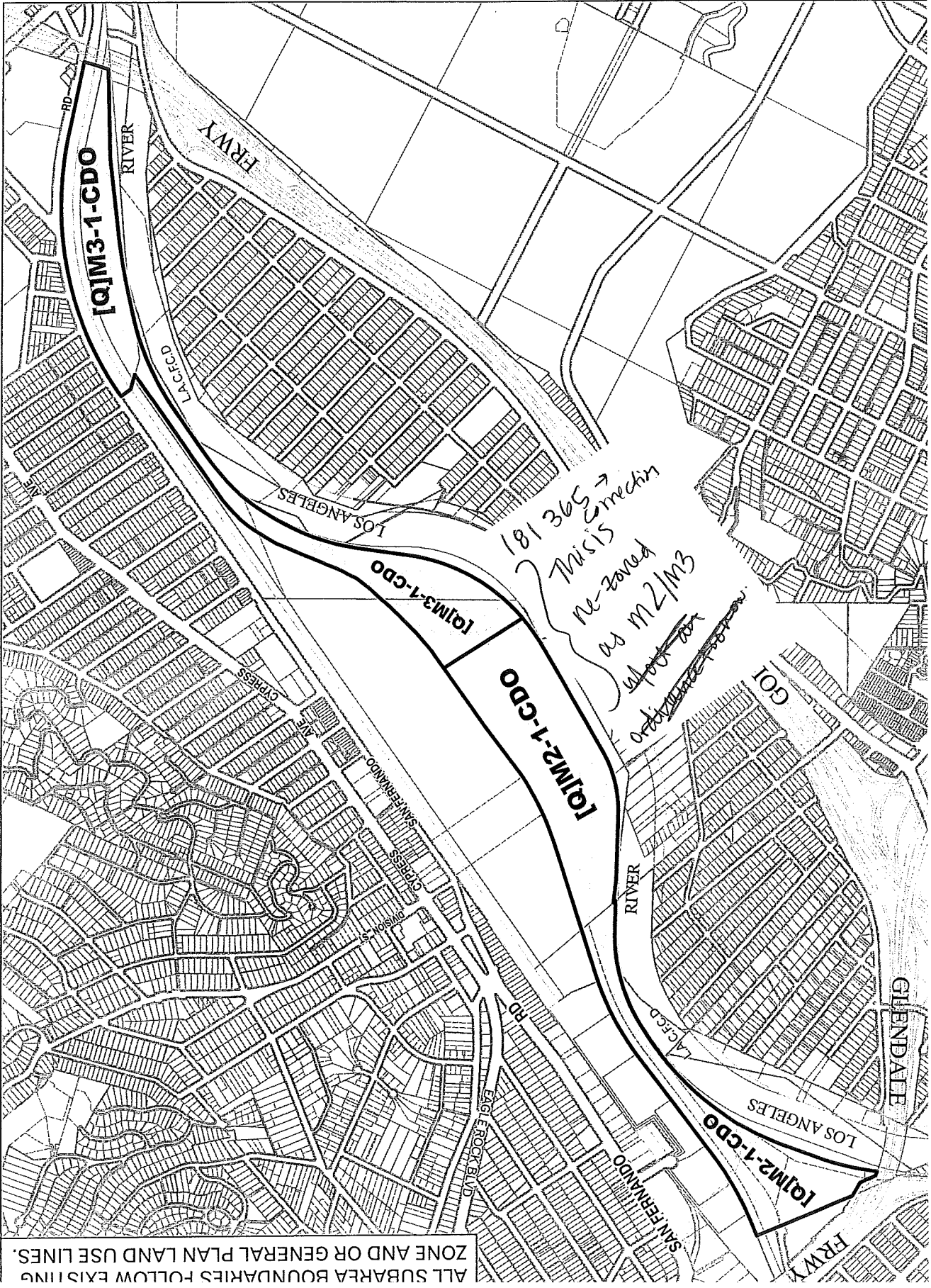
D.M. 147 A 215
148.5 A 215
150 B 213
153 A 213

CYPRESS PARK
GLASSELL PARK

SUBAREA 39

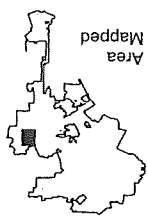


Area
Mapped



ALL SUBAREA BOUNDARIES FOLLOW EXISTING ZONE AND OR GENERAL PLAN LAND USE LINES.

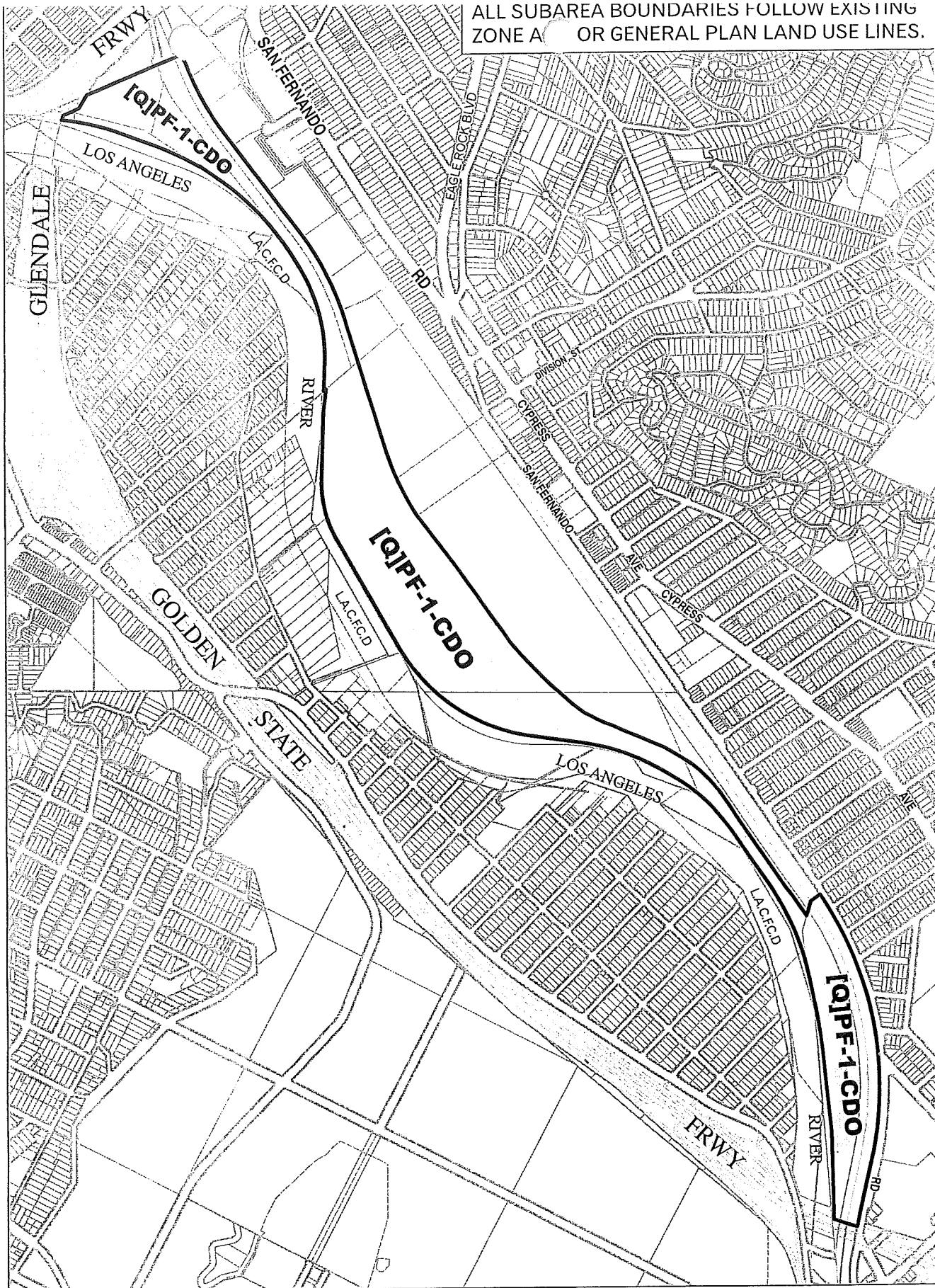
CYPRESS PARK
GLASSSELL PARK
SUBAREA 40



D.M. 142.5 A 219, 144 A 217,
144 A 219, 144 B 213,
145.5 A 217, 147 A 213,
147 A 215, 148.5 A 213,
148.5 A 215, 150 B 213,
15 A 211

AE/AA /L/H
092409
CPC 2008-3991 ZC
NOT TO SCALE
N

ALL SUBAREA BOUNDARIES FOLLOW EXISTING
ZONE A OR GENERAL PLAN LAND USE LINES.



NOT TO SCALE

CPC 2008-3991 ZC

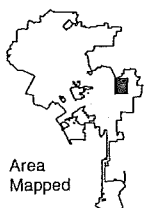
AE/AA/LH

092409

D.M. 142.5 A 219, 144 A 217,
144 A 219, 144 B 213,
145.5 A 217, 147 A 213,
147 A 215, 148.5 A 213,
148.5 A 215, 150 B 213,
151.5 A 211

CYPRESS PARK
GLASSELL PARK

SUBAREA 40



Area
Mapped

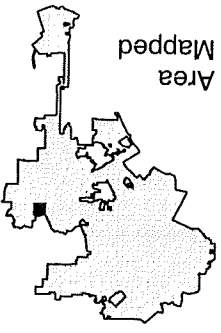
AE/44

92409

CYPRESS PARK - GLASSSELL PARK, SA 41

D.M. 150 B 213, 153 A 213	CPC 2008-3991 ZC
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NOT TO SCALE



Area
Mapped

ALL SUBAREA BOUNDARIES
FOLLOW EXISTING ZONE LINES.

101M1-1-CDO

AVE

CASITAS

GLENDALE

RTE 2

FRWY

SAN FERNANDO

RD

AE/A4

92409

CYPRESS PARK - GLASSSELL PARK, SA 42

CPC 2008-3991 ZC

D.M. 151.5 A 211, 150 B 213

NOT TO SCALE



ALL SUBAREA BOUNDARIES
FOLLOW EXISTING ZONE LINES.

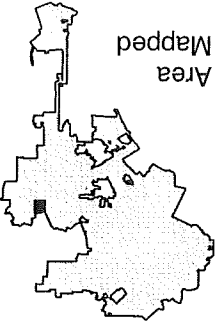
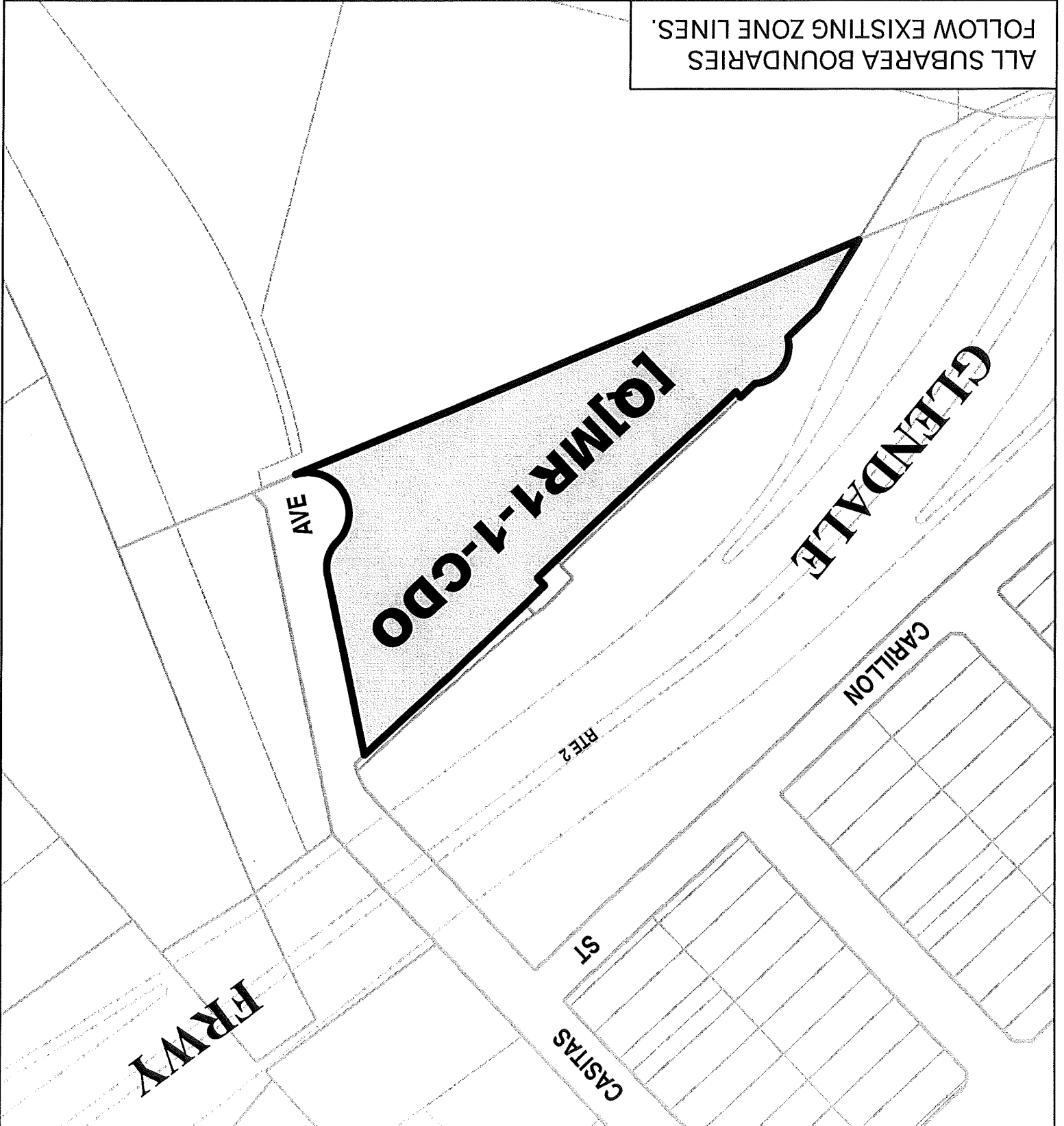


EXHIBIT B

Sub-Area #	Existing Zone & Q Conditions	Proposed Zone & Q Conditions
1	<p>[Q]C2-1VL-CDO</p> <p>From Ordinances No: 172916 and 173540</p> <ol style="list-style-type: none"> 1. One hundred percent (100%) residential development prohibited. 2. Residential density limited to the RD1.5 zone. 	<p>[Q]C2-1VL-CDO</p> <p>NOTE: Retain existing Q Conditions from Ordinances No. 172916 and 173540, and add the following conditions:</p> <ol style="list-style-type: none"> 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance. 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. 10. The following uses shall be prohibited: <ol style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs where content is displayed electronically, d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a

2.	<p>[T][Q]CM-1-CDO</p> <p>From Ordinance: 175233-SA2 General Conditions</p> <p>1. Use Restrictions:</p> <p>A. Automobile and trailer sales or rentals, automobile storage, automobile dismantling yards, automobile painting, automobile upholstery, automobile stereo and alarm installation and automobile repair uses as defined by the Los Angeles Municipal code shall be prohibited.</p> <p>B. Recyclable material deposit or storage uses shall be prohibited.</p> <p>C. Household goods and storage facilities shall be prohibited.</p> <p>Environmental Conditions...</p> <p>Administrative Conditions...</p>	<p>pre-existing status.</p> <p>f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park.</p> <p>[T][Q]CM-1-CDO</p> <p>NOTE: Retain all existing [Q] Conditions from Ordinances No. 175233 pertaining to General, Environmental and Administrative matters, and add the following conditions:</p> <p>1. The following uses shall be prohibited:</p> <p>a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs where content is displayed electronically, d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area. e. Pole and Pylon Signs, f. Equine or Motorcycle sales, g. Recreational Vehicles Park. h. Truck Rental Facilities.</p>
3.	<p>From Ordinance: 173540 and 173465</p> <p>[Q]C2-1VL-CDO</p> <p>1. One hundred percent (100%) residential development prohibited. 2. Residential density limited to the RD1.5 zone.</p>	<p>[Q]C2-1VL-CDO</p> <p>NOTE: Retain existing Q Conditions from Ordinances No. 173465 and 173540, and add the following conditions:</p> <p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.</p> <p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or</p>

		<p><u>service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs where content is displayed electronically, Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park.
4.	<p>[Q]C2-1VL-CDO</p> <p>From Ordinance: 173540</p> <ol style="list-style-type: none"> One hundred percent (100%) residential development prohibited. Residential density limited to the RD1.5 zone. <p>Q Conditions under Ordinance No. 173382 superseded by this ordinance are no applicable, except for the following prohibited uses:</p> <p>Adult Entertainment Businesses Bail Bond Broker Bath (Turkish and the like) Escort Bureau</p>	<p>[Q]C2-1VL-CDO</p> <p>NOTE: Retain existing Q Conditions from Ordinances No. 173540, and also retain prohibited uses included in Ordinance No 173382 not included in the proposed Ordinance, and add the following conditions:</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance:

CYPRESS PARK & GLASSELL PARK [Q] CONDITIONS CPC-2008-3991-ZC

<p>Any locker rental when conducted as the primary business Pawn shops Any payroll cashing service when conducted as the primary business Tattoo Studio Transfer Business Massage Parlors</p>	<p>Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.</p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs where content is displayed electronically, Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park.
<p>5. N/A 6. N/A 7. MR1-1-CDO None</p>	<p>[Q] MR1-1-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance:

		<p>Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.</p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs where content is displayed electronically, Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park. Concrete Mixing, Concrete Product Manufacture, Recycling Materials Sorting Facilities, Scrap Metal Storage, Processing, Bailing or Collecting, Freight Yards or Terminals, Truck Yard and Overhauling, Truck Rental Facilities.
8.	<p>[Q]M1-1-CDO</p> <p>From Ordinance No. 174472, 173194</p> <ol style="list-style-type: none"> Auto related uses such as, but not limited to garage, storage, sales, painting, auction, body and fender, etc., including self storage uses, are strictly prohibited. Auto related uses are strictly prohibited. 	<p>[Q]M1-1-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing; Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 1, 2, 3 of the LAMC; Auto Wreckage and Auto Salvage uses. The following uses shall be prohibited: <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),

		<p>b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park, i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities,</p>
<p>9. MR1-1-CDO</p>	<p>[Q] MR1-1-CDO</p>	<p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u></p> <p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in Items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p>

		<p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs where content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities.
10.	M1-1-CDO	<p>[Q]M1-1-CDO</p> <p>1 The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u></p> <p>5. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>6. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>7. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p> <p>8. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights</p>

<p>11.</p>	<p>[Q]M1-1-CDO</p> <p>From Ordinance No. 174171</p> <p>1. Auto related uses such as, but not limited to garage, storage, sales, painting, auction, body and fender, etc., including self storage uses, are strictly prohibited.</p>	<p>[Q]M1-1-CDO</p> <p>to continue to be permitted within the limitations of this ordinance.</p> <p>9. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>10. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>11. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Baling or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities. <p>[Q]M1-1-CDO</p> <p>1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing; Automobile Storage Area, Wholesale Auto Parts and Accessories; Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing</p> <p>2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>3. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. <p>[Q] MR1-1-CDO</p> <p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance:</p>
<p>12.</p>	<p>MR1-1-CDO</p>	<p>[Q] MR1-1-CDO</p>

	<p>Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u></p> <p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.</p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs. g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities.
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13.	<p>[Q]M1-1-CDO</p> <p>From Ordinance No. 173194</p> <p>1. Auto related uses are strictly prohibited.</p>	<p>[Q]M1-1-CDO</p> <p>1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC: Automotive Exhaust Test Station; Battery Manufacturing and Servicing, Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing</p> <p>2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 1, 2.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>3. The following uses shall be prohibited:</p> <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs were content is displayed electronically, Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park.
14.	<p>M1-1-CDO</p> <p>None</p>	<p>[Q] M1-1-CDO</p> <p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u></p> <p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automotive Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p>

		<p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs where content is displayed electronically, Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park, Concrete Mixing, Concrete Product Manufacture, Recycling Materials Sorting Facilities, Scrap Metal Storage, Processing, Bailing or Collecting, Freight Yards or Terminals, Truck Yard and Overhauling, Truck Rental Facilities.
15.	MR1-1-CDO None	<p>[Q]MR1-1-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of

		<p>Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.</p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs where content is displayed electronically, Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park, Concrete Mixing, Concrete Product Manufacture, Recycling Materials Sorting Facilities, Scrap Metal Storage, Processing, Baling or Collecting, Freight Yards or Terminals, Truck Yard and Overhauling, Truck Rental Facilities.
16.	M1-1-CDO	<p>[Q] M1-1-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or

		<p><u>service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs were content is displayed electronically, Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park, Concrete Mixing, Concrete Product Manufacture, Recycling Materials Sorting Facilities, Scrap Metal Storage, Processing, Bailing or Collecting, Freight Yards or Terminals, Truck Yard and Overhauling, Truck Rental Facilities.
17.	MR1-1-CDO None	<p>[Q] MR1-1-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that</u>

		<p><u>sells new automobiles provided that the use is fully contained within a building.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Baling or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities.
18.	M1-1-CDO	<p>[Q] M1-1-CDO</p> <p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u></p>

	<p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park, i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities.
<p>19.</p>	<p>M1-1-CDO</p> <p>None</p> <p>[Q] M1-1-CDO</p> <p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station;</p>

		<p>Battery Servicing.</p> <ol style="list-style-type: none"> 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance. 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. 10. The following uses shall be prohibited: <ol style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Baling or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities.
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20.	CM1-1-CDO	[Q] CM1-1-CDO	<p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u></p> <p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>11. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park.
21.	[Q]C2-1VL-CDO	[Q]C2-1VL-CDO	

<p>From Ordinance No. 173540</p>	<p>NOTE: Retain existing Q Conditions from Ordinances No. 173540, and add the following conditions:</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. The following uses shall be prohibited: <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs were content is displayed electronically, Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park.
<p>22.</p>	<p>M1-1-CDO</p>
	<p>[Q] M1-1-CDO</p>

	<ol style="list-style-type: none"> 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance. 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. 10. The following uses shall be prohibited: <ol style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals,
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23.	<p>[Q]C2-1VL-CDO</p> <p>From Ordinance 173540</p> <ol style="list-style-type: none"> 1. One hundred percent (100%) residential development prohibited. 2. Residential density limited to the RD3 zone 	<p>m. Truck Yard and Overhauling, n. Truck Rental Facilities.</p> <p>[Q]C2-1VL-CDO</p> <p>NOTE: Retain existing Q Conditions from Ordinances No. 173540, and add the following conditions:</p> <ol style="list-style-type: none"> 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance. 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. 10. The following uses shall be prohibited: <ol style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs where content is displayed electronically, d. Lumber Store in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs,
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CYPRESS PARK & GLASSELL PARK [Q] CONDITIONS CPC-2008-3991-ZC

		g. Equine or Motorcycle sales, h. Recreational Vehicles Park.
24.	[Q]C1-1-CDO None	[Q]C1-1-CDO 1. The following uses shall be prohibited: a. Electronic Message Display Signs or other similar signs were content is displayed electronically, b. Pole and Pylon Signs,
25.	[Q]C1.5-1VL-CDO From Ordinance No. 173540 1. One hundred percent (100%) residential development prohibited. 2. Residential density limited to the RD3 zone	[Q]C1.5-1VL-CDO 1. The following uses shall be prohibited: a. Electronic Message Display Signs or other similar signs were content is displayed electronically, b. Pole and Pylon Signs,
26.	[Q]C2-1VL-CDO From Ordinance No. 173540 1. One hundred percent (100%) residential development prohibited. 2. Residential density limited to the RD3 zone	[Q]C2-1VL-CDO NOTE: Retain existing Q Conditions from Ordinances No. 173540, and add the following conditions: 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights

		to continue to be permitted within the limitations of this ordinance. 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. 10. The following uses shall be prohibited: a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park.
27.	[Q]C4-1VL-CDO From Ordinance No. 173541 1. One hundred percent (1000%) residential development prohibited. 2. Residential density limited to the RD3 zone	[Q]C4-1VL-CDO NOTE: Retain existing Q Conditions from Ordinances No. 173541, and add the following conditions: 1. The following uses shall be prohibited: a. Electronic Message Display Signs or other similar signs were content is displayed electronically, b. Pole and Pylon Signs,
28.	[Q]MR1-1VL-CDO From Ordinance No. 167595 [Q] Conditions pertain to landscaping, parking and setbacks. These Conditions will be retained.	[Q]MR1-1VL-CDO NOTE: Retain existing Q Conditions from Ordinances No. 167595, and add the following conditions: 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles. 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building. 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building. 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.

<p>29.</p>	<p>[Q]C2-1VL-CDO Ord. No 167 595 Establishes maximum VL height</p>	<p>To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.</p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park, i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities. <p>[Q]C2-1VL-CDO</p> <ol style="list-style-type: none"> 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles. 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building. 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance:
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30.	<p>[Q]C4-1VL-CDO</p> <p>From Ordinance No. 173541</p> <ol style="list-style-type: none"> One hundred percent (100%) residential development prohibited. Residential density limited to the RD1.5 Zone. 	<p>[Q]C4-1VL-CDO</p> <p>NOTE: Retain existing Q Conditions from Ordinances No. 167595, and add the following conditions:</p> <ol style="list-style-type: none"> The following uses shall be prohibited: <ol style="list-style-type: none"> Electronic Message Display Signs or other similar signs were content is displayed electronically, Pole and Pylon Signs,
31.	<p>[Q]C4-1VL-CDO</p> <p>From Ordinance No. 173540-SA4450; SA4440, SA4460, and SA4435</p> <ol style="list-style-type: none"> One hundred percent (100%) residential development prohibited. Residential density limited to the RD3 	<p>[Q]C4-1VL-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited: <ol style="list-style-type: none"> Electronic Message Display Signs or other similar signs were content is displayed electronically, Pole and Pylon Signs,

	Zone	[Q]C2-1VL-CDO
32A.	<p>[Q]C2-1VL-CDO</p> <p>From Ordinance No. 173540-SA4450, SA4440, SA4460, and SA4435</p> <ol style="list-style-type: none"> One hundred percent (100%) residential development prohibited. Residential density limited to the RD3 Zone 	<p>NOTE: Retain existing Q Conditions from Ordinances No. 173540-SA4450, SA4440, SA4460, and SA4435 (for RD1.5 permitted densities); and Ordinance 173540-SA4445 for RD3 permitted densities; add the following conditions:</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
32B.	<p>From Ordinance No. 173540-SA4445</p> <ol style="list-style-type: none"> One hundred percent (100%) residential development prohibited. Residential density limited to the RD1.5 Zone 	<ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. The following uses shall be prohibited: <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs where content is displayed electronically, Lumber Store in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.

33.	PF-1-CDO	<p>f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park.</p> <p>[Q]PF-1-CDO</p> <ol style="list-style-type: none"> 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance. 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. 10. The following uses shall be prohibited: <ol style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales,
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		h. Recreational Vehicles Park.
34.	<p>[Q]C4-1XL-CDO</p> <p>From Ordinance No. 173541</p> <ol style="list-style-type: none"> One hundred percent (100%) residential development prohibited. Residential density limited to the RD1.5 Zone 	<p>[Q]C4-1XL-CDO</p> <p>NOTE: Retain existing Q Conditions from Ordinances No. 173541, and add the following conditions:</p> <ol style="list-style-type: none"> The following uses shall be prohibited: <ol style="list-style-type: none"> Electronic Message Display Signs or other similar signs were content is displayed electronically, Pole and Pylon Signs,
35.	<p>[Q]M1-1-CDO</p> <p>From Ordinance No. 174473</p> <ol style="list-style-type: none"> Auto related uses such as, but not limited to garage, storage, sales, painting, auction, body and fender, etc., including self storage uses, are strictly prohibited. 	<p>[Q]M1-1-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing; Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. The following uses shall be prohibited: <ol style="list-style-type: none"> Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), Commercial Shipping, Electronic Message Display Signs or other similar signs were content is displayed electronically, Lumber Store or Lumber Yard, or Contractor's Equipment Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park. Concrete Mixing, Concrete Product Manufacture, Recycling Materials Sorting Facilities, Scrap Metal Storage, Processing, Bailing or Collecting, Freight Yards or Terminals, Truck Yard and Overhauling, Truck Rental Facilities
36.	<p>[Q]M1-1-CDO</p> <p>From Ordinance No. 174473</p> <ol style="list-style-type: none"> Auto related uses such as, but not limited to garage, storage, sales, painting, auction, body and fender, etc., including self storage uses, are strictly prohibited. 	<p>[Q]M1-1-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance:

	<p>Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.</p> <p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. Any City owned land which is under lease agreement with the KIA dealership upon the effective day of this ordinance shall enjoy the same pre-existing use rights granted in this subarea provisions.</p> <p>10. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>11. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities. 	<p>37. [Q]M1-1-CDO [Q]M1-1-CDO</p> <p>From Ordinance No. 174473</p> <p>1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing, Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or</p>
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38.	CM-1-CDO	<p>1. Auto related uses such as, but not limited to garage, storage, sales, painting, auction, body and fender, etc., including self storage uses, are strictly prohibited.</p> <p>2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>3. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs where content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park, i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Baling or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities.
	[Q] CM-1-CDO	<p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u></p> <p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.</p>

		<p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>12. The following uses shall be prohibited:</p> <ol style="list-style-type: none"> The Following Drive-through Establishments: fast food, coffee, and banks. Commercial Shipping, Electronic Message Display Signs or other similar signs were content is displayed electronically, Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. Pole and Pylon Signs, Equine or Motorcycle sales, Recreational Vehicles Park.
39.	M2-1-CDO	<p>[Q] M2-1-CDO</p> <ol style="list-style-type: none"> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a

40.	<p>M3-1-CDO PF-1-CDO *</p> <p>* On March 11, 1999, the City Planning Commission recommended approval of the Community Plan Revision for Northeast Los Angeles with a Plan Amendments and Zone Changes throughout the Northeast Community.</p> <p>On June 15, 1999, the City Council adopts the zone changes "In Concept" for the Northeast Los Angeles Community Plan Revision and instructs the Planning Department to prepare the final ordinances.</p> <p>The subject subarea was approved a Zone Change from "Various Zones" to the PF-1 Zone.</p>	<p>continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <ol style="list-style-type: none"> 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO. 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. 10. The following uses shall be prohibited: <ol style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities, o. Concrete Batch Plants, p. Junk Yards, q. Rock Gravel and Sand Distribution, r. Stockyards, s. Hazardous Waste Disposal Facilities
		<p>[Q] M3-1-CDO [Q]PF-1-CDO (Under proposed/ adopted Correction Ordinance)</p> <ol style="list-style-type: none"> 1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing, Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing 2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses. 3. The following uses shall be prohibited: <ol style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard. e. New Public Storage facilities. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park.

	<p>The Planning Department is currently implementing the City Council action through a Correction Ordinance.</p>	<p>i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities, o. Concrete Batch Plants, p. Junk Yards, q. Rock Gravel and Sand Distribution, r. Stockyards, s. Hazardous Waste Disposal Facilities</p>
<p>41.</p>	<p>M1-1</p>	<p>[Q] M1-1-CDO</p> <ol style="list-style-type: none"> 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing. 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u> 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u> 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u> 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance. 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u> 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.

42.	MR1-1-CDO	<p>[Q]MR1-1-CDO</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs where content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Baling or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities.
		<p>[Q]MR1-1-CDO</p> <p>1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.</p> <p>2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). <u>These uses may be allowed in conjunction with a facility that sells new automobiles.</u></p> <p>3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). <u>These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.</u></p> <p>4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. <u>This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.</u></p> <p>5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.</p> <p>6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance <u>shall not exceed 20% of existing floor area.</u></p>

		<p>7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.</p> <p>8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.</p> <p>9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.</p> <p>10. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks), b. Commercial Shipping, c. Electronic Message Display Signs or other similar signs were content is displayed electronically, d. Lumber Store or Lumber Yard, or Contractor's equipment Yard in excess of 20,000 square feet of lot area. e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. f. Pole and Pylon Signs, g. Equine or Motorcycle sales, h. Recreational Vehicles Park. i. Concrete Mixing, Concrete Product Manufacture, j. Recycling Materials Sorting Facilities, k. Scrap Metal Storage, Processing, Bailing or Collecting, l. Freight Yards or Terminals, m. Truck Yard and Overhauling, n. Truck Rental Facilities.

EXHIBIT C

List of Uses

Automobile Dismantling Yard
Automobile and Trailer Sales
Automotive Repair
Automotive Use

Automobile Assembly or Rebuilding
Automobile Hoist
Cargo Container
Circus Quarters
Concrete Batch Plants
Product Manufacture Concrete
Dumps for Earth or Garbage, Earth Import, Export, Excavation or Exploratory Core
Drilling of Electronic Message
Display signs or other similar signs where content is displayed electronically
Drive Through Businesses
Freight Yards or Terminals
Hazardous Waste Disposal Facilities
Inoperable Vehicle
Junk Yards
Landfills
Open Storage, including but not limited to junks and salvage items, pallets, rags, paper, crates, boxes and drums
Public Storage
Rave Tracks for automobiles, Equine or Motorcycles
Rock, Gravel, or Sand Distribution
Scrap Metal Storage, Processing, Bailing or Collecting
Stockyards
Recreational/ Residential Vehicle Parks
Recycling Collection or buy back centers, including those that are incidental to Grocery Stores, mobile recycling center, including reverse vending machines.
Recycling Material Storage, sorting and processing facilities
Trailer Rental or Sale

Exhibit D







Exhibit E

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

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

MULTI

PROJECT TITLE

ENV-2008-3992-ND

CASE NO.

CPC-2008-3991-ZC

PROJECT LOCATION

N/A-N/A N/A-N/A N/A SEE ENVIRONMENTAL SETTINGS

PROJECT DESCRIPTION

A ZONE CHANGE TO IMPOSE QUALIFIED CONDITIONS THAT WOULD PROHIBIT AND/ OR LIMIT VARIOUS AUTO REPAIR AND AUTO RELATED LAND USES WITHIN THE CYPRESS PARK AND GLASSELL PARK CDO BOUNDARIES.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

DEPARTMENT OF CITY PLANNING, COMMUNITY PLANNING BUREAU, CITY OF LOS ANGELES
200 N SPRING STREET, ROOM 667
LOS ANGELES, CA 90012

FINDING:

The City Planning Department of the City of Los Angeles has Proposed that a negative declaration be adopted for this project. The Initial Study indicates that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description above.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM

JOSE ROMERO-NAVARRO

TITLE

City Planner

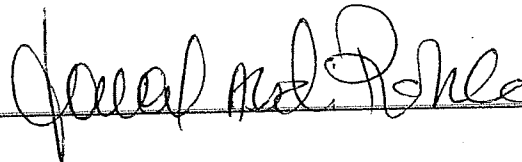
TELEPHONE NUMBER

(213) 978-1180

ADDRESS

200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012

SIGNATURE (Official)



DATE

7/29/09

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: MULTI	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2008-3992-ND	RELATED CASES: CPC-2008-3991-ZC	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: A ZONE CHANGE TO IMPOSE QUALIFIED CONDITIONS THAT WOULD PROHIBIT AND/ OR LIMIT VARIOUS AUTO REPAIR AND AUTO RELATED LAND USES WITHIN THE CYPRESS PARK AND GLASSELL PARK CDO BOUNDARIES.		
ENV PROJECT DESCRIPTION: A ZONE CHANGE TO IMPOSE QUALIFIED CONDITIONS THAT WOULD PROHIBIT AND/ OR LIMIT VARIOUS AUTO REPAIR AND AUTO RELATED LAND USES WITHIN THE CYPRESS PARK AND GLASSELL PARK CDO BOUNDARIES.		
ENVIRONMENTAL SETTINGS: The area generally bounded by the Los Angeles River and San Fernando Road to the west, the 110 FREEWAY to the south, various boundaries to the east including Isabel Street, Verdugo Road, Eagle Rock Boulevard and the 2 FREEWAY, and the boundary line between the City of Los Angeles and the City of Glendale to the north, all as depicted in the attached Ordinance Map/ Cypress Park & Glassell Park Community Design Overlay Map. The area is comprised by a diverse set of land uses including commercial and industrial uses as well as designated Public Facilities land for a school and a park. Residential uses bound at times autorelated uses along the boulevards.		
PROJECT LOCATION: N/A-N/A N/A-N/A N/A		
COMMUNITY PLAN AREA: NORTHEAST LOS ANGELES STATUS: <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: EAST LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: GREATER CYPRESS PARK GLASSELL PARK
EXISTING ZONING: VARIOUS: M1, M2, M3, CM, C1, C2, C4, CR, R1, R2, R3, RD, PF	MAX. DENSITY/INTENSITY ALLOWED BY ZONING:	
GENERAL PLAN LAND USE: VARIOUS: HEAVY- LIMITED AND LIGHT INDUSTRIAL, COMERCIAL MANUFACTURING, GENERAL AND NEIGHBORHOOD COMERCIAL, PUBLIC FACILITIES, LOW MEDIUM 1- LOW MEDIUM 2- MEDIUM- AND LOW RESIDENTIAL .	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:	LA River Adjacent: YES
PROPOSED PROJECT DENSITY:		

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

City Planner

(213) 978-1180

Signature

Title

Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

<input type="checkbox"/> AESTHETICS	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AGRICULTURAL RESOURCES	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/CIRCULATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> POPULATION AND HOUSING	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

DEPARTMENT OF CITY PLANNING, COMMUNITY PLANNING BUREAU, CITY OF LOS ANGELES

PHONE NUMBER:

(213) 978-1180

APPLICANT ADDRESS:

200 N SPRING STREET, ROOM 667
LOS ANGELES, CA 90012

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

07/28/2009

PROPOSAL NAME (if Applicable):

CYPRESS PARK & GLASSELL PARK "Q" CONDITIONS PROHIBITING AND/ OR LIMITING CERTAIN AUTO-RELATED USES

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?				✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?				✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?				✓
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?				✓

II. AGRICULTURAL RESOURCES

a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?				✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?				✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?				✓

III. AIR QUALITY

a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?				✓
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?				✓
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?				✓
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?				✓
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?				✓

IV. BIOLOGICAL RESOURCES

a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?				✓
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.				✓
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?				✓
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : LANDSLIDES?				✓
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?				✓
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?				✓
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?				✓
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?				✓
VII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?				✓
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓
VIII. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				✓
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?				✓
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?				✓
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓
IX. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?				✓
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
X. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?				✓
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?				✓
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				✓
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
XII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?				✓
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?				✓
b.	POLICE PROTECTION?				✓
c.	SCHOOLS?				✓
d.	PARKS?				✓
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?				✓
XIV. RECREATION					

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?				✓
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?				✓

XV. TRANSPORTATION/CIRCULATION

a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?				✓
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?				✓
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?				✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?				✓
f.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓

XVI. UTILITIES

a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?				✓
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?				✓
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?				✓

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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	MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).				✓
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?				✓

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

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

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

The project as identified in the project description will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that a Negative Declaration shall be issued for the environmental case file known as **ENV-2008-3992-N** and the associated case(s), **CPC-2008-3991-ZC**.

ADDITIONAL INFORMATION:

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

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

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
JOSE ROMERO-NAVARRO	City Planner	(213) 978-1180	07/28/2009

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

I. AESTHETICS		
a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
c.	NO IMPACT	This property lies adjacent to the Los Angeles River and appropriate design guidelines must be incorporated into the project to ensure consistency with the City's efforts for its revitalization.
d.	NO IMPACT	This property lies adjacent to the Los Angeles River and appropriate design guidelines must be incorporated into the project to ensure consistency with the City's efforts for its revitalization.
II. AGRICULTURAL RESOURCES		
a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
III. AIR QUALITY		
a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
e.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.
IV. BIOLOGICAL RESOURCES		
a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.

Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
e.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
f.	NO IMPACT	This property lies adjacent to the Los Angeles River and appropriate design guidelines must be incorporated into the project to ensure consistency with the City's efforts for its revitalization.	

V. CULTURAL RESOURCES

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

VI. GEOLOGY AND SOILS

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
e.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
f.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
g.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
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VII. HAZARDS AND HAZARDOUS MATERIALS

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
e.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
f.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
g.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
h.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

VIII. HYDROLOGY AND WATER QUALITY

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
e.	NO IMPACT	Environmental impacts in the form of increased pollutant runoff may result from operation of the proposed project next to the Los Angeles River.	
f.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
g.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
i.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
j.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

IX. LAND USE AND PLANNING

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

X. MINERAL RESOURCES

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

XI. NOISE

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
e.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
f.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

XII. POPULATION AND HOUSING

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

XIII. PUBLIC SERVICES

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
e.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

XIV. RECREATION

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

XV. TRANSPORTATION/CIRCULATION

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
e.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
f.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

Impact?	Explanation	Mitigation Measures
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g.	NO IMPACT	This property lies adjacent to the Los Angeles River and appropriate design guidelines must be incorporated into the project to ensure public and emergency access.	
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XVI. UTILITIES

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
d.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
e.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
f.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
g.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
b.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	
c.	NO IMPACT	The subject project does not involve any construction and therefore no impact is expected.	



Los Angeles City Planning Commission

200 North Spring Street, Room 272, City Hall, Los Angeles, CA 90012
www.cityofla.org/PLN/index.htm

Determination Mailing Date: NOV 23 2009

CASE NO. CPC-2008-3991-ZC

CEQA: ENV-2008-3992-ND

Applicant: City of Los Angeles

Location: Various

Council District: Nos. 1, 13, 14

Plan Area: Northeast

Request(s): Zone Change

At its meeting on November 12, 2009, the following action was taken by the City Planning Commission:

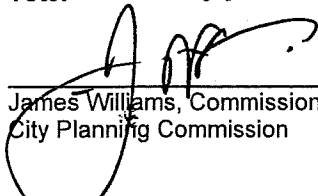
1. **Approved and Recommended** that the City Council Adopt Zone Changes in applicable Parcels Zoned Commercial, Manufacturing and Public Facilities, as shown in the attached tentative Ordinance Maps and their corresponding proposed Q Conditions Language, within the Cypress Park & Glassell Park Community Design Overlay District to regulate auto-related, auto-oriented, and other incompatible uses.
2. **Approved and recommended** that the City Council adopt Negative Declaration ENV-2008-3992-ND.
3. **Adopted** the attached Conditions of Approval.
4. **Adopted** the attached Findings.

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

This action was taken by the following vote:

Moved: Kezios
Seconded: Romero
Ayes: Freer, Orozco, Roschen
Absent: Burton, Cardoso, Woo
Vacant: One

Vote: 5-0


James Williams, Commission Executive Assistant I
City Planning Commission

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: Ordinance(s), Map(s), Conditions and Findings
City Planner: Jose Romero-Navarro



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 zones 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:

EXHIBIT B

Proposed Zone & Q Conditions

Sub-
Area #

[q]c2-1V-L-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 172916 and 173540 (One hundred percent residential development prohibited. Residential density limited to the RD1.5 zone), and add the following conditions:

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glasssell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area.

- e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
- f. Pole and Pylon Signs,
- g. Equine or Motorcycle sales,
- h. Recreational Vehicles Park.

2. [T][Q]CM-1-CDO

NOTE: Retain all existing [Q] Conditions from Ordinances No. 175233 pertaining to General (prohibited uses), Environmental and Administrative matters, and add the following conditions:

1. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs where content is displayed electronically,
 - d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area,
 - e. Pole and Pylon Signs,
 - f. Equine or Motorcycle sales,
 - g. Recreational Vehicles Park,
 - h. Truck Rental Facilities.

3. [Q]C2-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173465 and 173540 (One hundred percent residential development prohibited. Residential density limited to the RD 1.5 zone), and add the following conditions:

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.

6. Expansion of auto-related establishments listed in Items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
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 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

4. [Q]C2-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173540 (One hundred percent residential development prohibited. Residential density limited to the RD1.5 zone), and also retain prohibited uses included in Ordinance No 173382: Adult Entertainment Businesses, Bail Bond Broker, Bath (Turkish and the like), Escort Bureau, Any locker rental when conducted as the primary business, Pawn shops, Any payroll cashing service when conducted as the primary business, Tattoo Studio, Transfer Business, and Massage Parlors; and add the following conditions:

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
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5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.

To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.

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8. Any project as defined within Section 2 of the Cypress Park and Glasssell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard and as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
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 - d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs.
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

5.
6.
7.

[CQ] MR1-1-CDO

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 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
8. [QM1-1-CDO
 1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing, Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing
 2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 1, 2.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
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- j. Recycling Materials Sorting Facilities,
- k. Scrap Metal Storage, Processing, Baling or Collecting,
- l. Freight Yards or Terminals,
- m. Truck Yard and Overhauling,
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 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.

11. [Q]M1-1-CDO

1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing, Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing
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12. [Q] MR1-1-CDO

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
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Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.

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 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.

1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing; Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Laundries (self-served or non automated); Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing
2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 1, 2.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
3. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

14.

[Q] M1-1-CDO

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.

8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs where content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area,
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.

15. [Q]MR1-1-CDO

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in Items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.

7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glasssell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
16. [Q] M1-1-CDO
 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy

showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.

6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
 10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs.
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
17. [Q] MR1-1-CDO
1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales, Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or

service facility and provide that the hoist is contained completely within an existing building.

5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
 8. Any project as defined within Section 2 of the Cypress Park and Glasssell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
 10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
18. [Q] M1-1-CDO
1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; The Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that

sells new automobiles provided that the use is fully contained within a building.

4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area,
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status,
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
19. (Q) M1-1-CDO
 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.

3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair, Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
 8. Any project as defined within Section 2 of the Cypress Park and Glasssell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
 10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
20. [Q] CM1-1-CDO
1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station;

Battery Servicing.

2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
 11. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

21. [Q]C2-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173540 (One hundred percent residential development prohibited. Residential density limited to the RD1.5 zone), and add the following conditions:

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance:

Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.

2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
 6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
 7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
 8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
 10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs where content is displayed electronically,
 - d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area,
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status,
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.
22. [C] M1-1-CDO
1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station;

Battery Servicing.

2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.

23. [q]c2-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173540 (One hundred percent residential development prohibited. Residential density limited to the RD3 zone), and add the following conditions:

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles, provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

24. [Q]C1-1-CDO

1. The following uses shall be prohibited:
 - a. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - b. Pole and Pylon Signs.

25. [Q]C1.5-1V-L-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173540 (One hundred percent residential development prohibited. Residential density limited to the RD3 zone), and add the following conditions:

1. The following uses shall be prohibited:
 - a. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - b. Pole and Pylon Signs.

26. [Q]C2-1V-L-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173540 (One hundred percent residential development prohibited. Residential density limited to the RD3 zone), and add the following conditions:

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales, Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station, Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair, Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in Items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.

8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store in excess of 20,000 square feet of lot area,
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

27. [Q]C4-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173541 (One hundred percent residential development prohibited. Residential density limited to the RD3 zone), and add the following conditions:

1. The following uses shall be prohibited:
 - a. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - b. Pole and Pylon Signs,

28. [Q]MR1-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 167595 pertaining to landscaping, parking and setbacks, and add the following conditions:

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy

showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.

6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs where content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Storage Yard in excess of 20,000 square feet of lot area,
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
29. [Q]C2-1VL-CDO
 1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
 2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
 3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
 4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or

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service facility and provide that the hoist is contained completely within an existing building.

5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in Items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

30. [Q]C4-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 167595 (One hundred percent residential development prohibited. Residential density limited to the RD1.5 zone), and add the following conditions:

1. The following uses shall be prohibited:
 - a. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - b. Pole and Pylon Signs,

31. [Q]C4-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 167595 (One hundred percent residential development prohibited. Residential density limited to the RD3 zone), and add the following conditions:

1. The following uses shall be prohibited:
 - a. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - b. Pole and Pylon Signs,

32A.

[Q]C2-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173540-SA4450, SA4440, SA4460, and SA4435 (One hundred percent residential development prohibited. Residential density limited to the RD3 zone); and add the following conditions:

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in Items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs where content is displayed electronically,
 - d. Lumber Store in excess of 20,000 square feet of lot area,
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

32B.

[q]c2-1VL-CDO

NOTE: Retain existing Q Conditions from Ordinance 173540-SA4445 (One hundred percent residential development prohibited. Residential density limited to the RD1.5 zone); and add the following conditions:

11. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
12. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
13. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
14. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
15. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
16. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
17. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
18. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
19. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
20. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,

h. Recreational Vehicles Park.

33. [Q]PF-1-CDO

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

34. [Q]C4-1XL-CDO

NOTE: Retain existing Q Conditions from Ordinances No. 173541 (One hundred percent residential development prohibited. Residential density limited to the RD1.5 zone), and add the following conditions:

1. The following uses shall be prohibited:
 - a. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - b. Pole and Pylon Signs,

35. [Q]M1-1-CDO

1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing; Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing
2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
3. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities

36. [Q]M1-1-CDO

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that

sells new automobiles provided that the use is fully contained within a building.

4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
 5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
 6. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
 7. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
 8. Any City owned land which is under lease agreement with the KIA dealership upon the effective day of this ordinance shall enjoy the same pre-existing use rights granted in this subarea provisions.
 9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
 10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard in excess of 20 000 square feet of lot area,
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status,
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Bailing or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
37. [Q]M1-1-CDO
1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing, Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing
 2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.

38.

[Q] CM-1-CDO

3. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs where content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non-automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in Items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glasssell Park Community Design Overlay (CDO) and any floor area addition to a pre-

existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.

9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
12. The following uses shall be prohibited:
 - a. The Following Drive-through Establishments: fast food, coffee, and banks.
 - b. Commercial Shipping.
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs.
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.

39. [Q] M2-1-CDO

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.

9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
 10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard in excess of 20,000 square feet of lot area,
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park.
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities,
 - o. Concrete Batch Plants,
 - p. Junk Yards,
 - q. Rock Gravel and Sand Distribution,
 - r. Stockyards,
 - s. Hazardous Waste Disposal Facilities
40. [Q]PF-1-CDO
1. The following uses shall be prohibited: Automobile and Trailer Sales; Automotive Repair; and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Manufacturing and Servicing; Automobile Storage Area, Wholesale Auto Parts and Accessories, Retail Sale or Assembly of Auto Parts and Accessories, Tire Shops including Tire and Tube Repair and Retreading, Automobile Laundries (self-served or non automated), Automobile Hoists and other automotive uses incidental to repair, servicing or manufacturing
 2. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
 3. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard.
 - e. New Public Storage facilities.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities

- h. Recreational Vehicles Park.
- i. Concrete Mixing, Concrete Product Manufacture,
- j. Recycling Materials Sorting Facilities,
- k. Scrap Metal Storage, Processing, Baling or Collecting,
- l. Freight Yards or Terminals,
- m. Truck Yard and Overhauling,
- n. Truck Rental Facilities,
- o. Concrete Batch Plants,
- p. Junk Yards,
- q. Rock Gravel and Sand Distribution,
- r. Stockyards,
- s. Hazardous Waste Disposal Facilities

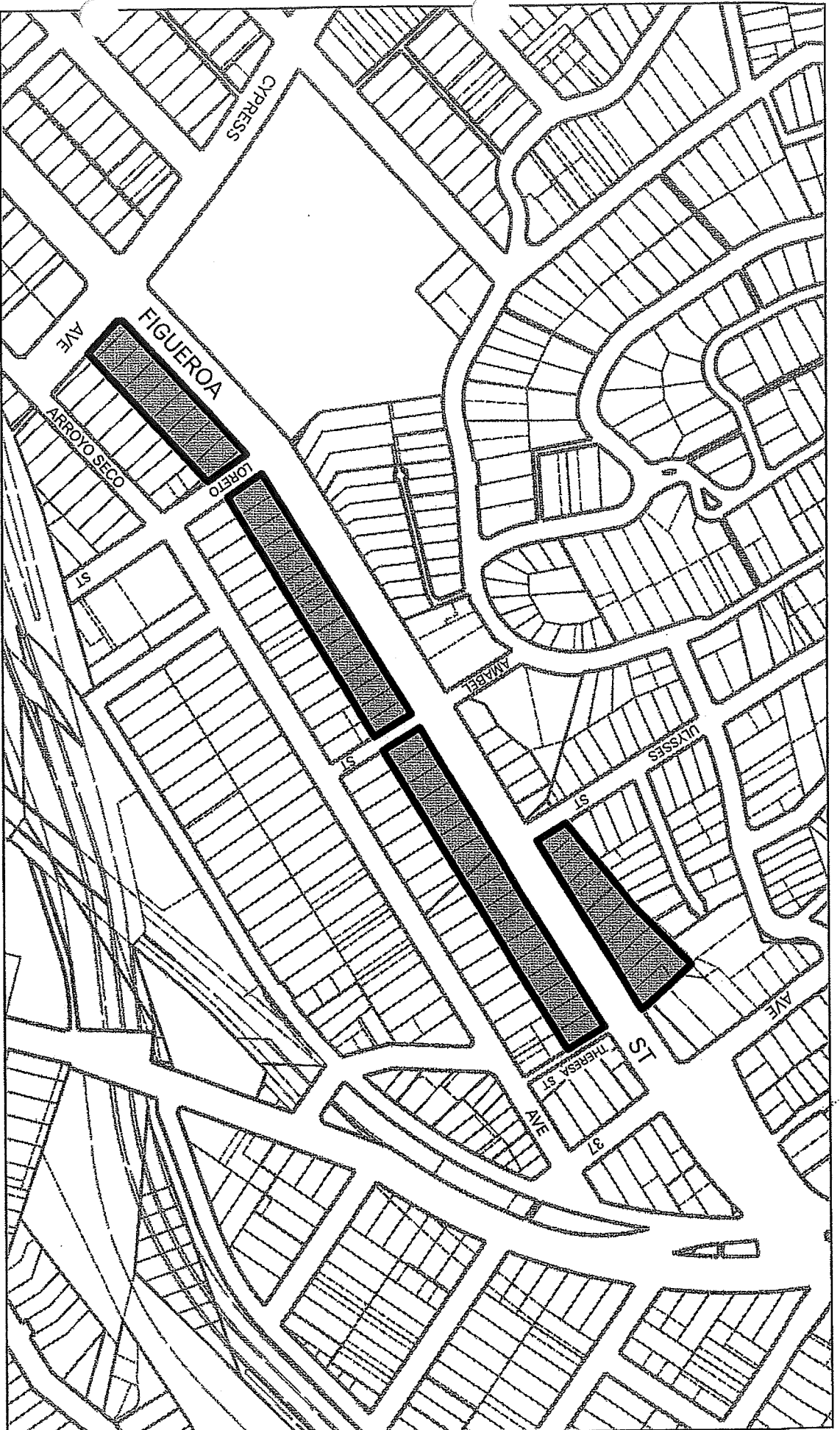
41. [C] M1-1-CDO

1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales, Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glassell Park Community Design Overlay (CDO) and any floor area addition to a pre-existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.
9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.

10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's Equipment Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Baling or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.
42. [Q]MR1-1-CDO
1. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile and Trailer Sales; Automotive Repair, and Automotive Use as defined in Section 12.3 of the LAMC; Automotive Exhaust Test Station; Battery Servicing.
2. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Storage Area and/ or Automobile Sales (Used). These uses may be allowed in conjunction with a facility that sells new automobiles.
3. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Wholesale Auto Parts and Accessories and Retail Sale or Assembly of Auto Parts and Accessories; Tire Shops including Tire and Tube Repair and Retreading; Automobile Repair; Automobile Laundries (self-served or non automated). These uses may be allowed in conjunction with a facility that sells new automobiles provided that the use is fully contained within a building.
4. The following uses shall be prohibited, except for those uses in existence within the subject subarea boundary upon the effective day of this ordinance: Automobile Hoists. This use may be allowed pursuant to existing zoning provision provided it is in conjunction with an existing automobile repair or service facility and provide that the hoist is contained completely within an existing building.
5. Auto-related establishments in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status. To be considered as a pre-existing auto-related establishment, written documentation in the form of business license and/ or certificate of occupancy showing continuous legally established operation and specifically stating an auto-related establishment use shall be submitted to the Director of Planning. Other Documentation will not be deemed adequate proof for the purpose of the proposed ordinance.
6. Expansion of auto-related establishments listed in Items 1, 2, 3, and 4 existing on the effective date of the subject ordinance shall not exceed 20% of existing floor area.
7. An auto-related establishment which is, has been, or hereafter becomes vacant or unused as an auto-related establishment, or unoccupied for a continuous period of one year, shall not thereafter be considered as a pre-existing or continuing auto-related establishment and shall have lost its rights to continue to be permitted within the limitations of this ordinance.
8. Any project as defined within Section 2 of the Cypress Park and Glasssell Park Community Design Overlay (CDO) and any floor area addition to a pre-

existing auto-related establishment shall comply with all applicable Design Guidelines and Development Standards of the CDO.

9. The following uses shall be prohibited: Automobile Dismantling Yard as defined in Section 12.3 of the LAMC; Auto Wreckage and Auto Salvage uses.
10. The following uses shall be prohibited:
 - a. Drive-through Establishments (including, but not limited to fast food, coffee, drug stores and banks),
 - b. Commercial Shipping,
 - c. Electronic Message Display Signs or other similar signs were content is displayed electronically,
 - d. Lumber Store or Lumber Yard, or Contractor's equipment Yard in excess of 20,000 square feet of lot area.
 - e. New Public Storage facilities. Public Storage in existence within the subject subarea boundary upon the effective day of this ordinance will enjoy a pre-existing status.
 - f. Pole and Pylon Signs,
 - g. Equine or Motorcycle sales,
 - h. Recreational Vehicles Park,
 - i. Concrete Mixing, Concrete Product Manufacture,
 - j. Recycling Materials Sorting Facilities,
 - k. Scrap Metal Storage, Processing, Bailing or Collecting,
 - l. Freight Yards or Terminals,
 - m. Truck Yard and Overhauling,
 - n. Truck Rental Facilities.



ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.



[Q]C2-1VL-CDO

NOT TO SCALE

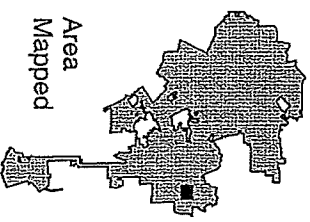


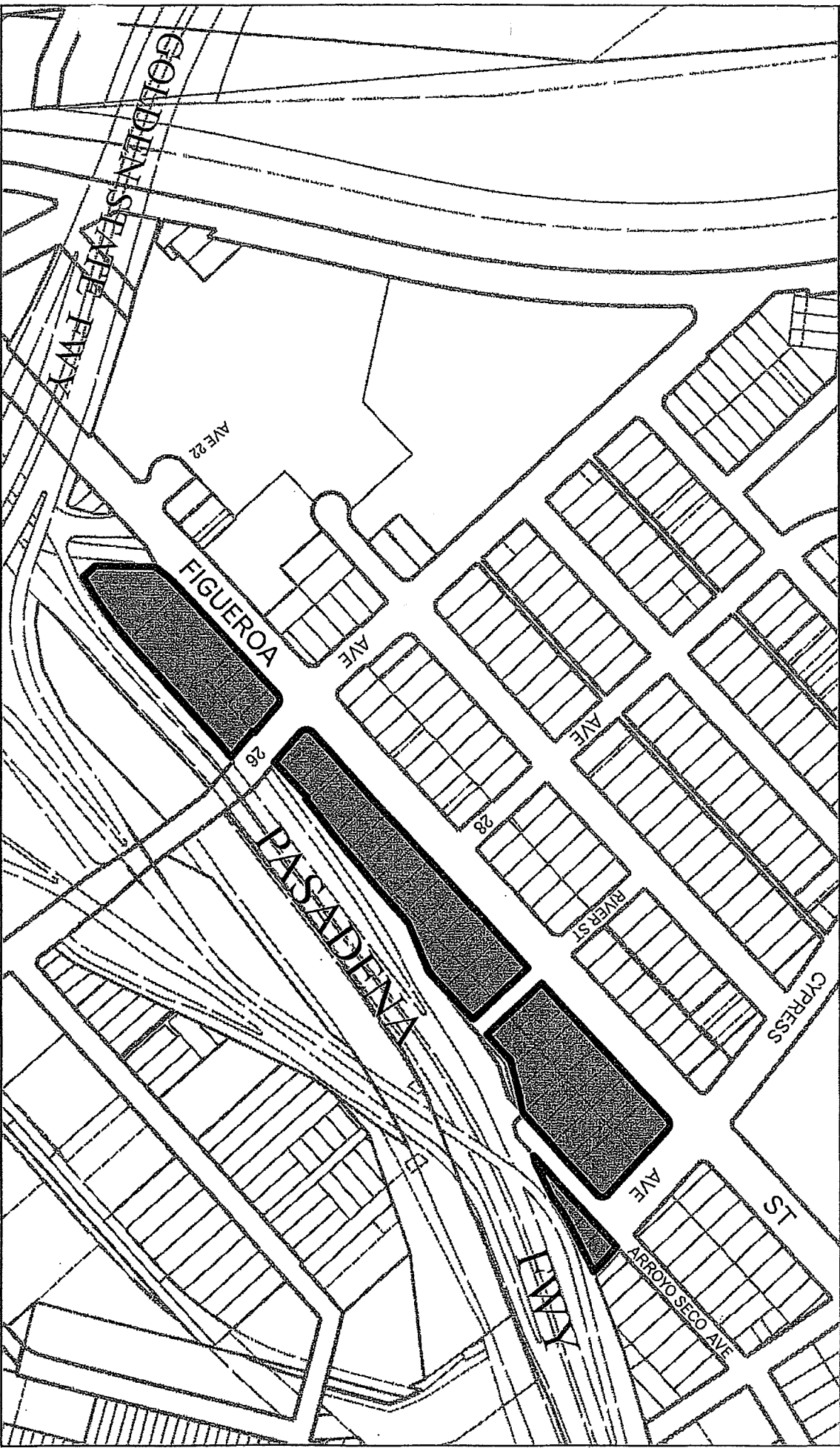
D.M. 142.5 A 221, 144 A 221, 144 A 223 ⁴
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK, SA 1

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ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.

IT]l[a]CM-1-CDO

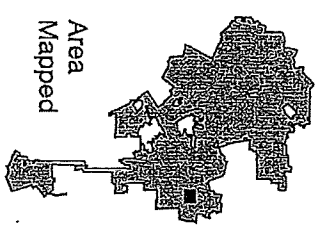
State Resources Development of City Planning Bureau of Encinitas

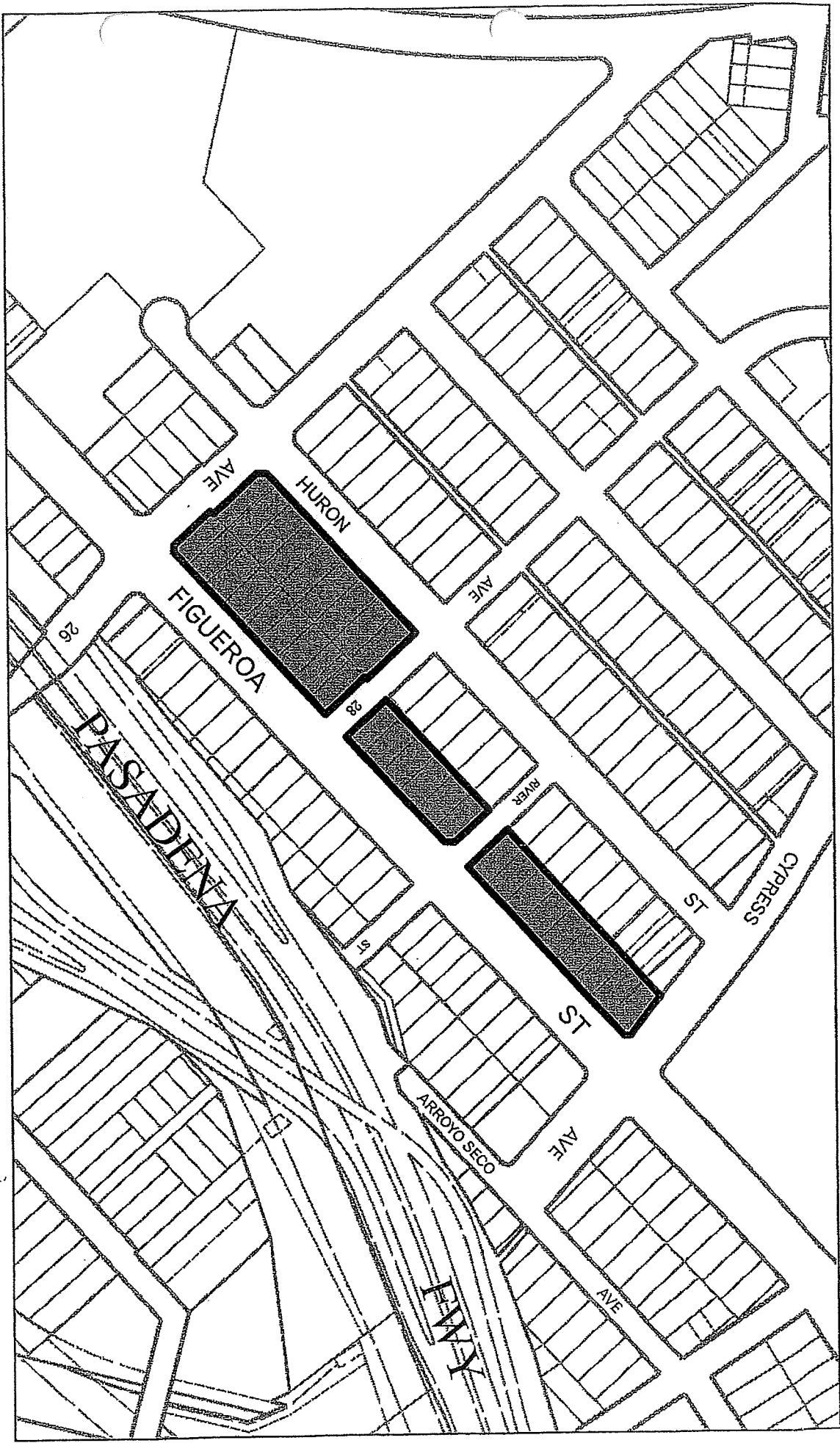
D.M. 141 A 219, 142.5 A 219, 142.5 A 221
CPC 2008-3991 ZC

NOT TO SCALE



CYPRESS PARK - GLASSELL PARK, SA 2
AE 114
102109





ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.



10102-1VL-CDO



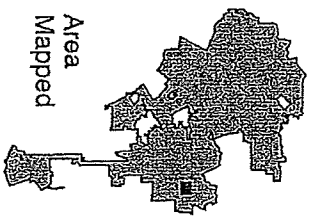
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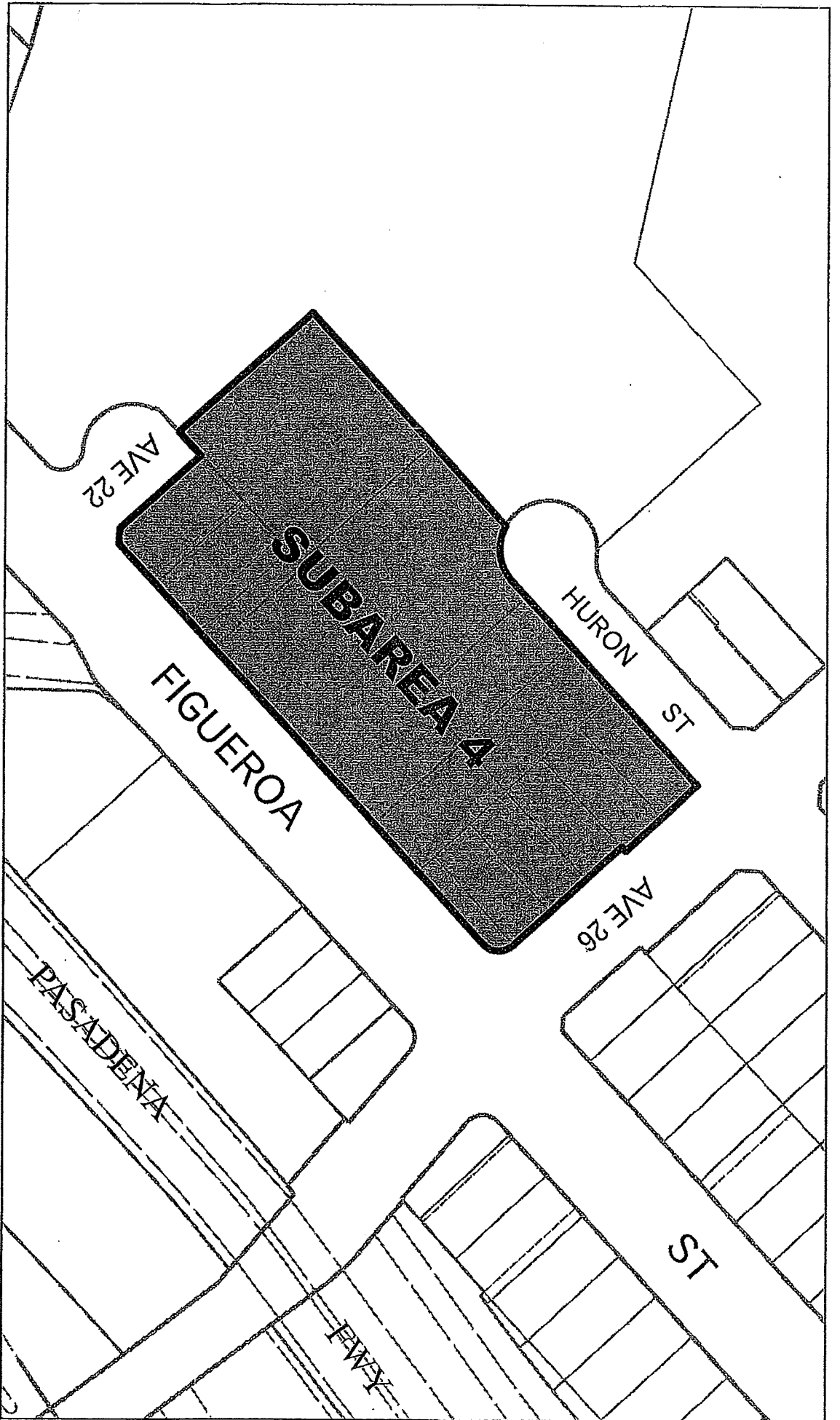
D.M. 142.5 A 219, 142.5 A 221
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK, SA 3

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ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.



[q]c2-1VL-CDO

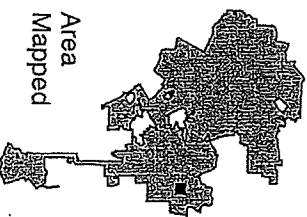
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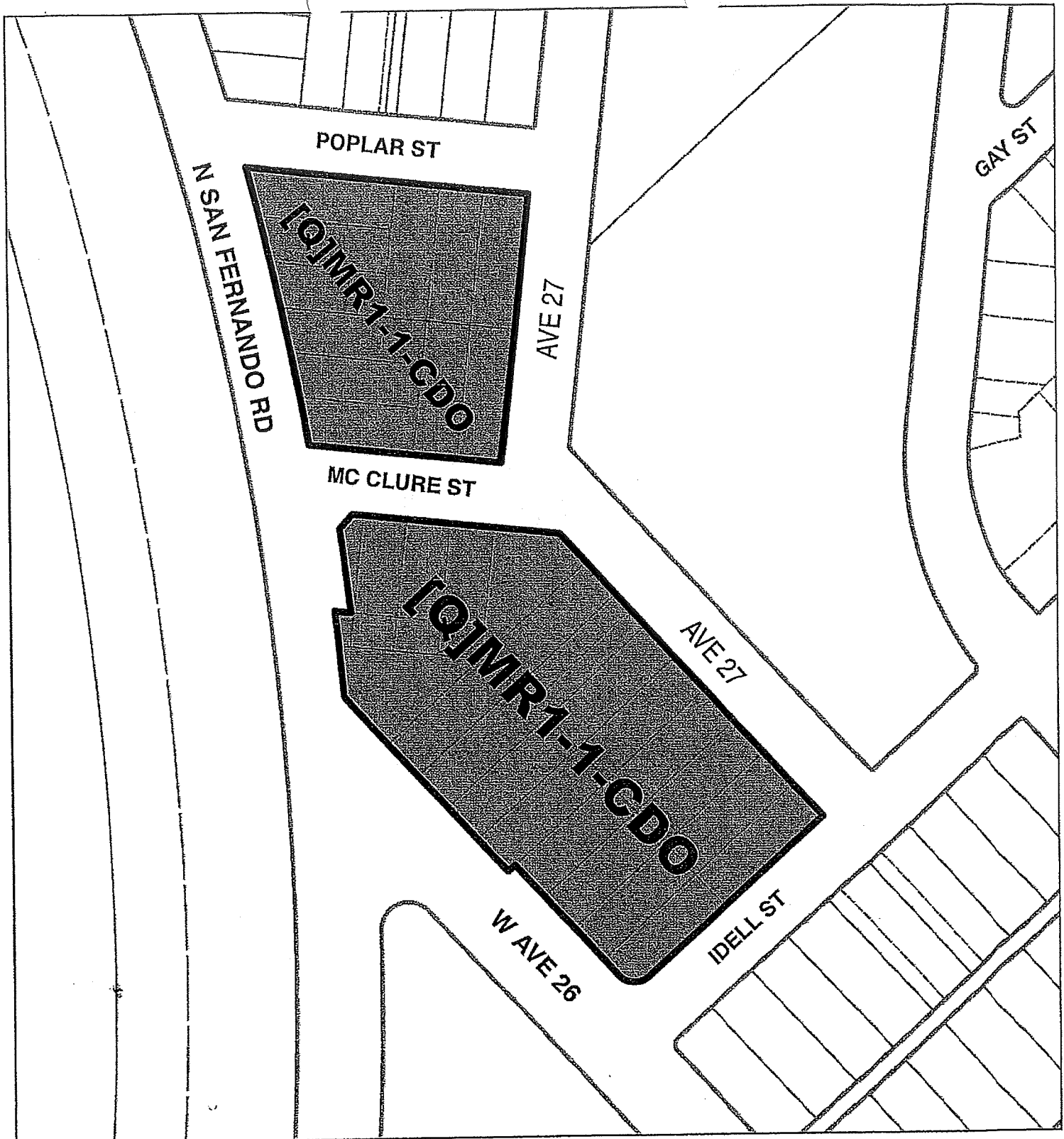
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D.M. 142.5 A 219	49
CPC 2008-3991 ZC	

CYPRESS PARK - GLASSELL PARK
AE\A#
102109



Area
Mapped



NOT TO SCALE

D.M. 142.5 A 219, 144 A 219	CPC 2008-3991 ZC
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CYPRESS PARK - GLASSELL PARK, SA 7

AE/AA

092409



Area
Mapped



[Q]M1-1-CDO



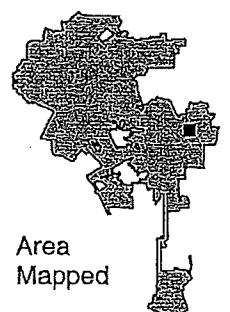
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D.M. 144 A 219, 145.5 A 217, 145.5 A 219	CPC 2008-3991 ZC
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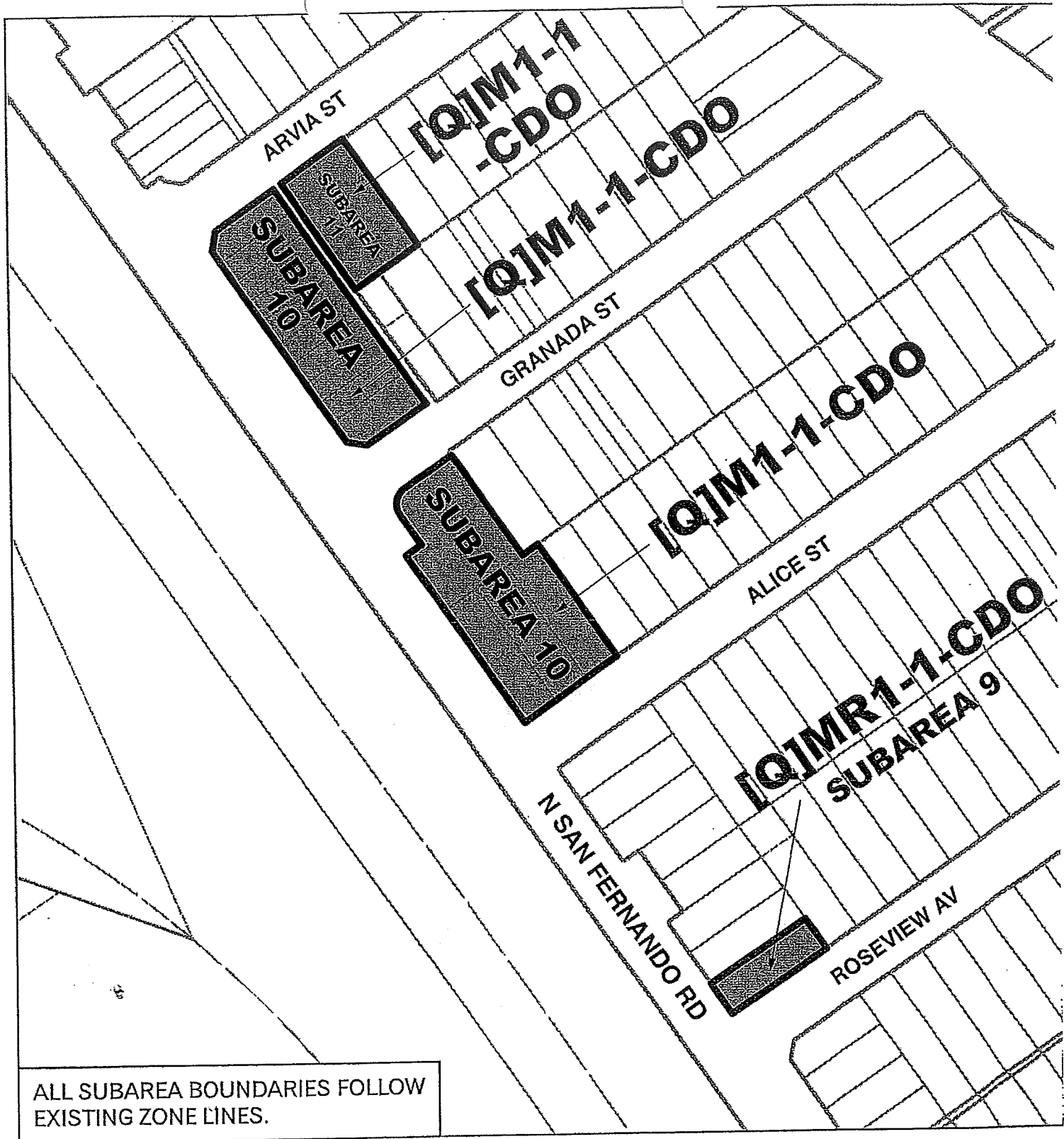
CYPRESS PARK - GLASSELL PARK, SA 8

AE/AA

092409



Area
Mapped



NOT TO SCALE

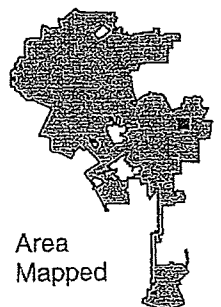
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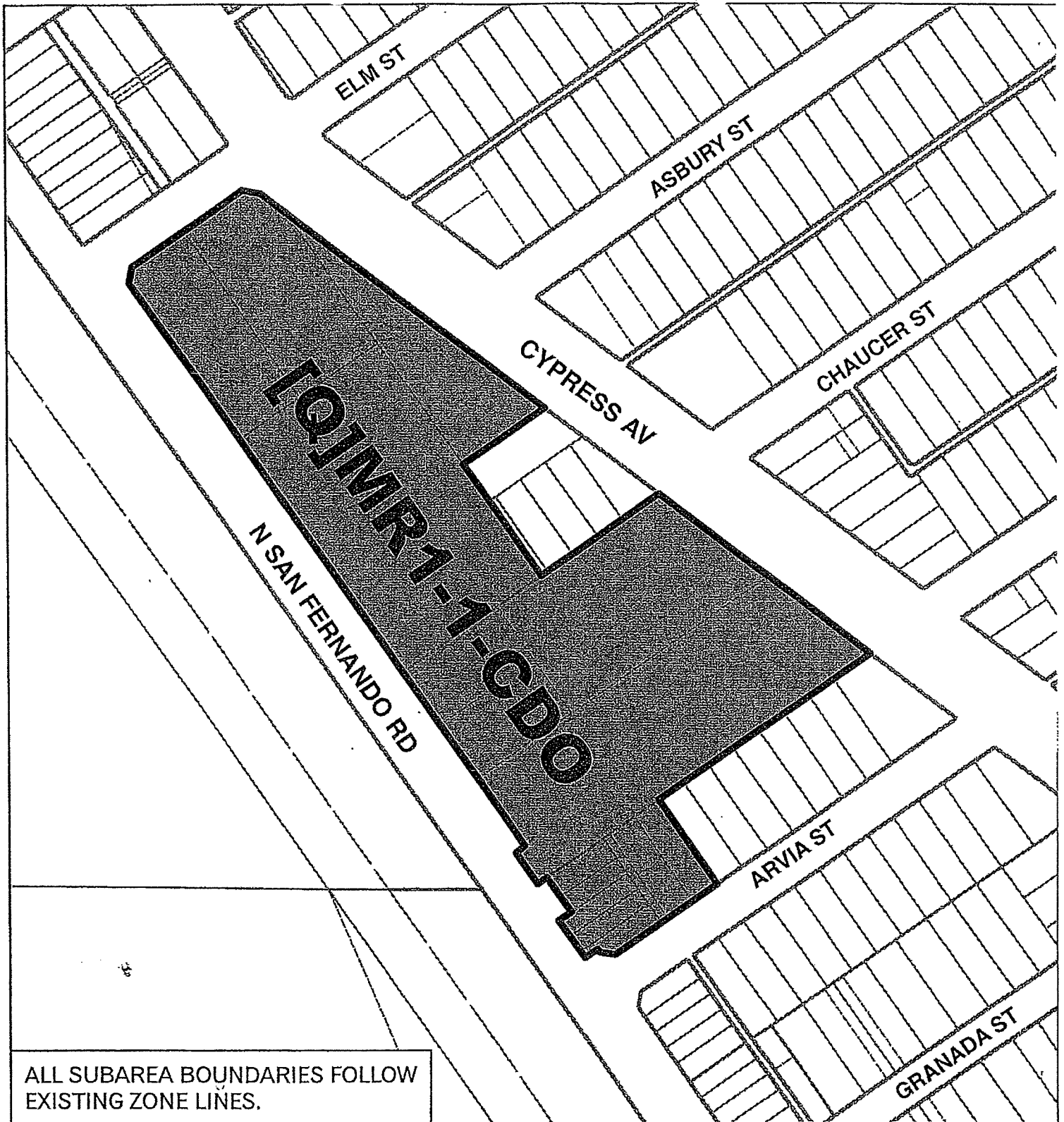
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CYPRESS PARK - GLASSELL PARK

AE/AT

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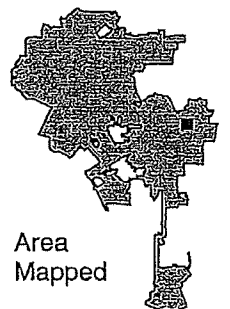
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CPC 2008-3991 ZC

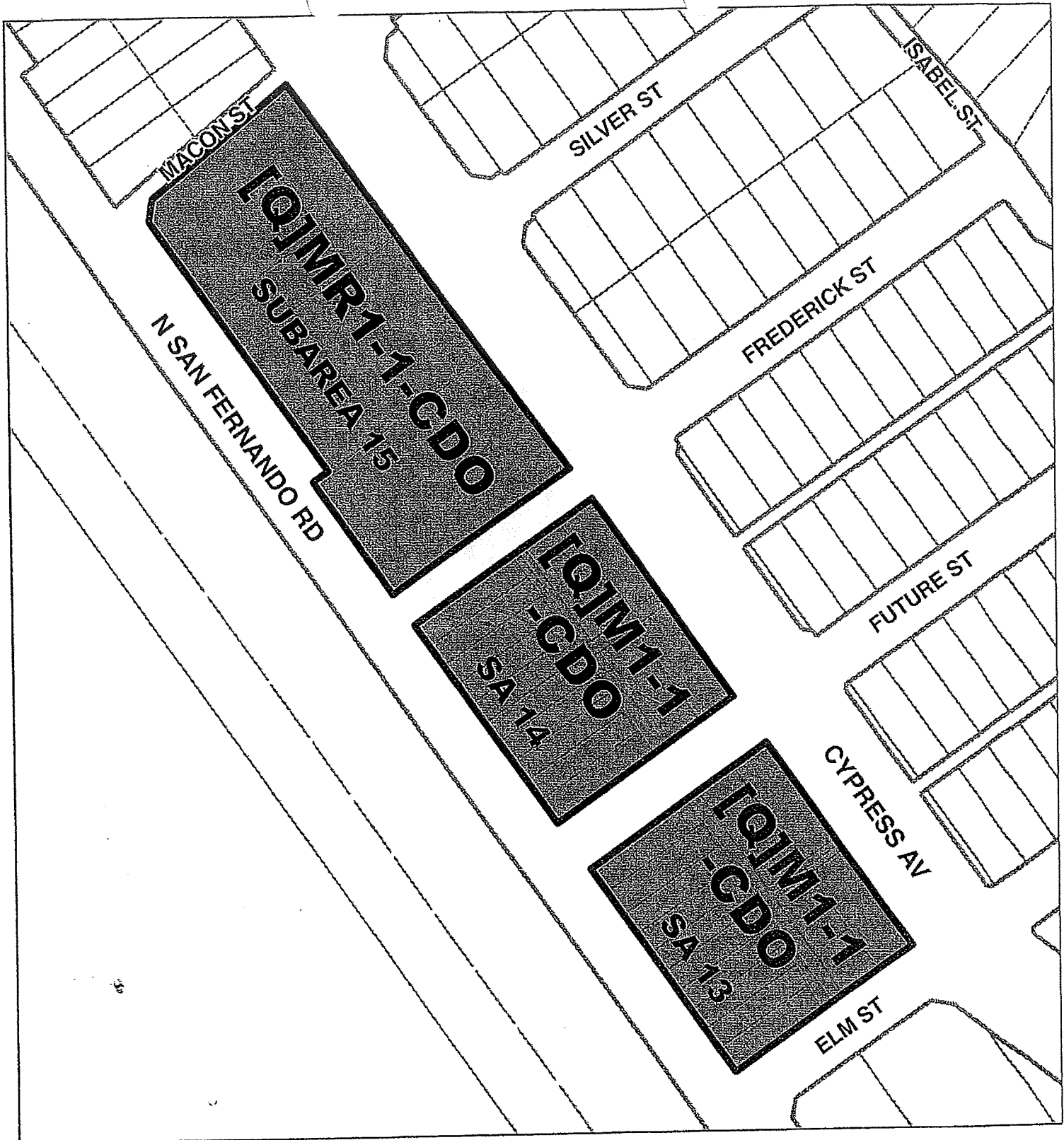
CYPRESS PARK - GLASSELL PARK, SA 12

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092409



Area
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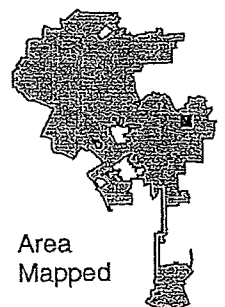
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D.M. 147 A 215, 147 A 217, 148.5 A 215, 148.5 A 217	CPC 2008-3991 ZC
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AE/AA

CYPRESS PARK - GLASSELL PARK

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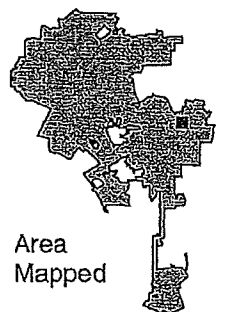
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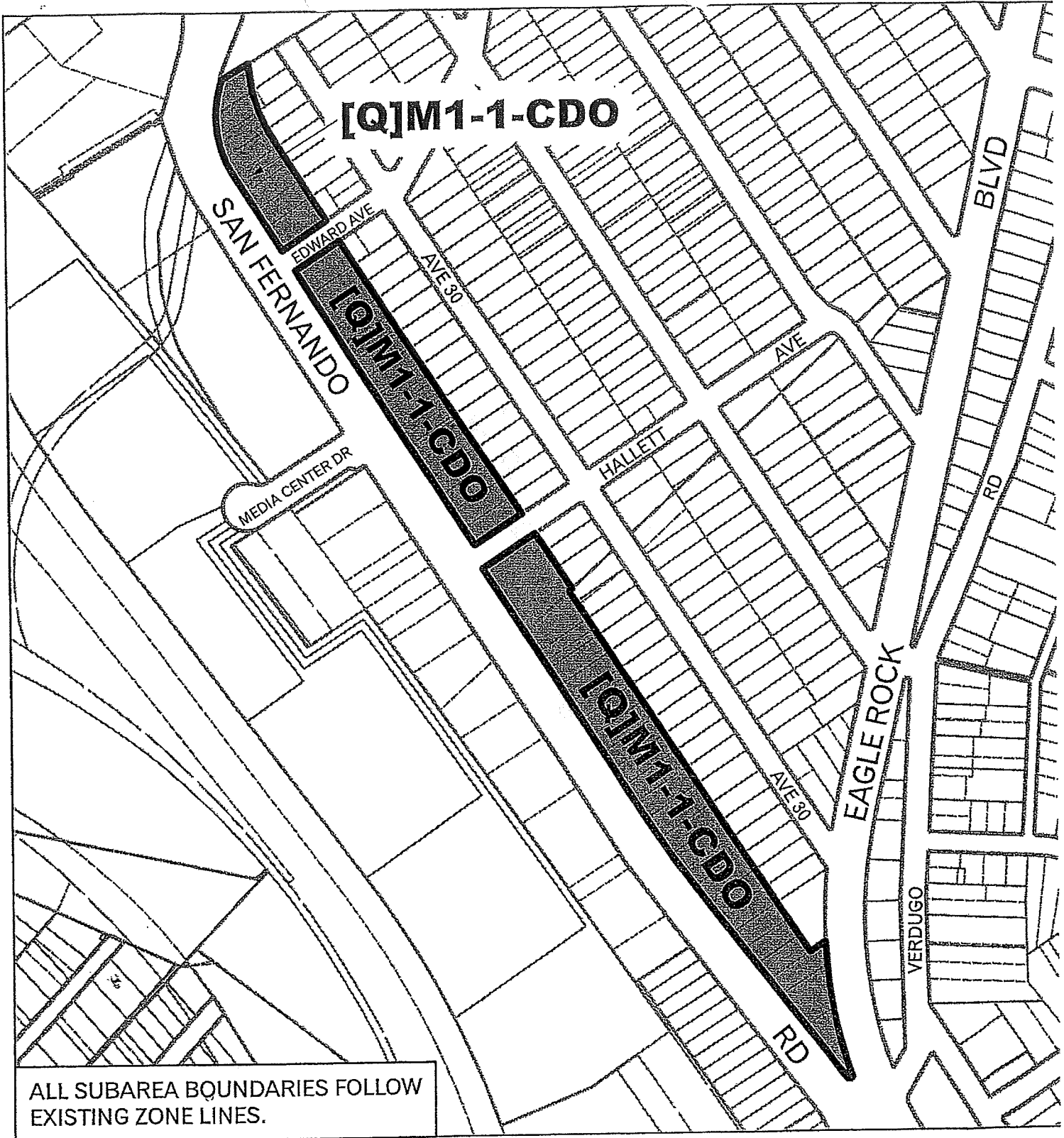
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AE/AA

CYPRESS PARK - GLASSELL PARK

092409



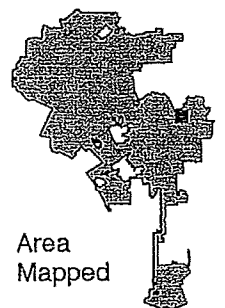


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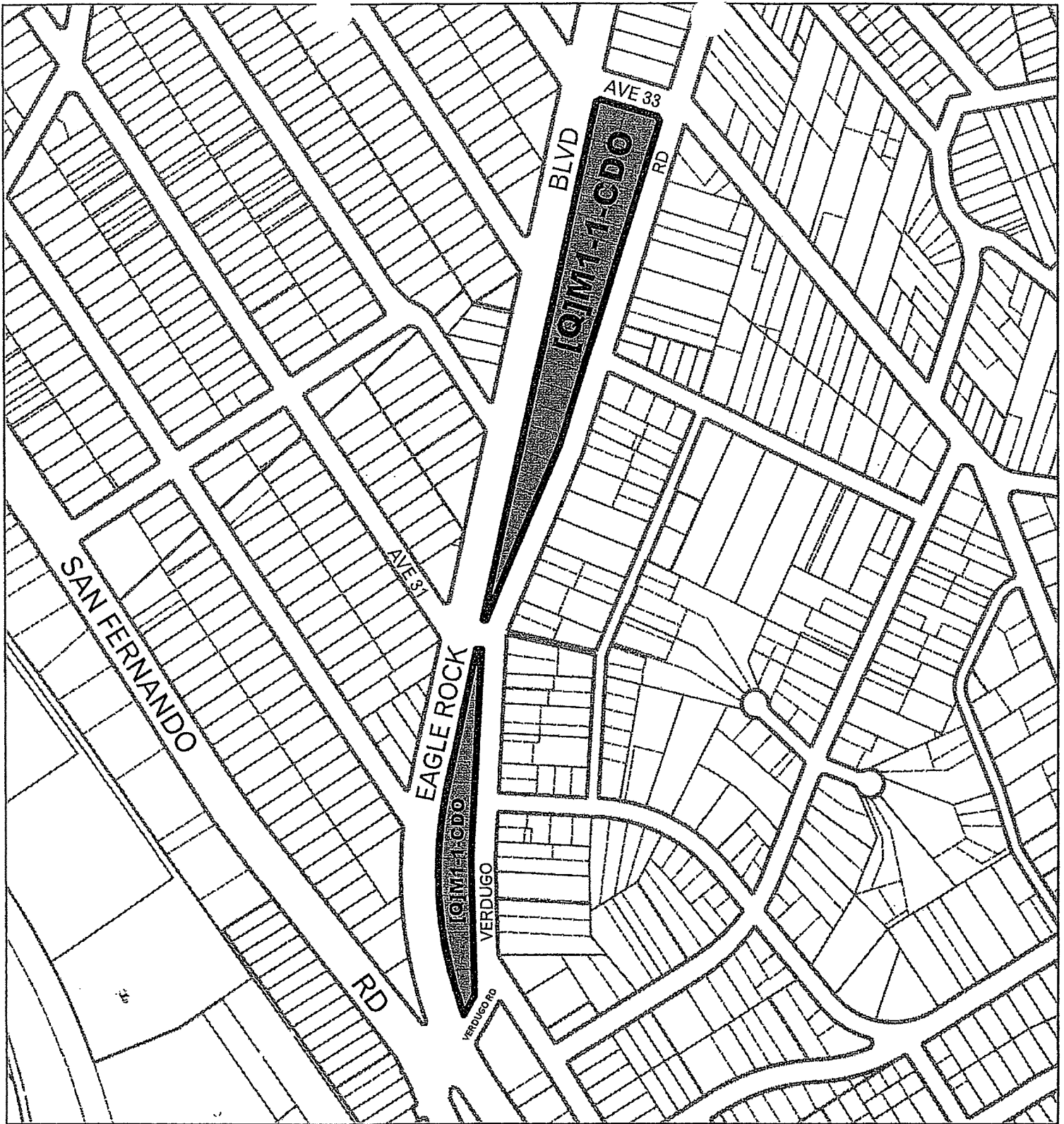
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CPC 2008-3991 ZC

AE/AA CYPRESS PARK - GLASSELL PARK, SA 18 092409



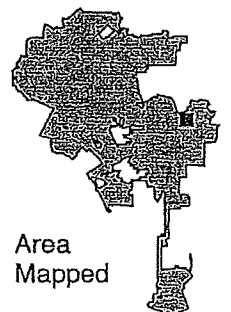
Area
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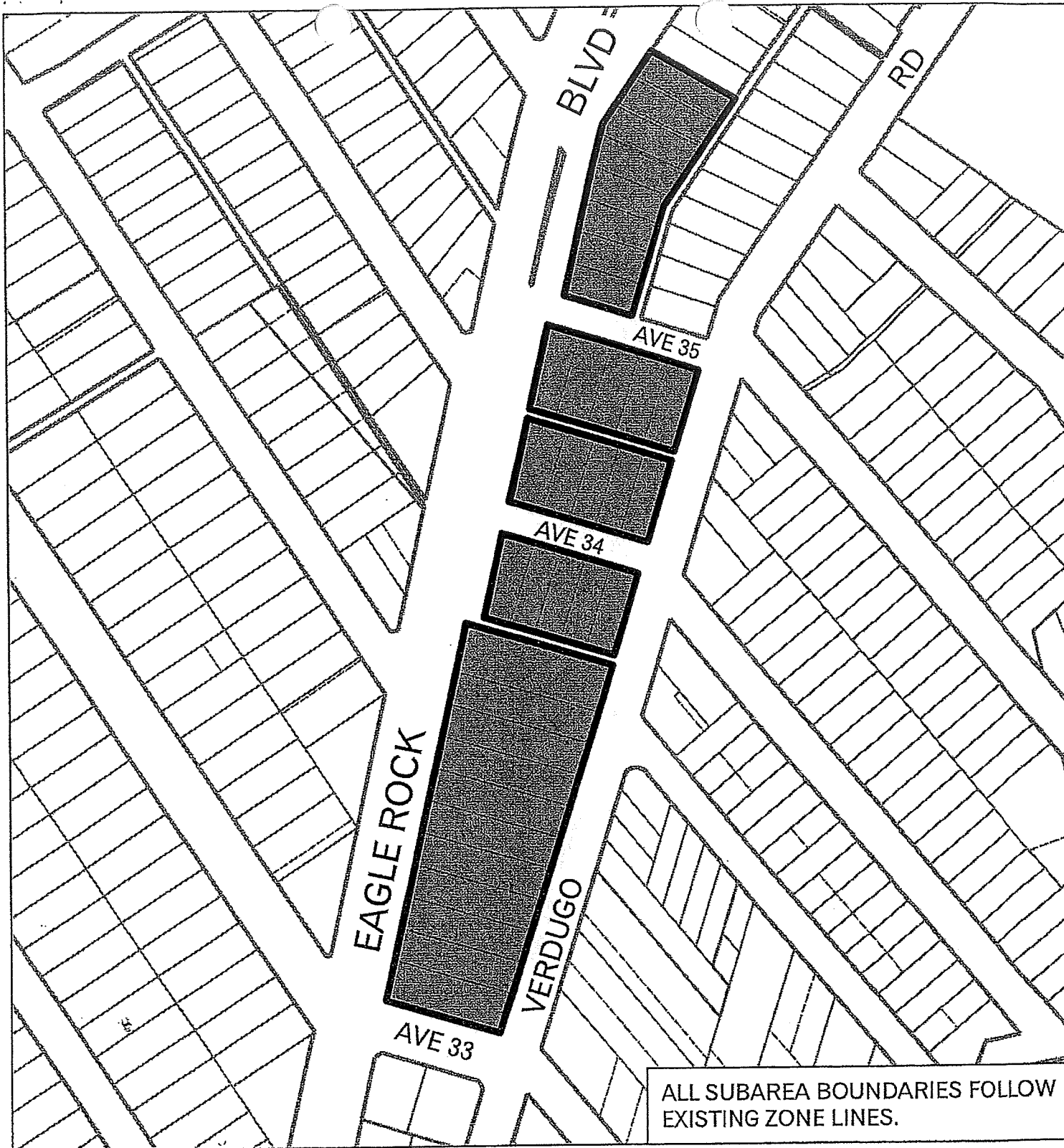


NOT TO SCALE

D.M. 150 B 213, 153 A 215	CPC 2008-3991 ZC
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AE/AM CYPRESS PARK - GLASSELL PARK, SA 19 092409





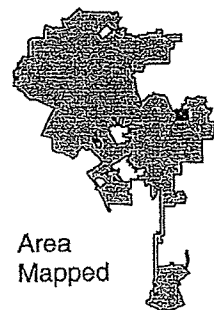
[Q]CM-1-CDO



NOT TO SCALE

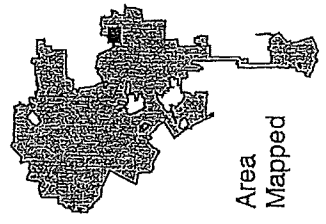
D.M. 153 A 215, 154.5 A 215	CPC 2008-3991 ZC
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AE/AA CYPRESS PARK - GLASSELL PARK, SA 20 092409





NOT TO SCALE



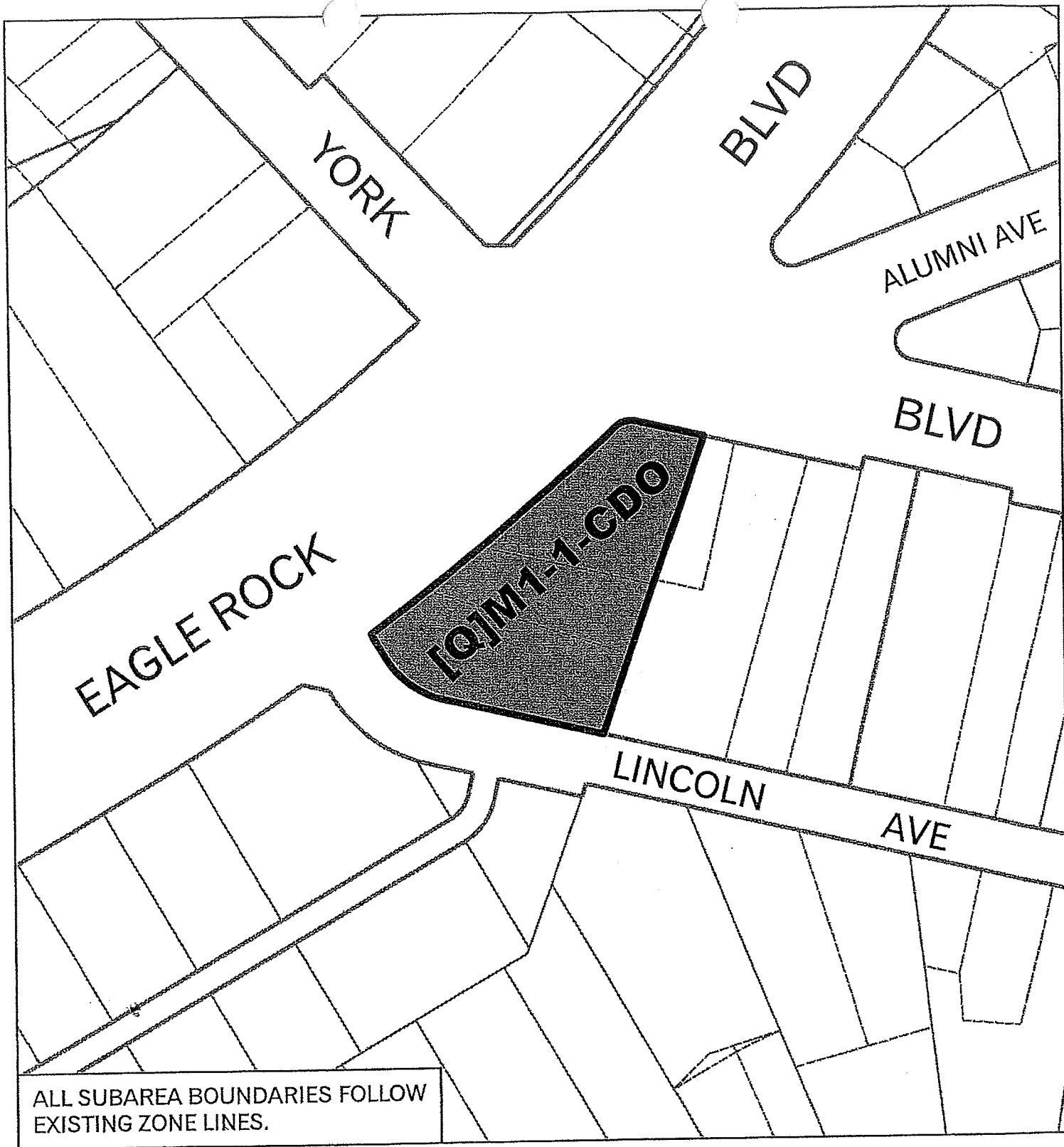
D.M. 154.5 A 215 - 154.5 A 217, 156 A 217, 156 A 219
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK, SA 21

AE\#A 102109

ALL SUBAREA BOUNDARIES
FOLLOW EXISTING ZONE LINES
EXCEPT WHERE DIMENSIONED.

IQJC2-1VL-CDO



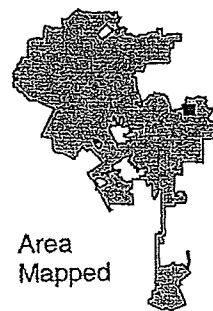
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D.M. 156 A 219, 156 A 221, 157.5 A 221	CPC 2008-3991 ZC
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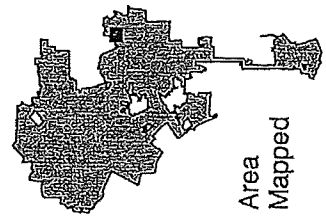
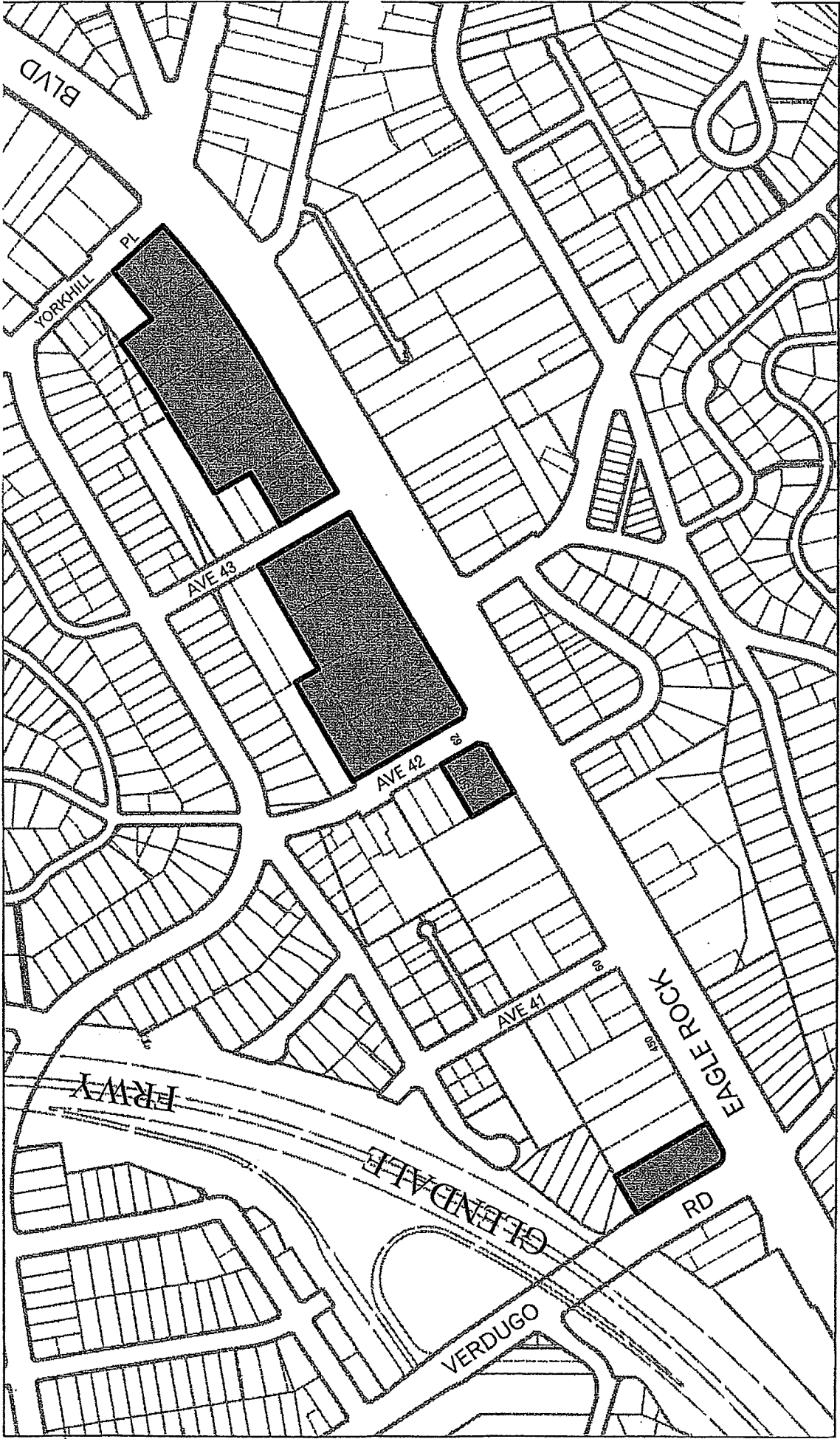
CYPRESS PARK - GLASSELL PARK, SA 22

AE/AA

092409



Area
Mapped



Area
Mapped



NOT TO SCALE

D.M. 156 A 217, 156 A 219, 157.5 A 219
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK, SA 23

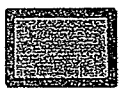
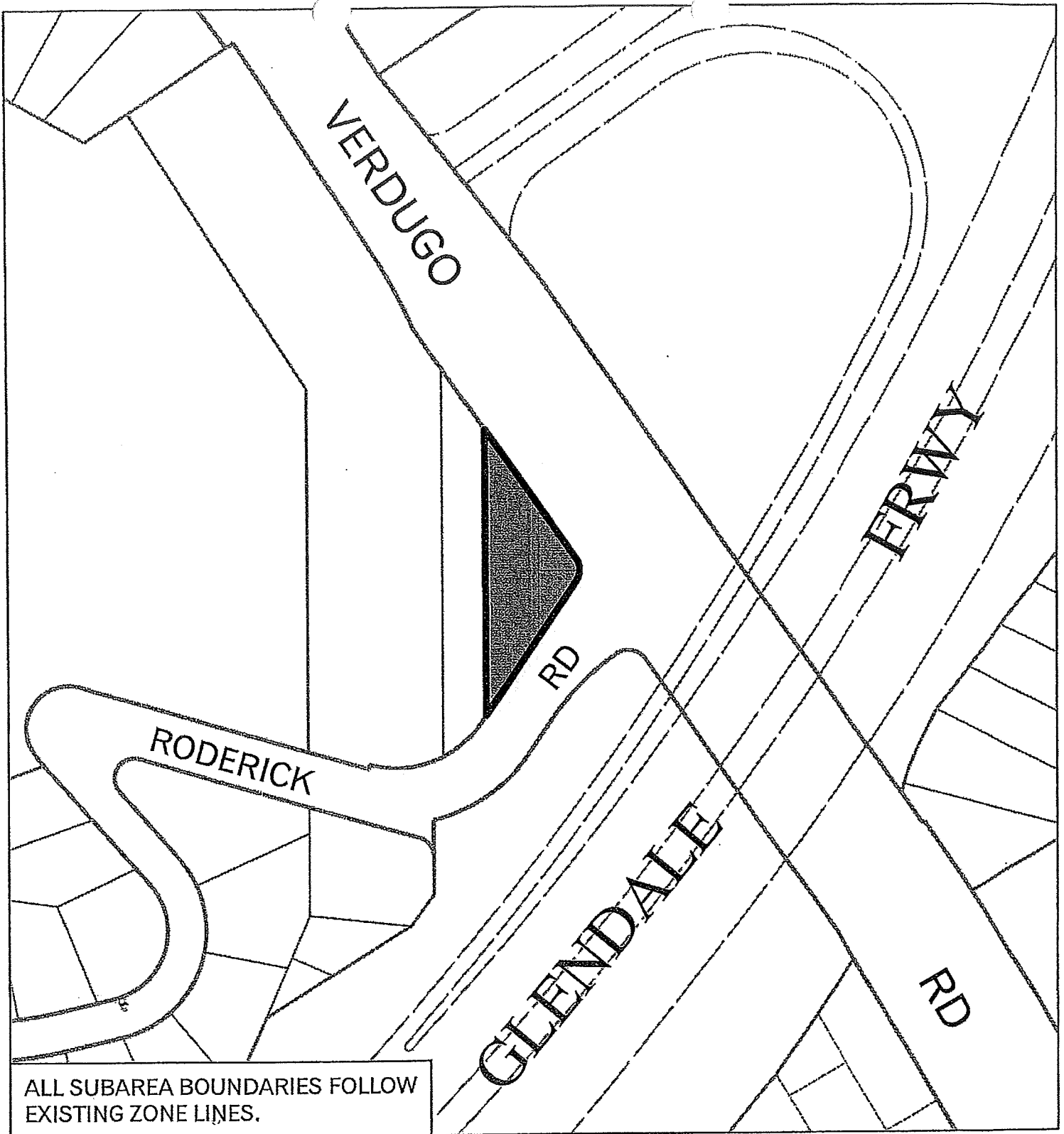
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102109

ALL SUBAREA BOUNDARIES
FOLLOW EXISTING ZONE LINES
EXCEPT WHERE DIMENSIONED.



IQJC2-1VL-CDO



[Q]C1-1-CDO



NOT TO SCALE

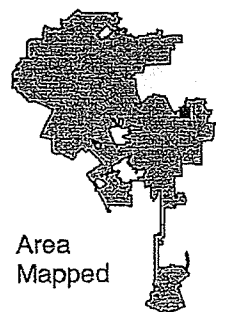
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CPC 2008-3991 ZC

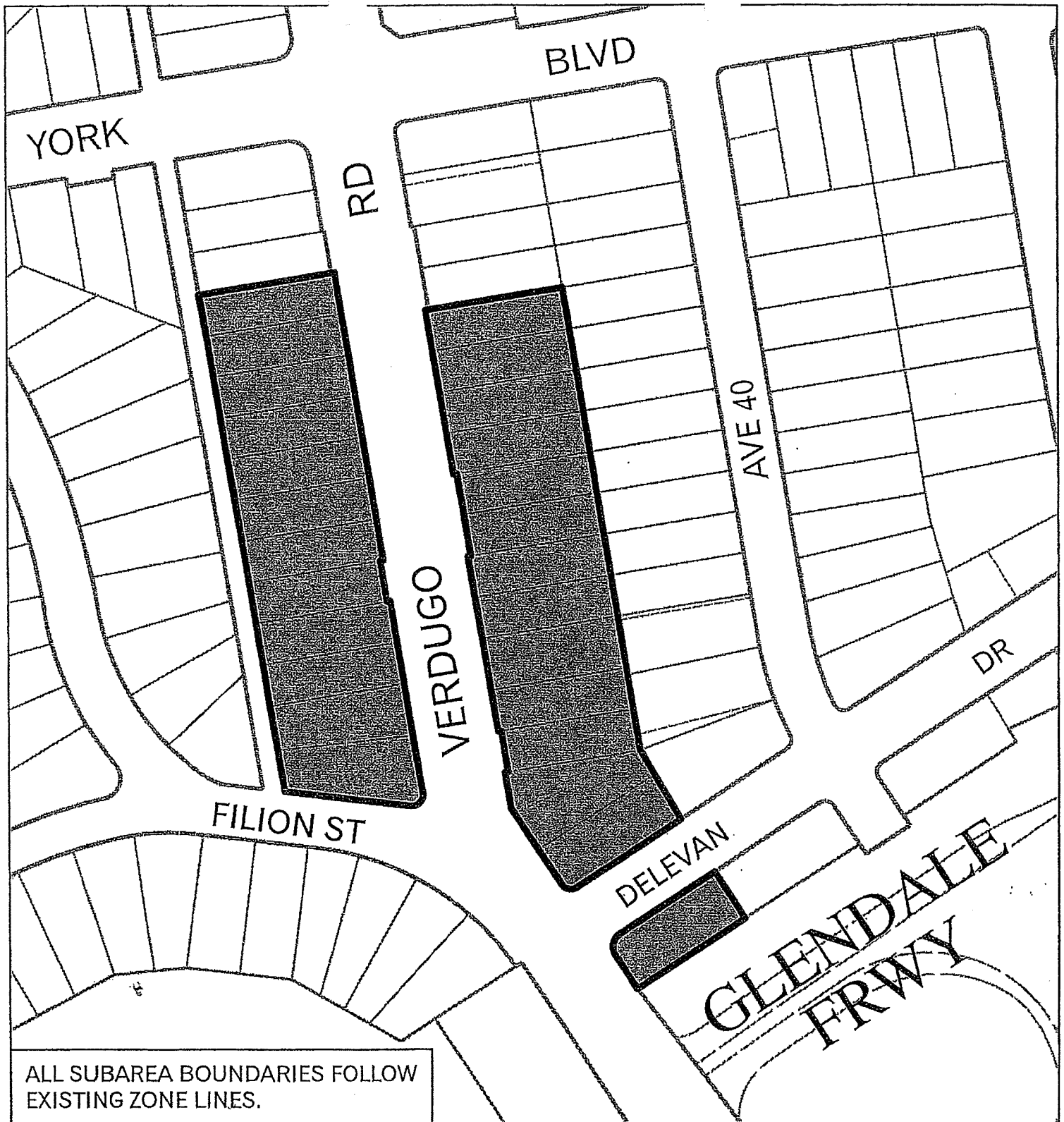
CYPRESS PARK - GLASSELL PARK, SA 24

AE/AA

092409



Area
Mapped



 **[Q]C1.5-1VL-CDO**



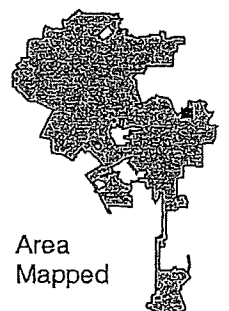
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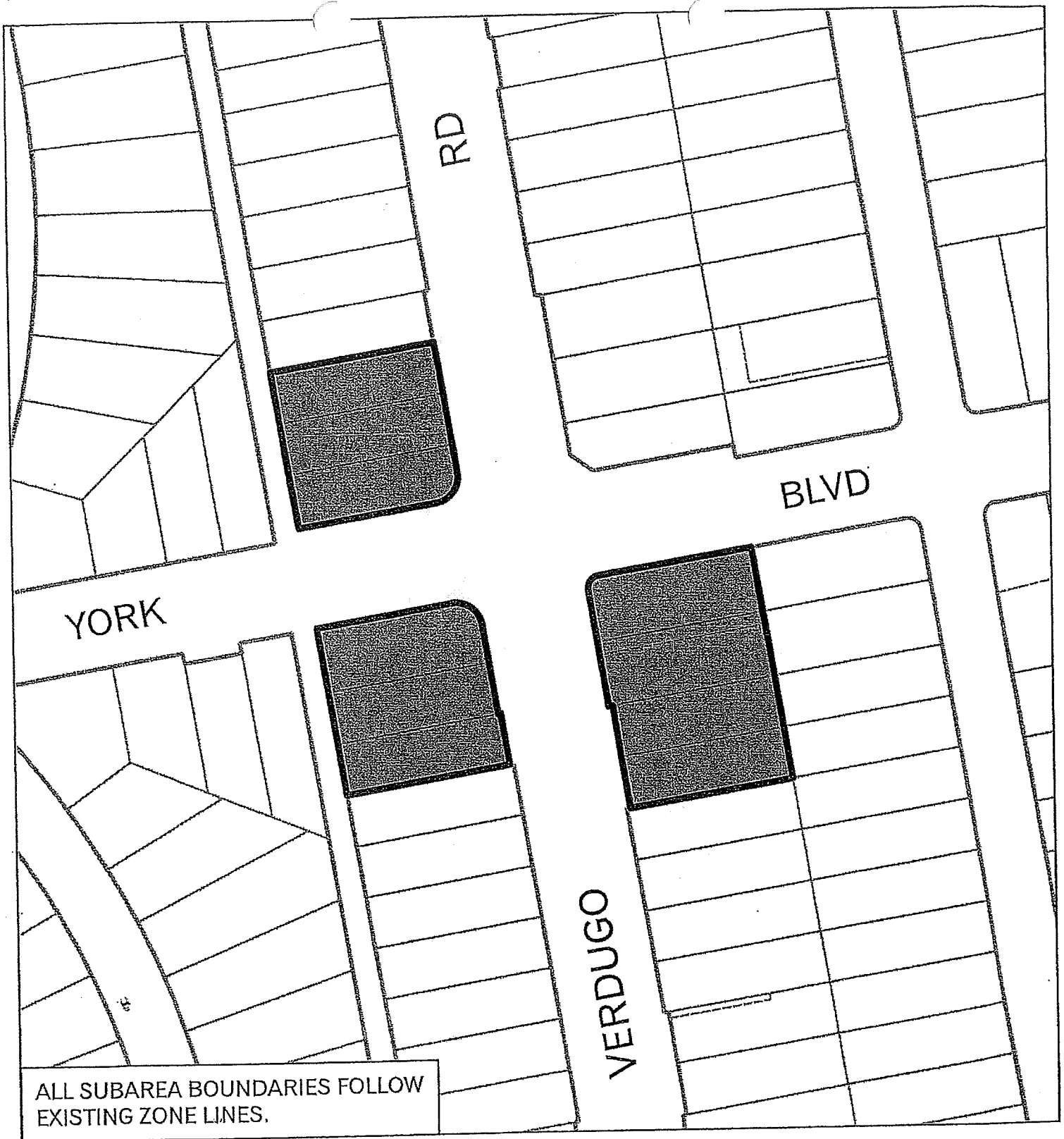
D.M. 156 A 217, 157.5 A 217	CPC 2008-3991 ZC
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CYPRESS PARK - GLASSELL PARK, SA 25

AE/AA

092409





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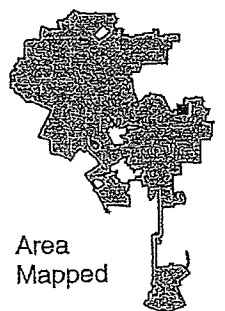

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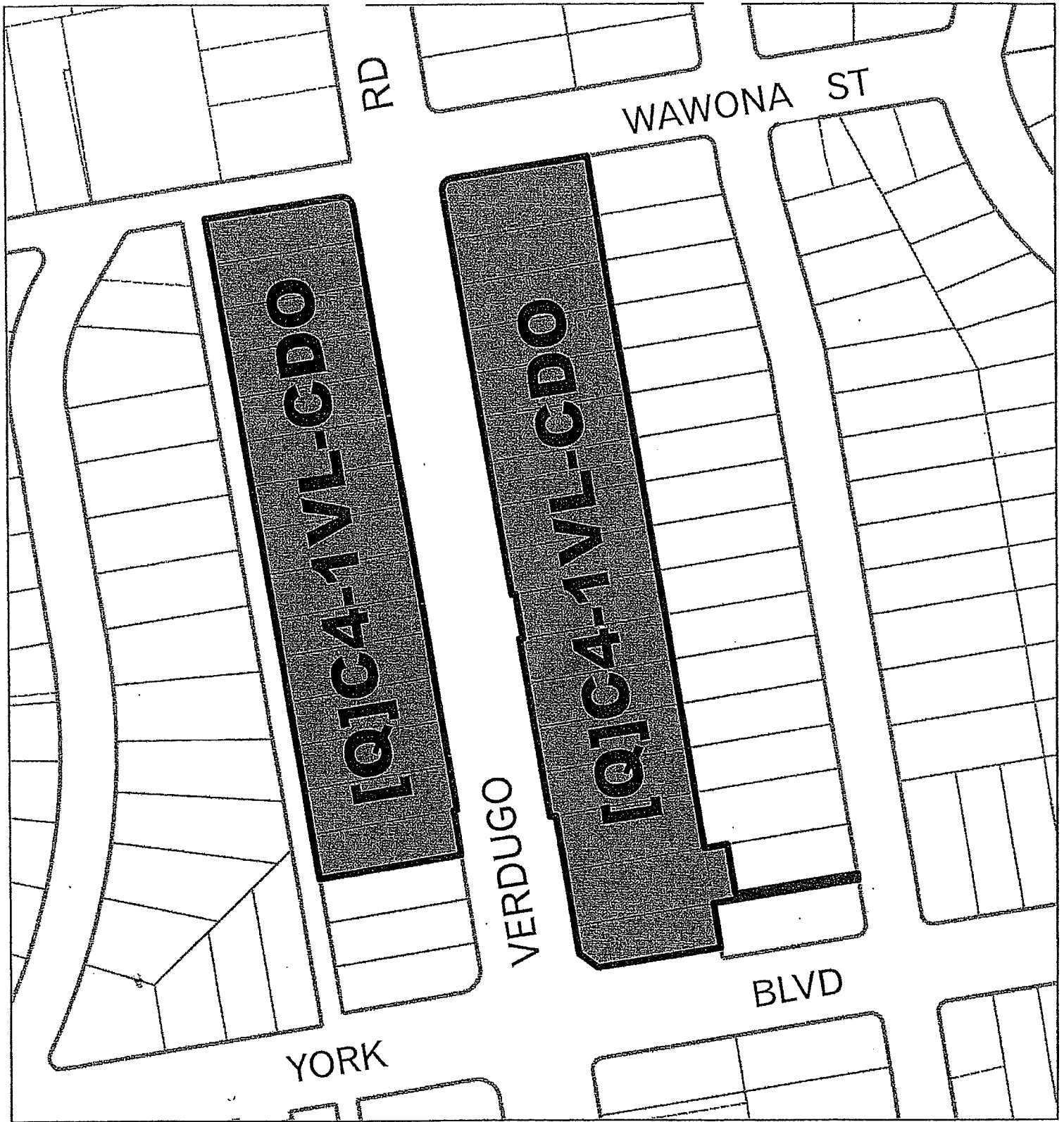
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CYPRESS PARK - GLASSELL PARK, SA 26

AE/AA

092409





ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.



NOT TO SCALE

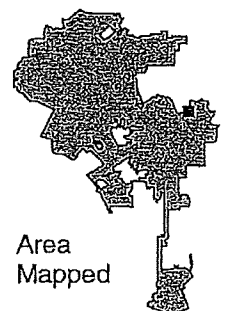
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CPC 2008-3991 ZC

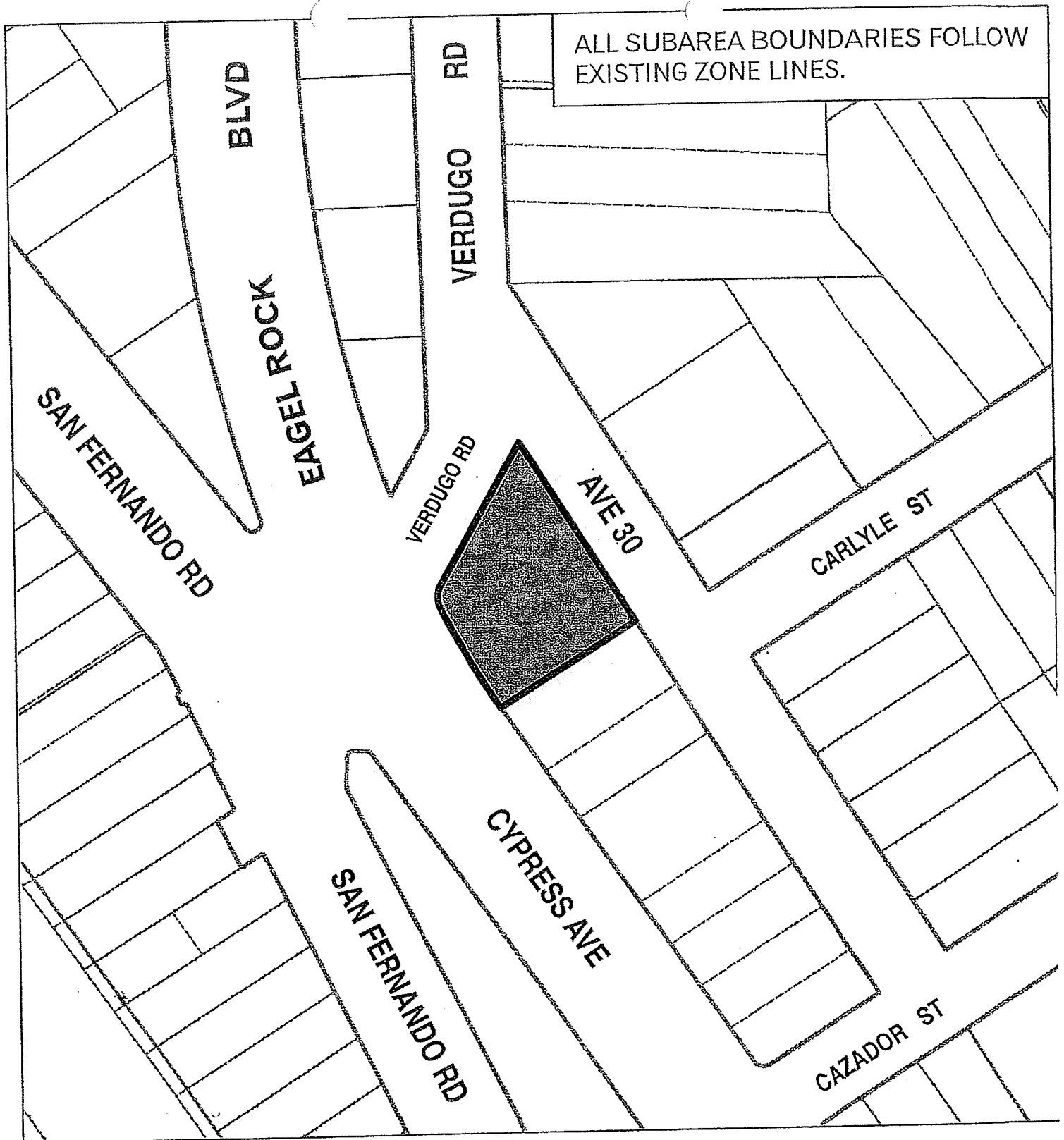
CYPRESS PARK - GLASSELL PARK, SA 27

AE/AA

092409



Area
Mapped



[Q]MR1-1VL-CDO



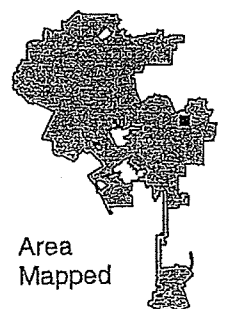
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D.M. 150 B 213	CPC 2008-3991 ZC
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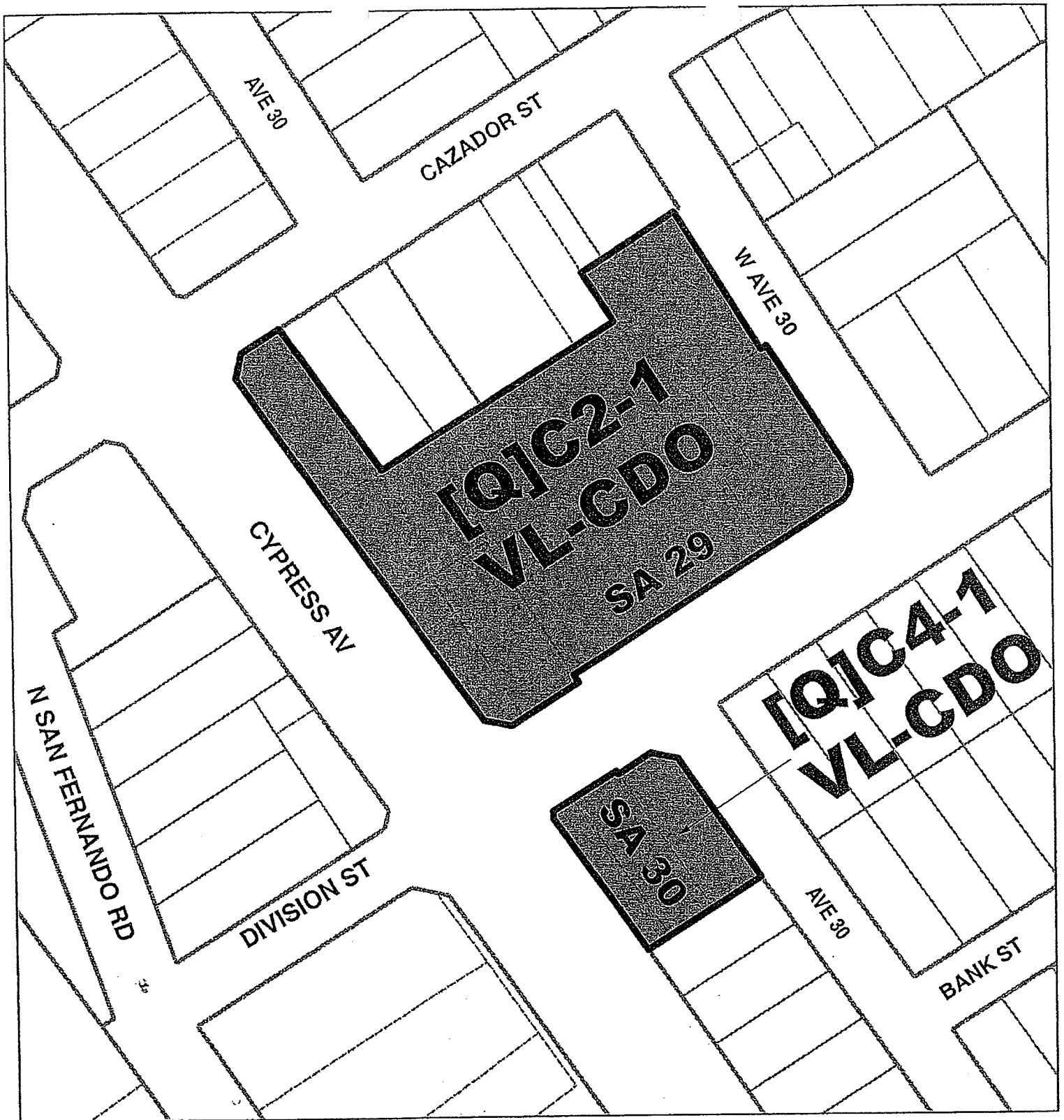
CYPRESS PARK - GLASSELL PARK, SA 28

AE/AA

092409



Area
Mapped



ALL SUBAREA BOUNDARIES FOLLOW
EXISTING ZONE LINES.



NOT TO SCALE

D.M. 148.5 A 215, 150 B 213

CPC 2008-3991 ZC

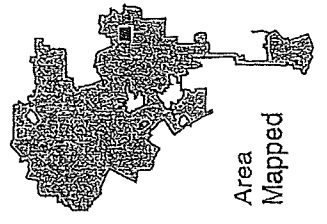
CYPRESS PARK - GLASSELL PARK

AE/AA

092409



Area
Mapped



NOT TO SCALE

D.M. 145.5 A 217, 145.5 A 219, 147 A 217, 147 A 219
 CPC 2008-3991 ZC
 CYPRESS PARK - GLASSELL PARK, SA 31
 AE\AA 102109

ALL SUBAREA BOUNDARIES
 FOLLOW EXISTING ZONE LINE.

101C4-1XL-CDO



[Q]C2-1XL-CDO



NOT TO SCALE

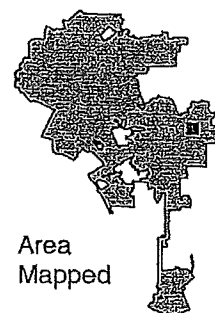
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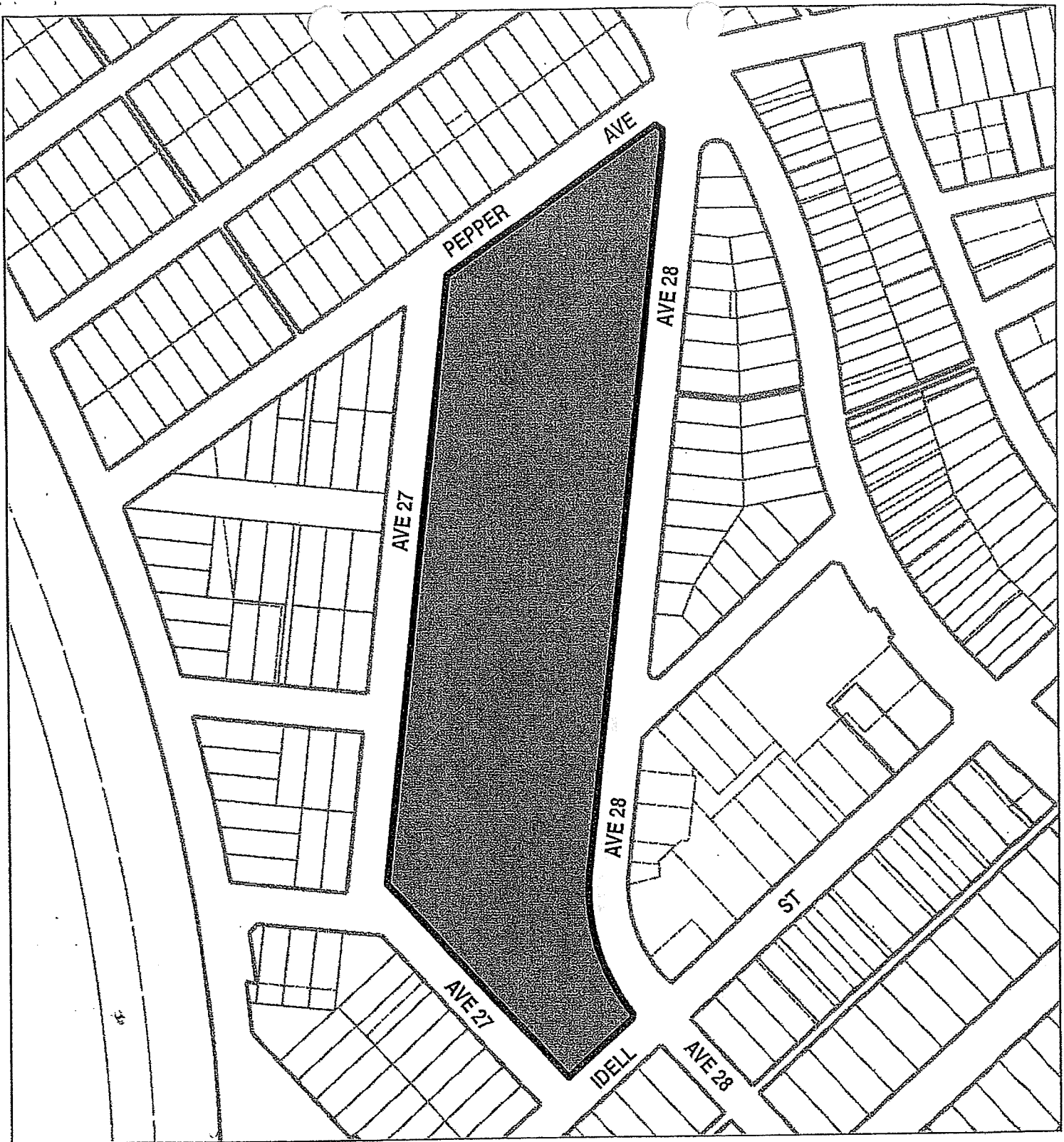
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK

AE/AA

092409





[Q]PF-1-CDO



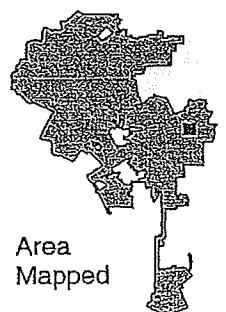
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D.M. 142.5 A 219, 144 A 219	CPC 2008-3991 ZC
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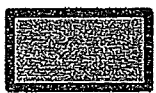
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AE/AA

092409



Area
Mapped



[Q]C4-1XL-CDO

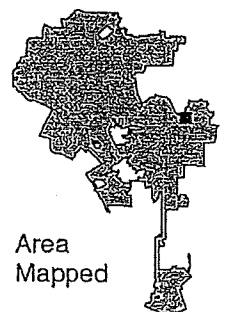


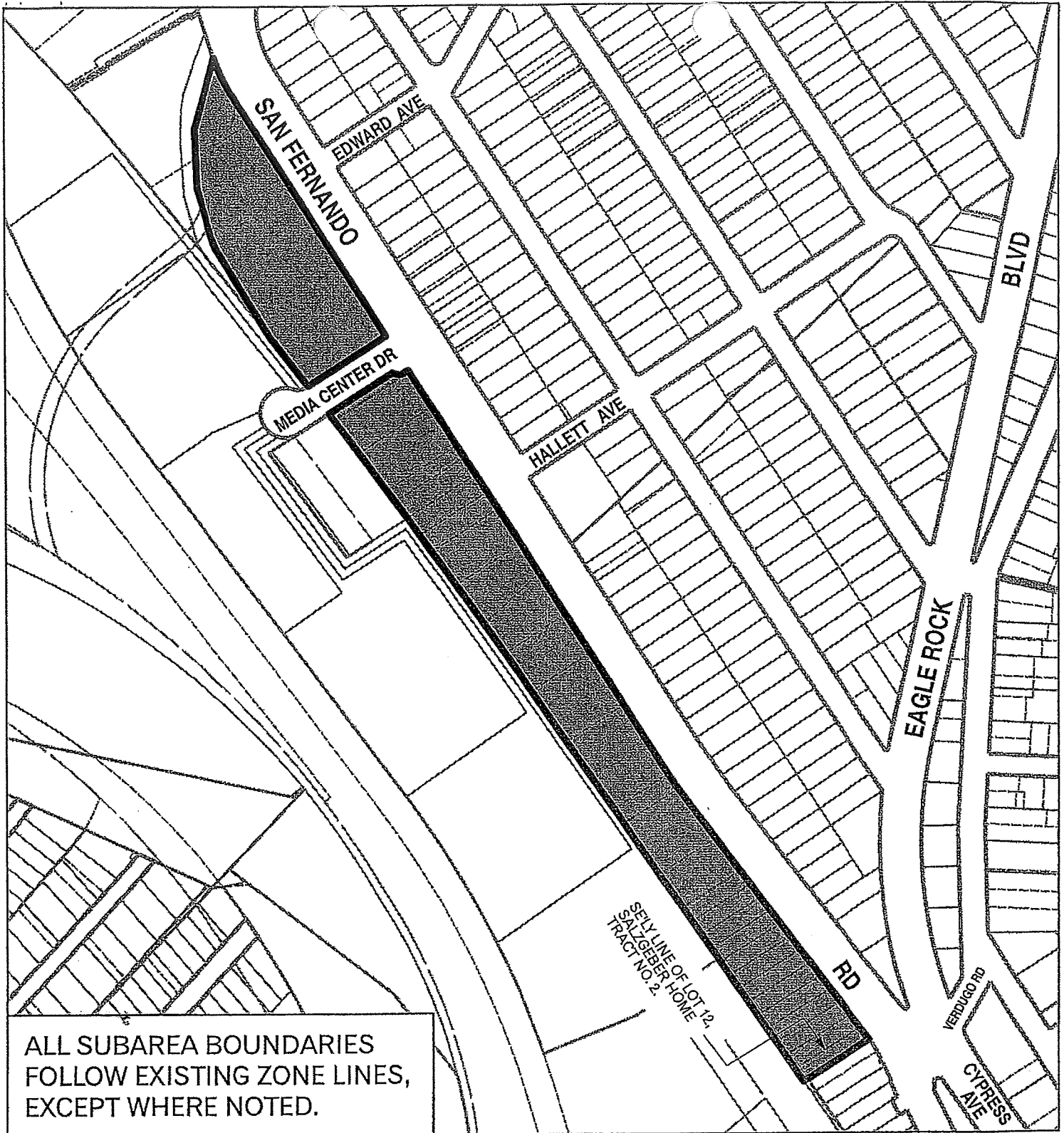
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CPC 2008-3991 ZC

AE/44 CYPRESS PARK - GLASSELL PARK, SA 34 092409





[Q]M1-1-CDO



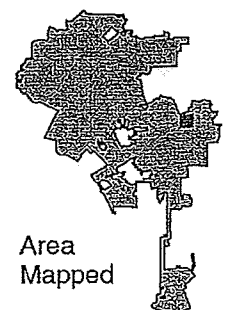
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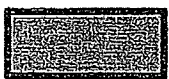
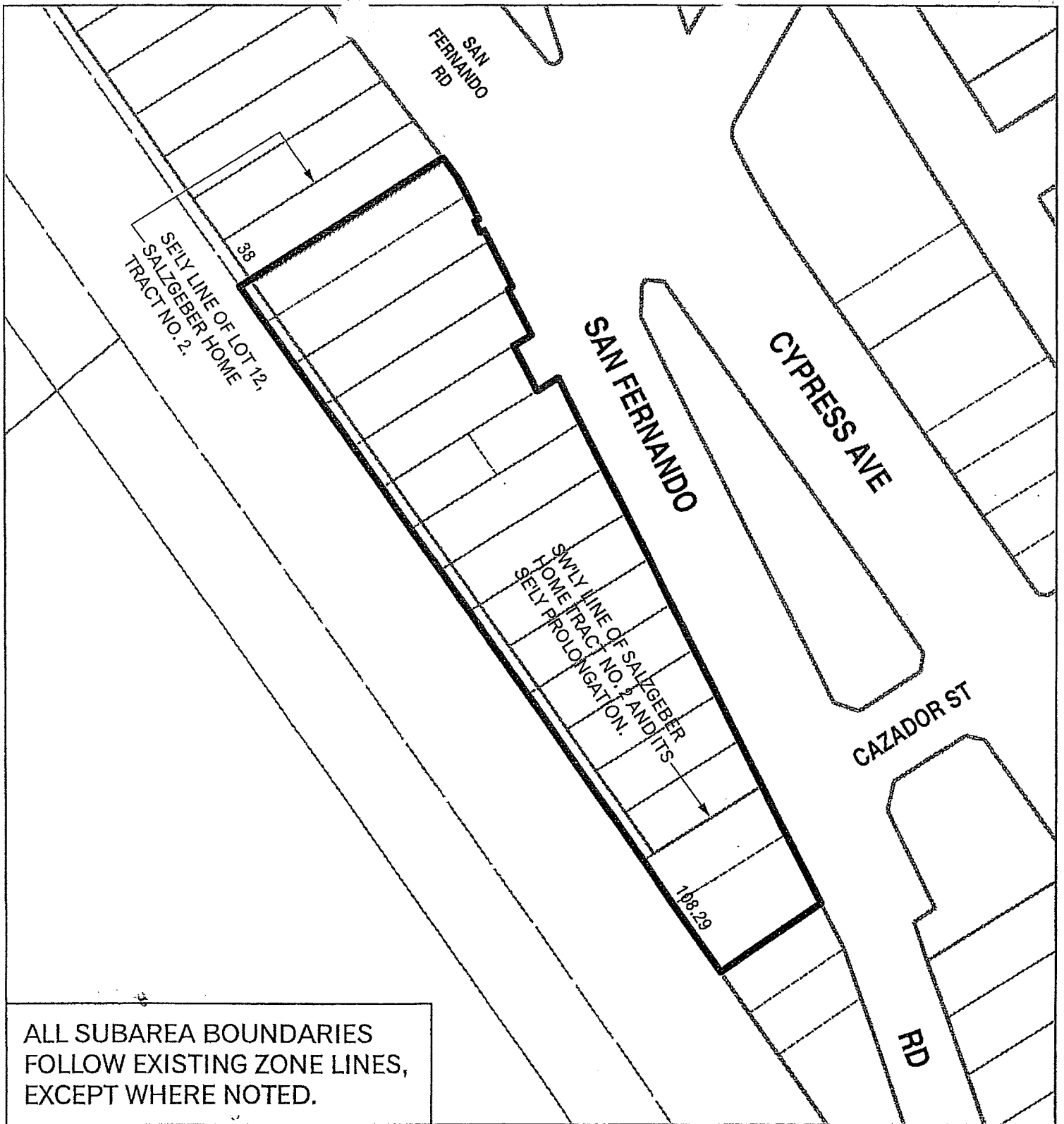
D.M. 150 B 213	CPC 2008-3991 ZC
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CYPRESS PARK - GLASSELL PARK, SA 35

AE/AA

092409





[Q]M1-1-CDO



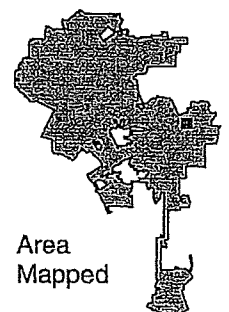
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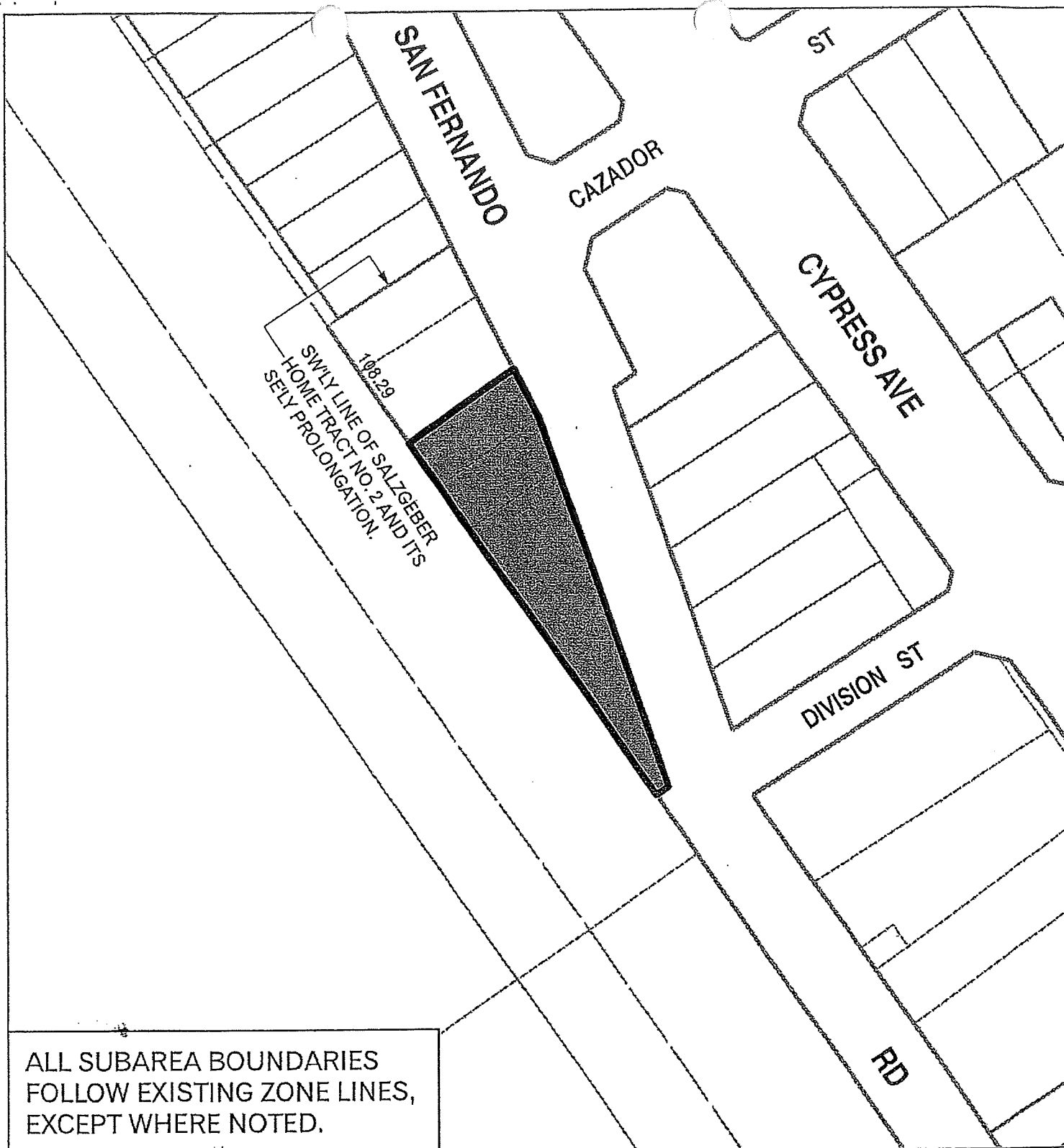
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CYPRESS PARK - GLASSELL PARK, SA 36

AE/AA

092409





[Q]M1-1-CDO



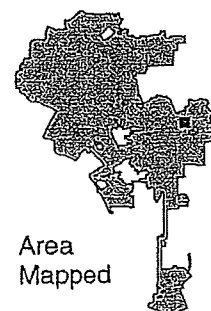
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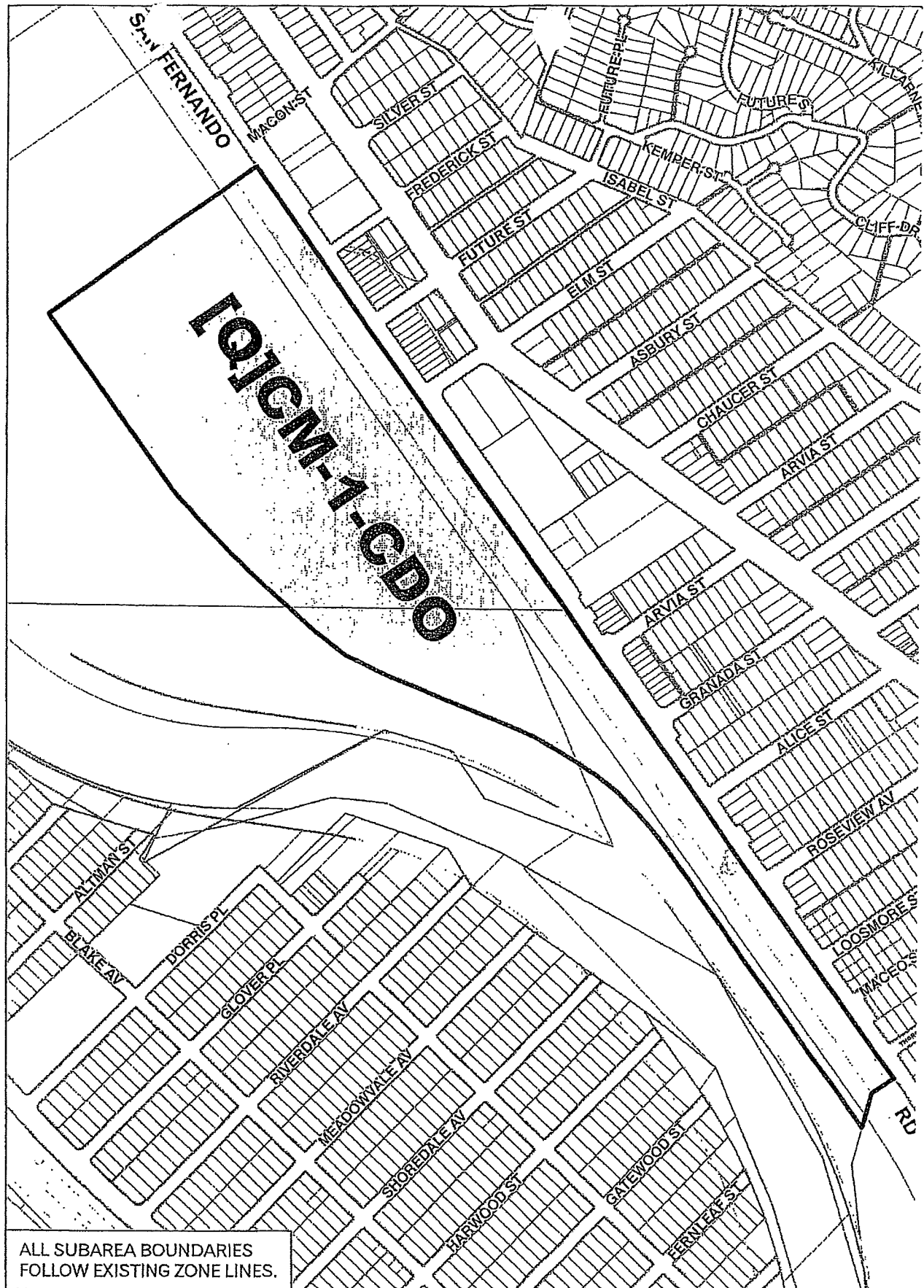
D.M. 148.5 A 215	CPC 2008-3991 ZC
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CYPRESS PARK - GLASSELL PARK, SA 37

AE/AA

092409





ALL SUBAREA BOUNDARIES
FOLLOW EXISTING ZONE LINES.



NOT TO SCALE

CPC 2008-3991 ZC

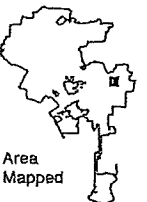
AE/AA

092409

D.M. 144 A 217
145.5 A 217
147 A 215
147 A 217
148.5 A 215

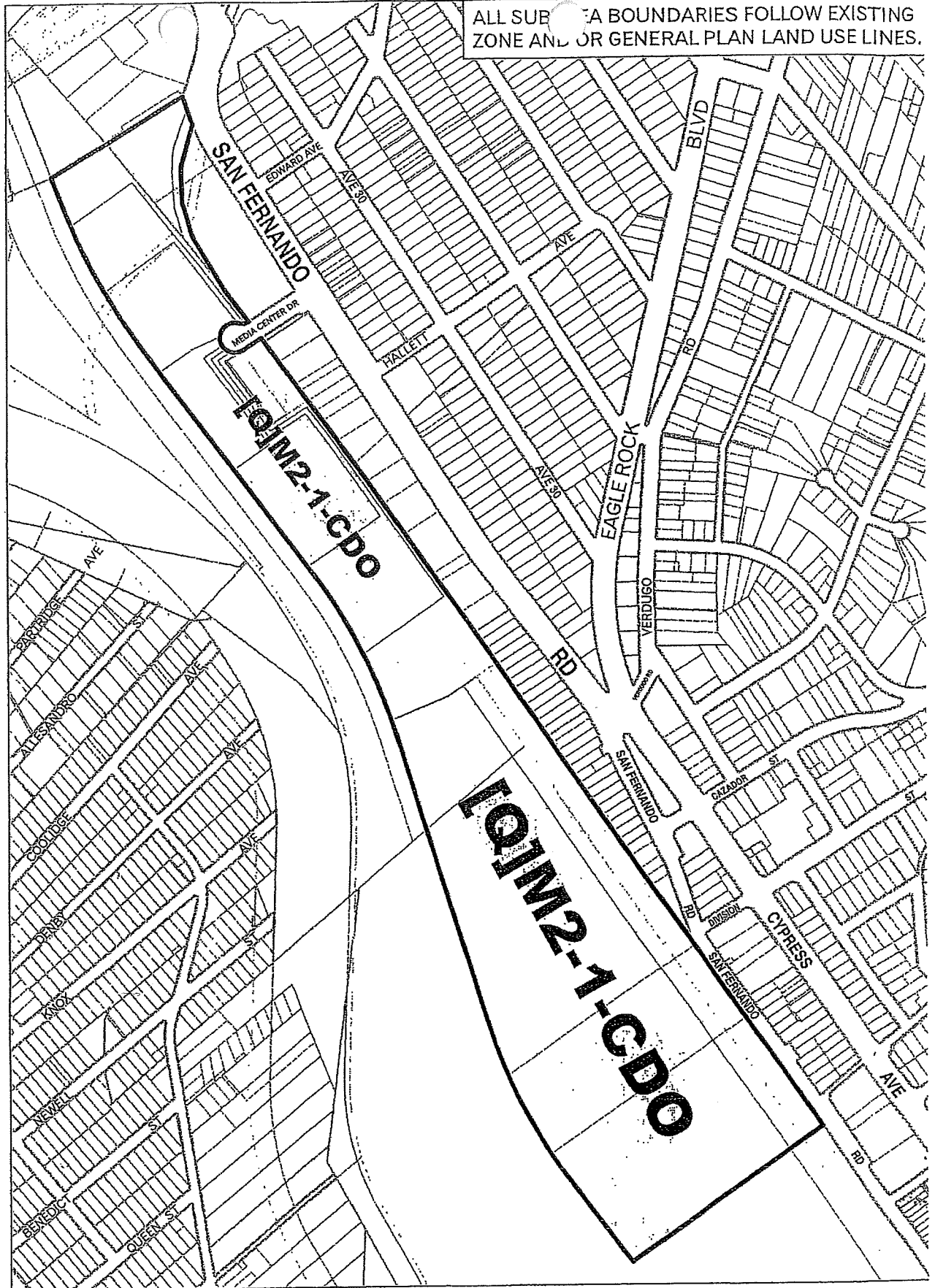
CYPRESS PARK
GLASSELL PARK

SUBAREA 38



Area
Mapped

ALL SUBAREA BOUNDARIES FOLLOW EXISTING
ZONE AND/OR GENERAL PLAN LAND USE LINES.



NOT TO SCALE

CPC 2008-3991 ZC

AE/AA

092409

D.M. 147 A 215
148.5 A 215
150 B 213
153 A 213

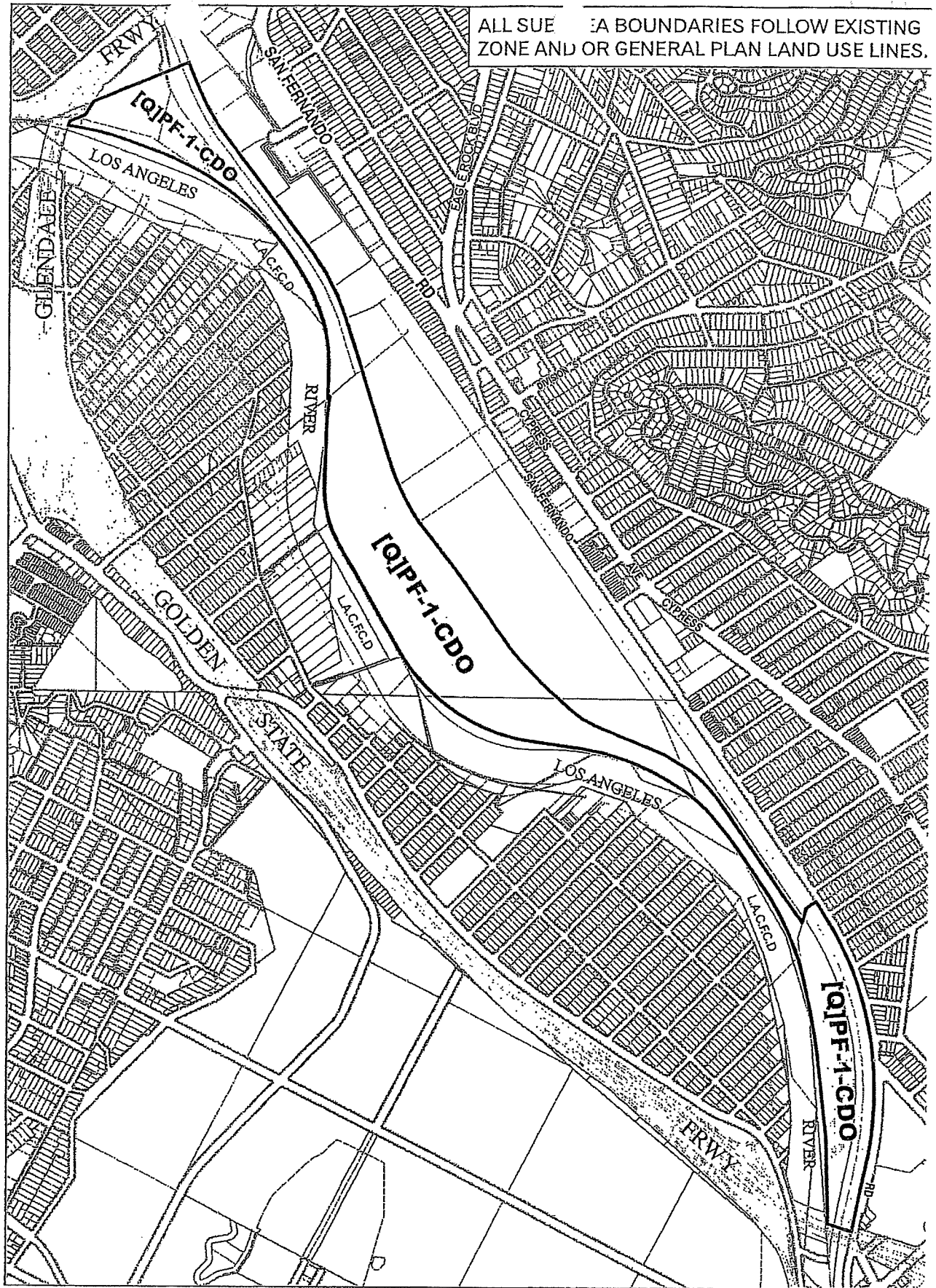
CYPRESS PARK
GLASSELL PARK

SUBAREA 39



Area
Mapped

ALL SUE TA BOUNDARIES FOLLOW EXISTING
ZONE AND OR GENERAL PLAN LAND USE LINES.



NOT TO SCALE

CPC 2008-3991 ZC

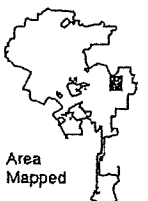
AE/AA/LH

092409

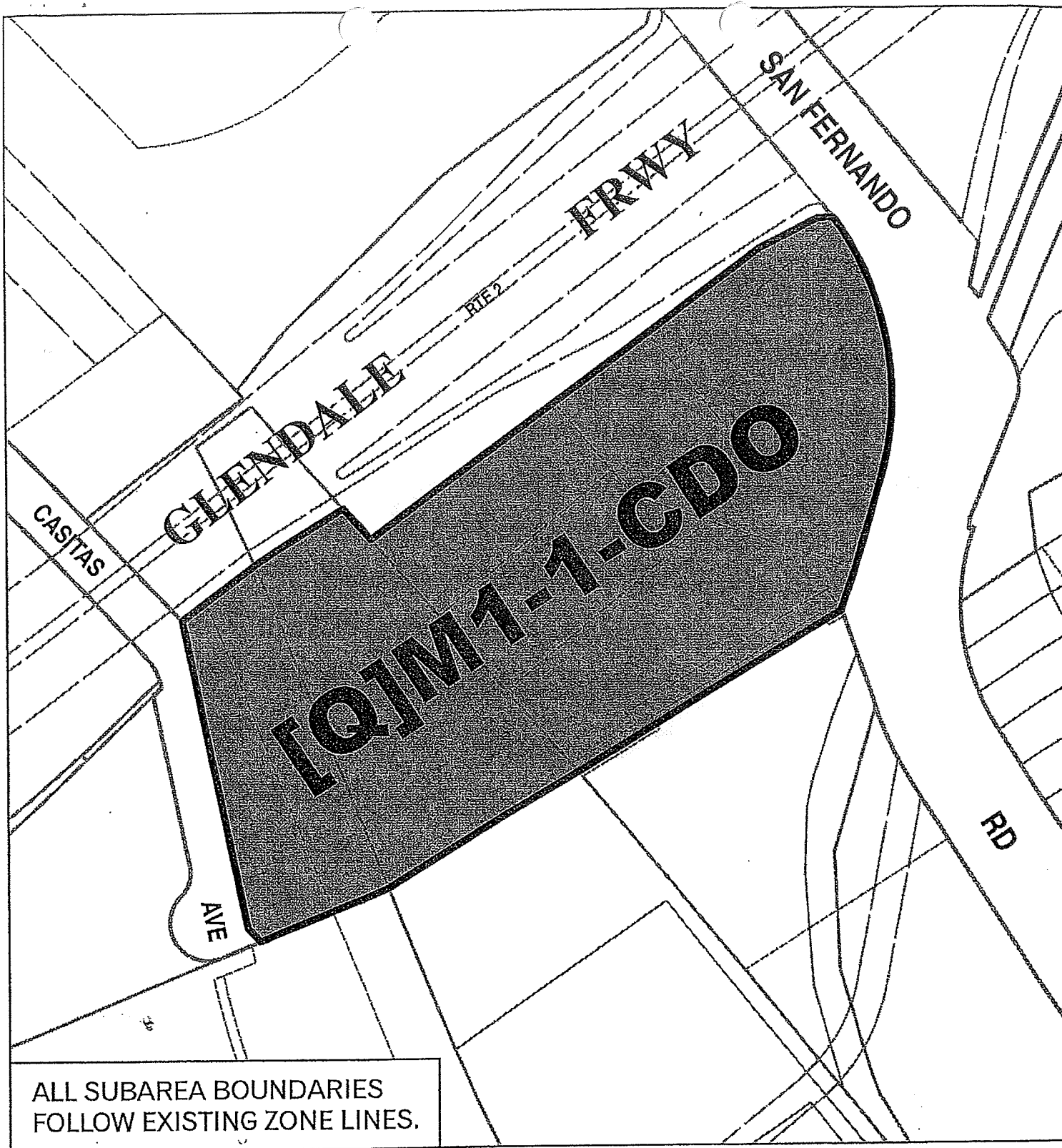
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145.5 A 217, 147 A 213,
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151.5 A 211

CYPRESS PARK
GLASSELL PARK

SUBAREA 40



Area
Mapped



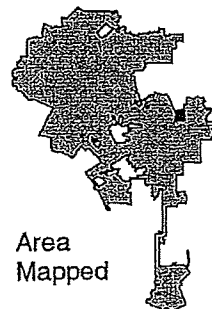
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D.M. 150 B 213, 153 A 213	CPC 2008-3991 ZC
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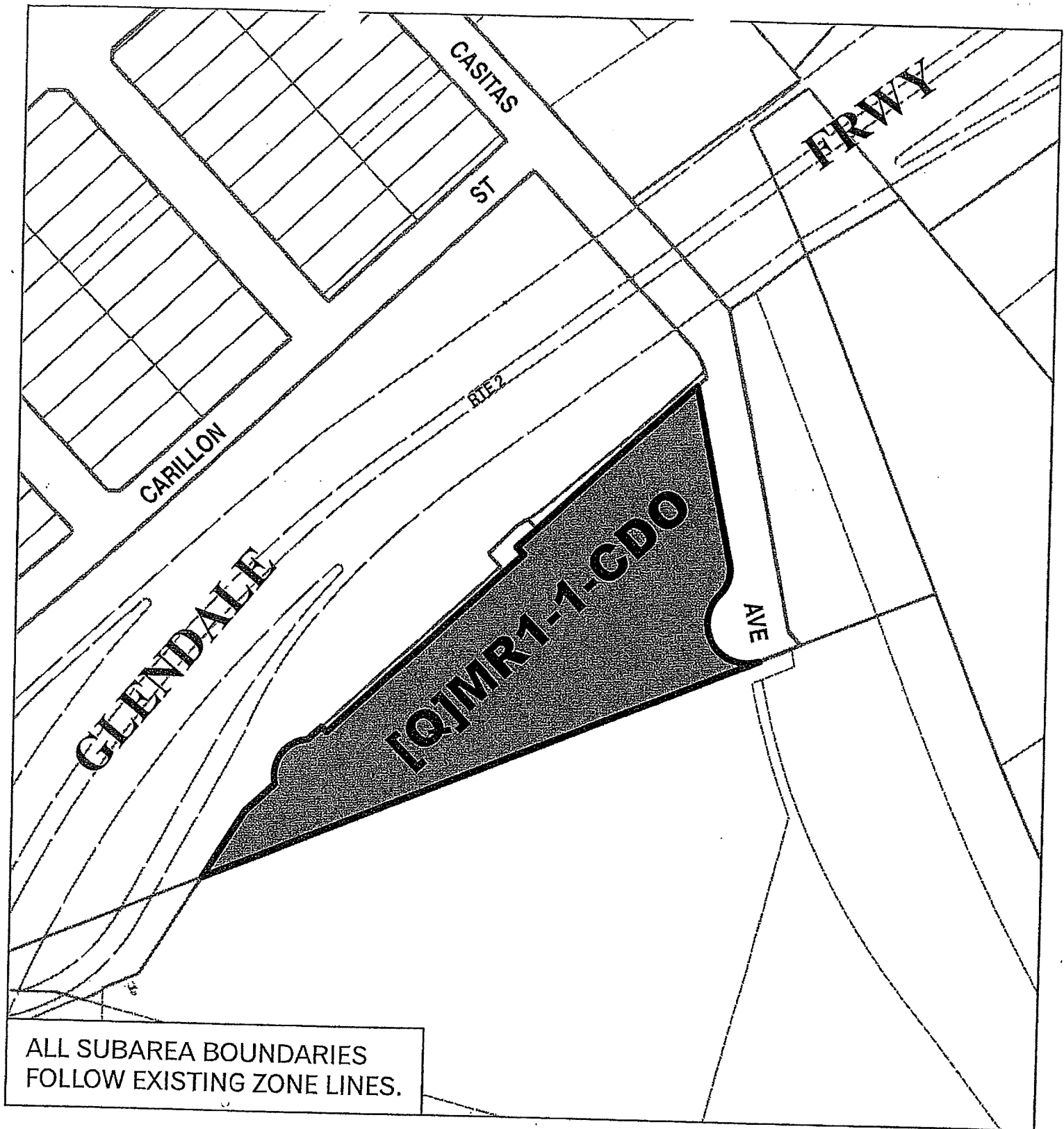
CYPRESS PARK - GLASSELL PARK, SA 41

AE/AA

092409



Area
Mapped



NOT TO SCALE

D.M. 151.5 A 211, 150 B 213

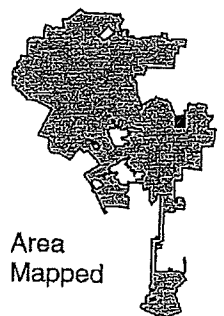
CPC 2008-3991 ZC

CYPRESS PARK - GLASSELL PARK, SA 42

AE/AA

092409

Data Sources: Department of City Planning, Bureau of Engineering



Area
Mapped

CONDITIONS OF APPROVAL

Section 2. Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

Note: Please refer to the attached [Q] Conditions Table (Exhibit B) which will co-relate to the proposed Ordinance Map Subareas.

Section 3. The prohibitions specified in Section 2 of this Ordinance shall not apply to any building permit for which a vested right has accrued prior to the effective date of this Ordinance.

FINDINGS

General Plan Findings

1. **General Plan Land Use Designation.** The subject property is located within the Northeast Community Plan area which, was adopted on June 15, 1999 (pursuant to Council File 99-0711). The Northeast Community Plan gives various land use designations to the subject target subareas, including Commercial Manufacturing, Limited Manufacturing, Neighborhood Commercial, Community Commercial, and Public Facilities, each with their corresponding zones. The proposed Zone Changes which include adding or modifying Q Condition language to specific subareas as depicted in the attached Ordinance Maps are consistent with the existing General Plan Goals, Objectives and Policies.
2. **General Plan Text.** The following Northeast Community Plan's land use objectives are consistent with the proposed project:

Objective 2-3: To minimize conflicts between auto-related and pedestrian-oriented activities.

Policy 2-3-1: Allow for adequate allocation of land for auto-related uses.

Policy 2-3-2: Encourage the formation of pedestrian-friendly environments.

Objective 3-2: To provide for existing and future uses that contribute job opportunities for residents and minimize adverse environmental and visual impacts on the community.

Policy 3-2.2: Require compatibility through design treatments, compliance with environmental protection standards, and health and safety requirements for industrial uses that adjoin residential neighborhoods and commercial uses.

The Northeast Los Angeles Community Plan sets forth and calls for zoning actions to "*minimize conflicts between auto-related and pedestrian-oriented activities*" (Objective 2-3). The subject project allows for adequate allocation of land for auto-related uses (Policy 2-3-1) by regulating incompatible auto-related and auto-oriented uses with existing adopted programs which promote a pedestrian environment. Furthermore, the Q Conditions constitute a significant step in eliminating blight, eliminates drive-through development in a pedestrian oriented area, and seek to improve the quality of life in the Cypress Park and Glassell Park communities.

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

5. Zone Change Findings

The adoption of the zone changes which include adding or modifying Q Condition language to specific subareas as depicted in the Ordinance Map are consistent with the existing General Plan Goals, Objectives and Policies, and are in conformance with public necessity, convenience and general welfare, because the Q Conditions seek to further the Northeast Community Plan objectives and policies.

The proposed Q Conditions are consistent with existing programs that promote a pedestrian friendly environment such as the Cypress Park & Glassell Park, the Fletcher Square Community Design Overlay District, and the River Improvement Overlay or RIO, a tool that addresses land use, landscape and watershed issues along the LA River corridor. There is a general public benefit from providing a consistent zoning that furthers objectives and policies of the Northeast Los Angeles Community Plan as well as existing programs that foster and promote a friendly pedestrian environment.

A significant number of existing auto-related and auto-oriented uses are in conflict with a pedestrian oriented environment because they are incompatible with existing programs, many of these businesses operate in ways that create visual blight, incur in various code violations.

Commercial Zones. Q Conditions in commercial zones will prevent the establishment of new auto-related uses. Zones C1, C1.5 and C4 already prohibit auto-related uses, but other incompatible uses such as undesirable signage (Electronic Message Display Signs and Pole and Pylon Signs), and therefore further the Cypress Park & Glassell Park CDO and the objectives and purposes of the Northeast Community Plan.

Subareas with a C2 Zone include existing Q Conditions which prohibit 100 percent residential development and limit densities to the RD1.5 and R3 Zones. New Q Conditions prohibiting auto-related, auto-oriented and other incompatible uses are imposed in all parcels or subareas containing the C2 Zone, therefore furthering the objectives and policies of the Northeast Community Plan.

Commercial Manufacturing and Manufacturing Zones. Two subareas contain CM Zones, one along North Figueroa Street and Avenue 26, and the second one on Eagle Rock Boulevard and Verdugo Road. CM Parcels along North Figueroa Street include existing Q Conditions which prohibit auto-related uses, and additional Q Conditions prohibiting incompatible uses will be imposed. This action will minimize the conflicts between pedestrian activities and incompatible uses as set forth in the Northeast Community Plan Objectives and Policies. New Q Conditions are added to Commercial Manufacturing parcels along Eagle Rock Boulevard will be consistent with the Northeast Community Plan objectives and policies.

Manufacturing Zones (MR1, M1, M2 and M3) are located primarily along San Fernando Road (both sides) towards the Los Angeles River and along Verdugo Road. These Zones are the primary target of this case because, historically, uses on these parcels are incompatible with residential areas in both Cypress Park and Glassell Park communities, create visual blight and thus their uses are incompatible with pedestrian activities, and also because the bulk of these zones are located in close proximity to the Los Angeles River. Prohibition of auto-related, auto oriented, and other incompatible uses are outlined in most of the subareas containing these zones.

Staff took exception on two areas that provide a significant number of jobs and constitute a backbone for the local economy in terms of employment; these two sites are the Home

Depot site, and the KIA site. Upon request of community members and stakeholders, the Home Depot site was exempted from any Q Condition. The Home Depot site is located North of North Figueroa Street, east of Avenue 26 and southeast of San Fernando Road. The Home Depot facility is well maintained and in close proximity to the major thoroughfares, including the 110 FREEWAY.

The KIA dealership site is located on San Fernando Road and North Cazador Street. Currently, this site operates as a non-conforming use. The KIA site leases portions of adjoining properties to the north for business operations. Currently, KIA is in negotiations with the City of Los Angeles to lease City owned property south of the subject site to expand business operations, thereby creating job opportunities for local residents. Modification of existing Q Conditions language to the KIA site and a portion of the City owned property to the south to allow for business expansion and thus the provision of additional job opportunities for local residents, is in conformance with Policy 2-3-1 "Allow for adequate allocation of land for auto-related uses," and Objective 2-3-2 "To provide for existing and future uses that contribute job opportunities for residents and minimize adverse environmental and visual impacts on the community." Therefore, such action furthers the intent and purposes of the Northeast Community Plan.

8. **Environmental Findings (CEQA)** - For the reasons set forth in the proposed Mitigated Negative Declaration number ENV-2008-3992-ND, the project will not have a significant effect on the environment.

CITY OF LOS ANGELES PLANNING DEPARTMENT SPEAKER CARD

Please submit card to the commission staff immediately after completion.

ITEM
NO.: **6**Case No.: **CPC-2008-3991-ZC**Date: **November 12, 2009**Project Address: **VARIOUS (generally bounded by LA river)**I wish to speak before the: **CITY PLANNING COMMISSION**Name: Guadalupe Duran-MedinaBusiness or Affiliation: CDI☐ Check if Certified Neighborhood CouncilAddress: CH 410

Please Print Legibly:

Street

City

State

Zip Code



FOR PROPOSAL + amendments



FOR APPEAL



GENERAL COMMENTS



AGAINST PROPOSAL



AGAINST APPEAL



RECOMMEND CHANGES

(Applicant, Appellant or Official Representative Use Only)

(City Representative Use Only)

☐ Applicant or ☐ Representative (see below)☐ Mayor☐ Appellant or ☐ Representative (see below)☒ Council District No.: 1

Business phone:

Business phone:

☐ CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

Client Name: _____

Phone #: _____

Client Address: _____

Street

City

State

Zip Code

Please see reverse of card for important information

CITY OF LOS ANGELES PLANNING DEPARTMENT SPEAKER CARD

Please submit card to the commission staff immediately after completion.

ITEM
NO.: **6**Case No.: **CPC-2008-3991-ZC**Date: **November 12, 2009**Project Address: **VARIOUS (generally bounded by LA river)**I wish to speak before the: **CITY PLANNING COMMISSION**Name: Katherine Hennighan

Business or Affiliation: _____

☐ Check if Certified Neighborhood Council

Address: _____

Please Print Legibly:

Street

City

State

Zip Code



FOR PROPOSAL



FOR APPEAL



GENERAL COMMENTS



AGAINST PROPOSAL



AGAINST APPEAL



RECOMMEND CHANGES

(Applicant, Appellant or Official Representative Use Only)

(City Representative Use Only)

☐ Applicant or ☐ Representative (see below)☐ Mayor☐ Appellant or ☐ Representative (see below)☒ Council District No.: 13

Business phone:

Business phone:

☐ CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

Client Name: _____

Phone #: _____

Client Address: _____

Street

City

State

Zip Code

Please see reverse of card for important information

SEC. 12.32. LAND USE LEGISLATIVE ACTIONS.
(Amended by Ord. No. 173,268, Eff. 7/1/00, Oper. 7/1/00.)

A. Initiation. The City Council, the City Planning Commission or the Director of Planning may initiate consideration of a proposed land use ordinance. Any initiation by the Council or the City Planning Commission shall be by majority vote. The Council or the City Planning Commission shall forward the proposed ordinance to the Director of Planning for a report and recommendation.

B. Application. (Amended by Ord. No. 173,374, Eff. 8/3/00.) An owner of property may apply for a proposed land use ordinance if authorized to do so by Subsections F through S relative to that owner's property. The applicant shall complete the application for that proposed land use ordinance, pay the required fee and file the application with the Department of City Planning on a form provided by the Department.

C. Action on the Initiation or Application.

1. Authority. (Amended by Ord. No. 173,492, Eff. 10/10/00.) The City Planning Commission may recommend approval or disapproval in whole or in part of an application for or initiation of a proposed land use ordinance. These recommendations shall be made to the City Council for its action pursuant to the procedures set forth in this section.

Except as set forth elsewhere in this section, the Area Planning Commissions shall hear and make recommendations only on applications for or initiations of a land use ordinance involving a proposed zone or height district change, if the proposed zone or height district change involves:

- (a) Any development project which creates or results in fewer than 50,000 gross square feet of nonresidential floor area;
- (b) Any development project which creates or results in fewer than 50 dwelling units, guest rooms or combination of dwelling units or guest rooms; or
- (c) Any application without a proposed project description, involving a lot with fewer than 65,000 square feet of lot area.

The Area Planning Commission may recommend approval or disapproval in whole or in part of an application for a land use ordinance where permitted in this section. These recommendations shall be made to the City Council for its action pursuant to the procedures set forth in this section.

The City Planning Commission shall hear all other applications or initiations of proposed land use ordinances. Notwithstanding the above, the City Planning Commission, rather than the Area Planning Commission, shall have the authority to make recommendations on any application for or initiation of a proposed land use ordinance when it is being considered in conjunction with an initiated General Plan amendment.

Unless otherwise specified, further references in this subsection to "**Planning Commission**" shall mean either the Area Planning Commission or the City Planning Commission, whichever has authority as set forth above.

2. Procedure for Initiated Changes. (Amended by Ord. No. 173,754, Eff. 3/5/01.) The Director shall make a recommendation for action on the matter, which recommendation shall then be heard by the Planning Commission. Before making a recommendation, the Director may direct a Hearing Officer to hold a public hearing and make a report and recommendation. After receipt of the Director's recommendation, the Planning Commission shall hold a public hearing and make a report and recommendation to the Council regarding the relation of the proposed land use ordinance to the General Plan and whether adoption of the proposed land use ordinance will be in conformity with public necessity, convenience, general welfare and good zoning practice. If the matter was initiated by either the City Planning Commission or the Director, and the City Planning Commission recommends denial of the proposed land use ordinance, the decision is final. After the Planning Commission has made its report and recommendation for approval, or after the time for it to act has expired, the Council may consider the matter.

3. Procedure for Applications. (Amended by Ord. No. 173,754, Eff. 3/5/01.) Once a complete application is received, as determined by the Director, the Commission shall hold a public hearing or direct a Hearing Officer to hold the hearing. If a Hearing Officer holds the public hearing, he or she shall make a recommendation for action on the application. That recommendation shall then be heard by the Planning Commission, which may hold a public hearing and shall make a report and recommendation regarding the relation of the proposed land use ordinance to the General Plan and whether adoption of the proposed land use ordinance will be in conformity with public necessity, convenience, general welfare and good zoning practice.

After the Planning Commission has made its report and recommendation, or after the time for it to act has expired, the Council may consider the matter. If the Planning Commission recommends disapproval, that action is final unless the applicant timely files an appeal pursuant to Subsection D below.

4. Notice. (Amended by Ord. No. 173,754, Eff. 3/5/01.) Notice of the time, place and purpose of the public hearing shall be given in the following manner for land use ordinances proposed by applications or initiations:

(a) By at least one publication in a newspaper of general circulation in the City, designated for that purpose by the City Clerk, not less than 24 days prior to the date of the hearing.

(b) By mailing written notice at least 24 days prior to the date of the hearing, to the applicant, to the owner or owners of the property involved and to the owners of all property within and outside the City that is within 500 feet of the area proposed to be changed as shown upon the records of the City Engineer or the records of the County Assessor. Written notice shall also be mailed to residential, commercial and industrial occupants of all property within 500 feet of the exterior boundaries of the property involved. This requirement can be met by mailing the notice to "occupant". If this notice provision will not result in notice being given to at least 20 different owners of at least 20 different parcels of property other than the subject property, then the 500-foot radius for notification shall be increased in increments of 50 feet until the required number of persons, and parcels of property are encompassed within the expanded area. Notification shall then be given to all property owners and occupants within that area. **(Amended by Ord. No. 181,595, Eff. 4/10/11.)**

(c) If there is an applicant, by the applicant posting notice of the public hearing in a conspicuous place on the property involved at least ten days prior to the date of the public hearing. If a hearing officer is designated to conduct the public hearing then the applicant, in addition to posting notice of the public hearing, shall also post notice of the initial Commission meeting on the matter. This notice shall be posted in a conspicuous place on the property involved at least ten days prior to the date of the meeting.

5. Record and Reports from Commission Public Hearing. (Amended by Ord. No. 173,754, Eff. 3/5/01.)

(a) **Record.** The hearing proceedings shall be recorded or summarized as directed by the Commission. When proceedings are recorded and not summarized, they shall be transcribed at the request of any party or interested person upon payment of the fee, as

required by ordinance. One copy of the transcript shall be furnished to the Commission to be placed in the files.

(b) **Reports.** After the conclusion of a public hearing conducted by the Director, he or she shall submit a report to the Commission within the period of time fixed by the Commission. The report shall set forth in writing the Director's conclusions and recommendations and the reasons for them.

6. **Time for the Commission to Act. (Amended by Ord. No. 173,754, Eff. 3/5/01.)** The Planning Commission shall act within 75 days of the filing of a complete, verified application for a proposed land use ordinance, except as otherwise provided in this section. This time limit may be extended by mutual consent of the applicant and the Planning Commission.

The Planning Commission may withhold action on an application relating to land located within an area in which the City Planning Commission is conducting a general survey or study, for a period of not more than 180 days from the date of filing of the application. Upon the Planning Commission's decision to withhold action, notice of this decision shall be sent forthwith to the applicant, advising of the study and the postponement.

However, if the Director determines that a verified application is inconsistent with the General Plan, then the Planning Commission, with the consent of the applicant, may withhold action on the application for a period of not more than 180 days from the closing date of the applicable application filing period established in the schedule adopted pursuant to Section 11.5.8D of this Code. This time limit may be extended for two additional three month periods by mutual consent of the applicant and the Planning Commission.

If the land use ordinance was proposed by initiation rather than application, the Planning Commission shall act within 75 days of receipt of the Director's report and recommendation. If the Planning Commission does not act by that deadline, or any extension, the Council may then, by resolution, request the Planning Commission to forward the matter to it for the Council's action. If the Council does not do so, the time for the Planning Commission to act shall automatically be extended for an additional 75 days. The Council may request the Planning Commission forward the matter at any time within any 75 day continuance period.

If the Planning Commission fails to act on an application or an initiation within the time allowed by this section, the Planning Commission shall be deemed to have approved the ordinance.

7. **Council. (Amended by Ord. No. 173,992, Eff. 7/6/01.)** The Council may approve or disapprove an application or initiated proposed land use ordinance. It shall approve an ordinance only after making findings that its action is consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice. If the Planning Commission recommends approval of an application, then the Council shall act within 90 days of receipt of the Planning Commission recommendation. The 90 day time limit to act on a Planning Commission approval of an application may be extended by mutual consent of the applicant and the Council.

D. Appeal.

1. **Filing of an Appeal.** If the Planning Commission recommends disapproval of an application, in whole or in part, the applicant may appeal that decision to the Council by filing an appeal with the Planning Commission that made the initial decision. If no appeal is filed, a denial is final. An appeal shall be filed within 20 days of the date of the mailing of the Planning Commission's decision, on a form provided by the Department, and shall set forth specifically the reasons for the appeal. Any appeal not filed within the 20-day period shall not be considered by the Council. Once an appeal is filed, the Planning Commission shall transmit the appeal and its file to the City Clerk. At any time prior to the action of the Council on the appeal, the Department shall submit any supplementary, pertinent information as the Council or its Committee may request.

2. **Appellate Decision - Public Hearing and Notice.** Before the Council acts on the appeal, it shall hold a public hearing. The City Clerk shall set the matter for hearing, giving notice by mail of the time, place and purpose of the hearing to the applicant and to any interested party who has requested in writing to be so notified. The notice shall be mailed at least ten days prior to the hearing.

3. **Time for Appellate Decision.** The Council shall make its decision within 75 days after the expiration of the appeal period. The 75 day time limit to act on an appeal may be extended by mutual written consent of the applicant and the Council. If the Council fails to act within this time limit, the failure shall constitute a denial of the application or disapproval of the initiated land use ordinance.

E. Amendment to the Zoning Regulations. The procedures for initiation and decision-making for amendments to Chapter 1 of this Code and other zoning regulations shall be the same as provided for City Planning Commission and Council initiated zone changes as set forth above, except that the City Planning Commission shall be the designated Planning Commission for these actions and proceedings for the amendment of the regulations need not comply with the notice requirements in Subsection C 4, nor be set for public hearing.

F. Zone Changes and Height District Changes. The procedures for changes of zoning or height districts shall be as set forth in Subsections A through D, with the following additional regulations:

1. In the consideration of an application for a proposed land use ordinance involving a change of zone, the Planning Commission may approve or disapprove a change upon all or only a part of the subject area. The Planning Commission may recommend a change to any zone between that existing on the property and that requested in the application, as determined by the Planning Commission, or may recommend, on all or a portion of the property, a change to a P or PB Zone, or may recommend that an M Zone be changed to an MR Zone. The Planning Commission may, without additional notice or hearing, recommend minor additions to the area proposed for rezoning or slight adjustments of proposed zone boundaries within that area, when the Planning Commission determines that the public necessity, convenience, general welfare or good zoning practice so require.

2. Where the City initiates changes of zone or height districts pursuant to California Government Code Section 65860(d) to a significant number of lots, publication in two newspapers of general circulation designated by the City Clerk for official advertising in the area involved, not less than ten days prior to the date of the public hearing, giving notice of its time, place and purpose shall be sufficient notice of the hearing, and the mailing of individual notices shall not be required.

G. Special Zoning Classifications.

1. T Classification.

(a) **Purpose.** In the consideration of a proposed change of zone it may be determined that public necessity, convenience and general welfare require that provision be made for the orderly arrangement of the property concerned into lots and/or that provision be made for adequate streets, drainage facilities, grading, sewers, utilities, park and recreational facilities; and/or that provision be made for payments of fees in lieu of dedications and/or that provision be made for other dedications; and/or that provision be made for improvements; all in order that the property concerned and the area within which it is located may be properly developed in accordance with the different and additional uses to be permitted within the zone to which the property is proposed for change.

(b) **T Classification.** Instead of immediately and finally rezoning the property or changing the height district, the ordinance shall place it in a T or Tentative classification pending the recordation of a Final Map in compliance with the provisions and requirements of Article 7 of this chapter, or, in certain instances hereinafter specified by the recordation of a Parcel Map in compliance with said provisions and requirements, or, where no map is necessary, by completion or assurance of all dedications, payments, and improvements which are required by the Council to be provided, to the satisfaction of the appropriate City departments. For the purposes of this Subsection, the term “**payments**” shall include dedications or payments pursuant to Section 12.33 of this Chapter.

(c) **Map Symbol.** The T or Tentative classification shall be indicated by the symbol T in parentheses preceding the proposed zoning designation; for example, (T)R4-2.

(d) **Allowed Uses.** While property remains in the T Tentative classification, and until the Department of Building and Safety has received notification from the Department of the recordation of the Final Map or Parcel Map, or the completion or assurance of the required dedications, payments or improvements, which are to the satisfaction of the appropriate City departments in accordance with those conditions as have been imposed by the City Council, the property may continue to be used only for the purposes permitted in the zone applicable to the property prior to its T Tentative classification. No permits shall be issued, no buildings or structures shall be erected or constructed, and no land shall be used for any other purpose. Provided, however, that grading or other improvements which have been required as a prerequisite to the approval of the Final Map or Parcel Map or other required dedications, payments and improvements of the property may be accomplished. The Council may also permit the removal of the T Tentative classification by the recordation of a Parcel Map or by completion of all required dedications, payments and improvements in lieu of a Final Map after report and recommendations from the Director that all the necessary improvements can be accomplished and assured under Parcel Map procedures; or where no map is necessary, completion of all required dedications, payments and improvements.

(e) **Time Limit.** Property shall remain in the T Tentative classification until a Final Map or a Parcel Map of the property has been approved by the Council and recorded in the County Recorder’s Office, or until the Department has notified the Superintendent of Building of the completion to the satisfaction of the appropriate City agencies of all required dedications, payments and improvements, or until the classification expires as provided in this subsection. Unless otherwise authorized by the City Council, dedications, payments and improvements must be completed for the entire area subject to the change of zone.

(f) **Removal of T.** When a Final Map or Parcel Map has been approved by the Council and recorded, or the Superintendent of Building has been notified by the Department of the completion of all required dedications, payments, and improvements, the property shall no longer be designated as being within the T Tentative classification, the T Tentative designation shall be removed from City records, and the new zone designation shall become finally effective. The Council may authorize the removal of a T Tentative classification by any procedure which assures any appropriate dedications, payments or improvements including any dedication, payment or improvement described in Section 12.33 of this chapter. If the Tentative classification expires, the zone change and height district proceedings shall terminate and the property shall be redesignated as described in Paragraph (h) below.

(g) **Assurance of Dedications, Payments and Improvements.** Prior to making a report and recommendation, the Director of Planning or his authorized representative shall obtain a report from the Bureau of Engineering as to whether all the necessary improvements can be accomplished and assured under Parcel Map procedures, or, if no map is necessary, without a map. The report shall be made within 40 calendar days of the date of request or within additional time as may be agreed upon by the Department and the Bureau of Engineering.

(h) **Time Limit. (Amended by Ord. No. 182,106, Eff. 5/20/12.)** Except as provided in Subdivision 2. of this subsection, as to those properties placed in the T classification subsequent to March 26, 1973, property shall not remain in a T Tentative classification for more than six years after the effective date of the ordinance creating it without the recording of a Final Tract Map or a Final Parcel Map, or a decision by the Department that all required dedications, payments and improvements have been made or assured to the satisfaction of the appropriate City agencies.

EXCEPTIONS: Property may remain in a T Tentative classification for an additional 60 months if the ordinance creating the classification took effect between July 15, 2005, and December 31, 2007; an additional 48 months if the ordinance took effect between January 1, 2008, through December 31, 2008; and an additional 24 months if the ordinance took effect between January 1, 2009, and December 31, 2010, provided that the Director makes a written finding that the prior discretionary approval and the required environmental review considered significant aspects of the approved project and that the existing environmental documentation under the California Environmental Quality Act is adequate for the issuance of the extension. Property may also remain in a T Tentative classification for a longer period of time through operation of Section 12.36 I. of the Code.

When these time limitations expire, the T Tentative Zone classification and the zoning authorized thereby shall become null and void, the rezoning proceeding shall be terminated, and the property thereafter may only be utilized for those purposes permitted prior to the commencement of the rezoning proceedings and shall be so redesignated.

(i) **Time limit Does Not Include Moratoria.** The time limit for property placed in a T Tentative classification which is also the subject of a Tentative Map shall not include any time during which a development moratorium, as defined in California Government Code Section 66452.6(b), has been imposed and is in existence after the effective date of the ordinance placing the property in a T Tentative classification, provided that the moratorium affects the property and does not exceed five years. Provided further that for property placed in a T Tentative Classification which is also the subject of a Tentative Map and which requires the expenditure of \$125,000.00 or more to construct, improve, or finance the construction or improvement of public improvements outside the property boundaries of the Tentative Map, excluding improvements of public rights-of-way which abut the boundary of the property to be subdivided and which are reasonably related to the development of that property, then the T Tentative Classification shall be extended for the life of the Tentative Map.

(j) **Restoration to Former Zoning.** Except as provided for in subdivision 2. of this subsection, as to those properties placed in the T Tentative classification prior to March 26, 1973 and which remain in a T Tentative classification for more than six years, the City Planning Commission, the Director or the Director's designee may investigate the circumstances therefor. When deemed appropriate by the Commission or upon the request of the Council, and after due notice to the owner of the property as shown on the records of the City Engineer or the records of the County Assessor, the City Planning Commission, the Director or the Director's designee shall submit a report and recommendation to the Council concerning the restoration of the property to its former zoning or height district classification. Where the recommendation is that the property be changed to its former classification, or when the Council requests that the property be changed to its former classification, an ordinance accomplishing the change shall be transmitted with the report and recommendation to the Council. Notwithstanding any other provisions of this Code to the contrary, no public hearing need be held nor further notice given as a prerequisite to the adoption of an ordinance restoring the property to its former classification. **(Amended by Ord. No. 181,595, Eff. 4/10/11.)**

(k) **General Plan Consistency.** In the implementation of Paragraph (i) of this Subdivision, the former zoning or height district classification may be inconsistent with the current General Plan designation for the property. In this case, the property shall be changed to the least intense zoning or height district classification consistent with the General Plan.

2. **Q Qualified Classification.**

(a) **Purpose.** Except where property is being changed to the RA, RE, RS or R1 Zone, provision may be made in a zoning ordinance that the property not be utilized for all the uses ordinarily permitted in a particular zone classification and/or that the development of the site shall conform to certain specified standards, if the limitations are deemed necessary to:

- (1) Protect the best interests of and assure a development more compatible with the surrounding property or neighborhood;
- (2) Secure an appropriate development in harmony with the objectives of the General Plan; or
- (3) Prevent or mitigate potential adverse environmental effects of the zone change.

(b) **Q Classification.**

(1) Where limitations are deemed necessary the zoning ordinance may, instead of immediately and finally changing the zone or height district on the property, place it in a Q Qualified classification. Except as provided for in Paragraphs (f) of (g) of this subdivision, the Q Qualified classification shall be deemed to be a temporary classification until the time the proceedings are either terminated or completed as provided in this section.

(2) Prior to the issuance of permits for the construction of buildings or structures authorized by the Qualified enactment, the plans for them shall be submitted to and approved by the Director as being in full compliance with all limitations and standards set forth in the ordinance.

(c) **Map Symbol.** The Q classification shall be indicated by the symbol Q in parentheses preceding the proposed designation; for example, (Q)C2-1.

(d) **Allowed Uses.** While property remains in a Q Qualified classification, whether temporary or permanent as provided for in Subdivision 3 of this subsection, it may be used for any of the uses permitted in the zone applicable to the property prior to its Q Qualified classification, unless the use or uses are prohibited in the zone classification to which the property is being changed, or are subject to limitations as are specified in the Qualified classification to which the property is being changed. Prior to the issuance of permits for the construction of buildings or structures authorized by reason of the Qualified zone enactment, the plans therefor must be submitted to and approved by the Director of Planning or by his designated representative as being in full compliance with all limitations and standards set forth in that ordinance.

(e) **Certificate of Occupancy.** Property shall remain in a temporary (Q) Qualified classification for the period of time provided in Paragraph (f) of this subsection or until a Certificate of Occupancy is issued by the Superintendent of Building for one or more of the uses first permitted by the Qualified zone ordinance. The Superintendent of Building shall notify the Director of the issuance of the Certificate of Occupancy. Once the Certificate of Occupancy is issued: (i) the (Q) Qualified classification shall no longer be considered temporary; (ii) the parentheses shall be removed from the designation; and (iii) the new zone designation shall become finally effective and shall be placed on the appropriate City records with the symbol "Q" being a permanent part of the symbol designation; for example QR3-1. All applicable limitations and/or standards within the Qualified classification ordinance shall thereafter be considered to apply permanently to the specific uses. The temporary Qualified classification and the accompanying conditions that have become permanent and are shown with brackets shall have the same status as those that have become permanent, but shown with neither parenthesis nor brackets. **(Amended by Ord. No. 177,103, Eff. 12/18/05.)**

(f) **Time Limit. (Amended by Ord. No. 182,106, Eff. 5/20/12.)** Except as provided below and in Subsection I., property shall not remain in a Q Qualified classification for more than six years unless during that time:

- (1) there is substantial physical development of the property to allow for one or more of the uses for which the Q Qualified classification was adopted; or
- (2) if no physical development is necessary, then the property is used for one or more of the purposes for which the Q Qualified classification was adopted.

EXCEPTION: Property may remain in a Q Qualified classification for an additional 60 months if the ordinance creating the classification took effect between July 15, 2005, and December 31, 2007; an additional 48 months if the ordinance took effect between January 1, 2008, through December 31, 2008; and an additional 24 months if the ordinance took effect between January 1, 2009, and December 31, 2010, provided that the Director makes a written finding that the prior discretionary approval and the required environmental review considered significant aspects of the approved project and that the existing environmental documentation under the California Environmental Quality Act is adequate for the issuance of the extension.

When these time limitations expire, the Q Qualified classification and the authority contained therein shall become null and void, the rezoning proceedings shall be terminated, and the property thereafter may only be utilized for those purposes permitted prior to the commencement of the rezoning proceedings.

In addition, the Director may determine that the development has not been continuously and expeditiously carried on to completion, but that one or more usable units has been completed and that the partial development will meet the requirements for the utilization of the (Q) classification. The Director may impose conditions on the partial development to meet the intent of this subdivision. The Director shall advise the Department of Building and Safety of his or her decision. Thereafter, a Certificate of Occupancy may be issued after compliance with the Director's decision, and the temporary (Q) classification shall be permanent on that portion of the property determined by the Director to be appropriate to the completed portion of the development. The Qualified classification and the authority contained therein shall become null and void as to the remainder of the property. Notwithstanding any other provision of this Code to the contrary, no public hearing need be held nor notice be given before terminating the (Q) Qualified classification and restricting the property to its previously permitted uses.

(g) **Non-Conforming Improvements.** In the event that buildings or structures designed for occupancy by uses which were not permitted prior to the (Q) Qualified classification are located on property on which the (Q) Qualified classification is terminated, the buildings or structures shall be completely removed forthwith by the owner at his or her own expense, unless their design is altered and they are immediately completed in full compliance with all applicable regulations for uses permitted prior to the (Q) Qualified classification.

(h) **Q's with T's.** Property may simultaneously be classified as being in a (Q) or [Q] Qualified classification and T Tentative classification. The T designation shall be removed prior to utilization of the additional uses permitted by the (Q) or [Q] Qualified classification. In no event shall there be any change in the time limitations of this section or any extension of them.

(i) **Time Limit Does Not Include Moratoria.** However, for property placed in a Q Qualified classification which is also the subject of a Tentative Map, the six year time period for the Q Qualified Classification shall not include any time during which a development moratorium, as defined in California Government Code Section 66452.6(f), has been imposed and is in existence after the effective date of the ordinance placing the property in a Q Qualified Classification, provided that the moratorium affects the property and does not exceed five years. Provided further that for property placed in a Q Qualified Classification which is also the subject of a Tentative Map and which requires the expenditure of \$125,000.00 or more to construct, improve, or finance the construction or improvement of public improvements outside the property boundaries of the Tentative Map, excluding improvements of public rights-of-way which abut the boundary of the property to be subdivided and which are reasonably related to the development of that property, then the Q Qualified classification shall be extended for the life of the Tentative Map, including any time extensions approved by the Advisory Agency. For the purposes of this subsection, a zone change or height district change shall be deemed a change incident to division of land when the project's environmental analysis includes a description of both the change and the division of land, and the proposed development of the site does not deviate substantially from the original project description. In particular, the proposed development shall be substantially the same regarding density, the number of dwelling units, the amount of floor area, uses, height and massing of buildings, amount of grading, and other relevant attributes.

(j) **Q Conditions in the RA, RE, RS and R1 Zones. (Added by Ord. No. 174,406, Eff. 2/28/02.)** Notwithstanding Paragraph (a) of this Subdivision, properties being changed to the RA, RE, RS and R1 zones may be placed in the "Q" Qualified classification in order to impose conditions to mitigate adverse environmental effects of the zone change identified in a Mitigated Negative Declaration or Environmental Impact Report.

3. **Permanent [Q] Qualified Classification.** In consideration of a proposed change of zone or height district, the Council may determine to impose a permanent Q Qualified classification rather than a classification which expires. The permanent Qualified classification shall be identified on the Zoning Map by the symbol Q in brackets, preceding the proposed zoning designation; for example, [Q]M2-1; or, in combination with a T Tentative classification, [T][Q]C2-2. There shall be no time limit on removal of the brackets around the [Q] Qualified designation nor on removal of the T Tentative designation. After the conditions of the permanent [Q] Qualified classification have been fulfilled, the brackets surrounding the Q symbol shall be removed. After the conditions of the T Tentative classification have been fulfilled, the symbol [T] shall be removed from the zone designation.

4. **D Development Limitations.**

(a) **Purpose.** Notwithstanding any provisions of Section 12.21.1 of this Code to the contrary, provisions may be made in an ordinance establishing or changing any Height District that a building or structure may be built to a specific maximum height or floor area ratio less than that ordinarily permitted in the particular Height District classification; or that buildings may cover only a fixed percentage of the area of the lot; or that buildings be set back in addition to setbacks otherwise required by this Code. These limitations shall be known as D Development limitations.

(b) **Findings.** In establishing D limitations, the Council shall find that any or all the limitations are necessary:

- (1) to protect the best interests of and assure a development more compatible with the surrounding property or neighborhood, and
- (2) to secure an appropriate development in harmony with the objectives of the General Plan, or
- (3) to prevent or mitigate potentially adverse environmental effects of the Height District establishment or change.

(c) **Map Designation.** The imposition of D Development limitations shall be indicated by the symbol D following the Height District designated on the Zone Map; for example, C2-1-L-D, R4-2-D, RD1.5-1-VL-D, etc.).

(d) **Permanence of D Development Limitations.** D Development limitations shall not be affected by any failure to remove a (T) Tentative classification or the parentheses of a Q Qualified classification.

H. **Amendments of the T Classification and Clarifications of the Q Classification or D Limitation.**

1. **Application.** A request for an amendment of Council's instructions involving the T Classification or a clarification of a Q Classification or D Limitation set forth in an ordinance pursuant to Subsections C and G of this section may be filed by one or more of the owners or lessees of the subject property with the Department on a form accompanied by information required by the Department and by a fee as provided in Section 19.01.

2. **Guidelines.** The City Planning Commission shall adopt guidelines for the Director to utilize in considering these requests. The City Planning Commission may amend the guidelines from time to time as it deems appropriate.

3. **Hearing.** Proceedings for an amendment to Council instructions or a clarification need not be set for hearing.

4. **Director's Authority.**

(a) **Approval of Request.** If the Director decides that the request complies with the City Planning Commission's guidelines, then the Director may approve or conditionally approve a request subject to the findings below.

(b) **Disapproval of Request.** If the Director decides that the request does not comply with the City Planning Commission guidelines for considering requests for amendments or clarifications, the Director shall deny the request. The decision of the Director that a request does not comply with the City Planning Commission guidelines shall be final.

5. **Findings.** The Director, or the City Council on appeal, shall approve an amendment or clarification if the Director or the City Council finds that:

- (a) The request is consistent with the City Planning Commission guidelines; and
- (b) The amendment or clarification is necessary in order to carry out the intent of the City Council in adopting the T or Q Classification or D Limitation; and
- (c) The amendment or clarification would have only a minimal effect on adjacent property and would not result in a significant or substantial deprivation of the property rights of other property owners.

6. **Notice of Decision.**

(a) **Notice.** After making a decision pursuant to this subsection, the Director or City Clerk, as appropriate, shall notify the applicant in writing. Written notice shall also be mailed to the owners of all property within and outside of the City that is within 300 feet of the exterior boundaries of the property involved, using for the purpose of notification the last known name and address of owners shown upon the records of the City Engineer or the records of the County Assessor. **(Amended by Ord. No. 181,595, Eff. 4/10/11.)**

(b) **Expanded Notice.**

(1) If all property within the 300-foot radius is under the same ownership as the property involved in the proceeding, then the owners of all property which adjoins the ownership, or is separated only by a street, alley, public right-of-way or other easement, shall also be notified as provided in this subdivision.

(2) If these notice provisions will not result in notice being given to at least 20 different owners of at least 20 different parcels of property other than the subject property, then the 300-foot radius for notification shall be increased in increments of 50 feet until the required number of owners, and parcels of property, are encompassed within the expanded area. Notification shall then be given to all property owners within that area.

7. **Effective Date of Decision.** A decision of the Director pursuant to this subdivision shall become final and effective upon the close of the 20 day appeal period, if not appealed.

8. **Appeals of Director's Decision.** **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** An applicant or any person aggrieved by a decision of the Director may appeal that decision to the City Council. The appeal shall be in writing and shall set forth specifically where there is error or abuse of discretion in the decision by the Director pursuant to this subdivision. The appeal shall be filed with the Department of City Planning and accompanied by a fee as provided in Section 19.01 of this Code. The City Council may approve, conditionally approve, or disapprove the appeal if it finds there is error or abuse of discretion in the determination by the Director. If the Council makes this decision, it shall make written findings pursuant to Subdivision 5 of this subsection. The decision of the City Council shall be final.

I. Changes Incident to Divisions of Land.

1. **Purpose.** **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** To provide for the orderly arrangement of the property concerned into lots.

2. **Council Authority.** In the subdivision of an area, it may be determined by the Commission that the zones or height districts, as shown on the zoning map, do not conform with the best subdivision and use of the land. The Council may, upon the recommendation of the Commission, authorize within the boundaries of the area being subdivided the appropriate adjustment of zone or height district boundaries or the reclassification of the area into a more restrictive zone or height district where the zone or height district is consistent with the General Plan. The Council shall have the authority to make changes without the Commission holding a public hearing on the adjustment.

3. **Restriction on Commission Authority.** The Commission shall make no recommendation to the Council pursuant to Subdivision 4 of this Subsection except upon written application made by the owner of the land being subdivided.

4. **Procedure.** Notice of a public hearing on any change of zone incident to division of land to a less restrictive zone shall be included in the notice for the division. The notice shall conform to the procedures for zone change notification and the subdivision and zone change hearings shall be held concurrently. Appeal procedures shall conform to those required for zone changes as set forth in this section.

J. F Funded Improvement Classification.

1. **Purpose.** In consideration of a proposed change of zone, the Council may determine that public necessity, convenience or general welfare indicate rezoning for an area is desirable, but that street lighting and fire hydrants in the area are so lacking or inadequate that provision for these facilities shall be made prior to the more intensive use of the area contemplated by the zone change.

2. **Improvements.** If the Council determines that provision should be made for street lighting, fire hydrants, or both, it shall designate the improvements. The ordinance changing the zone of the property concerned may in addition to rezoning the property place it in an F or Funded Improvement classification pending installation of all designated street lighting and fire hydrants by the owners of the property, or payment of a pro rata share of the cost of improvement as estimated by the City Engineer. Unless otherwise determined by the Council, the entire area rezoned in each zone change case shall have its own separate Funded Improvement Account.

3. **Map Symbol.** The F or Funded Improvement classification shall be indicated by the symbol F in parentheses immediately before the combination of symbols designation; for example, (F)R3-1.

4. **Issuance of Permits.** While the property remains in an F Funded Improvement classification, and until the Department of Building and Safety has received notification from the Board of Public Works that the required improvements have been installed to the satisfaction of the City Engineer, or that the pro rata share of the improvement charge has been paid to the City, or that the improvements are assured by an assessment district, the property may continue to be used only for the purposes permitted in the zone applicable to the property prior to its F Funded Improvement classification. No permits shall be issued, no buildings or structures shall be erected or constructed, and no land shall be used for any other purpose.

5. **Funded Improvement Accounts.**

(a) **Establishment.** Unless otherwise determined by the Council, the Board of Public Works shall establish a separate Funded Improvement Account for each zone change area placed in the F Funded Improvement classification. Each account shall be maintained until the funds are expended to complete all the designated improvements in that the area, or until the Board of Public Works determines the account is no longer necessary.

(b) **Unit Charges.** The Board of Public Works shall establish one or more standard unit charge, based upon front footage, acreage, or other equitable measurements. The charges shall be estimated by the City Engineer to be sufficient to reimburse the City for its cost of installation, materials, design, surveying, inspection, testing of materials, appurtenant work, and all other applicable costs. Unit charges may vary depending on geographic or other special conditions. Upon request, the City Engineer shall advise any property owner of the total charge for the installation of the required improvements, and the proportionate share of the charges for the property. In the event a property owner installs any of the improvements designated for the property, a proportionate adjustment of the pro rata improvement charge shall be made.

(c) **Earlier Improvements.** The Board of Public Works may authorize the earlier installation of certain of the designated improvements which are more urgently needed than the others when its Funded Improvement Account contains sufficient funds to cover the cost of the improvements.

(d) **Completion of Improvements.** When 60% of the total estimated improvement charges have been collected in any Funded Improvement Account, the Board of Public Works may cause the designated improvements for the area to be completed either by the

City or by contract, using monies from the revolving fund established by Paragraph (e) below for the remainder of the costs, if sufficient amounts are available in it. Upon completion of all the designated improvements in a zone change area placed in the F Funded Improvement classification, the Funded Improvement Account for that area shall be terminated.

(e) **Revolving Fund.** There is hereby established the Funded Improvement Revolving Fund to be administered by the Board of Public Works, which shall be used to finance completion of improvements in areas in the F Funded Improvement classification. The Council, after a report from the Board of Public Works, may appropriate monies to the Fund. The Board of Public Works shall periodically report to the Council on the operation of the Revolving Fund as well as any need for additional funds. When a Funded Improvement Account for a rezoned area has been terminated, all remaining pro rata improvement charges due as a prerequisite to obtaining building permits shall be paid into the Revolving Fund.

(f) **Removal of F Classification.** Each parcel of property shall remain in the F Funded Improvement classification until the owner has installed all designated improvements determined by the City Engineer to pertain to the property, or has paid the improvement charges, or the improvements have been completed or guaranteed under assessment proceedings, and the Board of Public Works has notified the Department of Building and Safety. Thereafter, each parcel shall no longer be designated as being within the classification and the F Funded Improvement designation shall be removed from the City records. A copy of the notification shall be furnished to the Department.

K. (Deleted by Ord. No. 182,242, Eff. 10/9/12.)

L. (Deleted by Ord. No. 182,242, Eff. 10/9/12.)

M. Changes of Zone Relating to Projects Subject to Section 12.24.1. In connection with a change of zone subject to the provisions of Section 12.24.1 of this Code, the ordinance changing the zone may provide that one or more of the uses permitted by that ordinance shall be exempt from the requirements of this Code.

N. Changes Incident to Self-Contained Communities.

1. **Agricultural Zones.** Where property is in an A1, A2 or RA Zone, a proposed plan for the development of a new self-contained community with a town lot subdivision design may be submitted to the Commission for its consideration, provided the plan indicates that adequate provision is made for school and playground sites, municipal facilities, utilities and other services.

2. **Subdivision Map Required.** If the Commission finds that the location and plan of the proposed community are tentatively acceptable, it shall initiate the zone changes which may be necessary for the completion of the plan. After holding the public hearing required in connection with the proposed zone changes, the Commission may approve the plan including the proposed zone changes, but the approval shall be subject to the filing and recordation of a subdivision map conforming to the plan. If the self-contained community plan and the proposed zone changes are approved by the Commission, the plan and the proposed zone changes shall be submitted to the Council for its consideration. If the Council concurs in the action of the Commission, the ordinance required to effect the changes shall be presented to the Council only after a tentative subdivision map has been submitted to and approved by the Council.

O. Establishment or Change of H Hillside Areas.

1. **Procedure.** Whenever the public necessity, convenience or general welfare justify the action, the Council by ordinance may create or change the boundaries of an H Hillside Area. The fees to be paid and the procedure to be followed shall be the same as prescribed in this section for a change of zone. However, where the establishment or change of an H Hillside Area is initiated by the Council or the Commission and consists of a parcel or parcels of land totaling in excess of 20 acres, publication in a newspaper of general circulation, designated by the City Clerk for official advertising in the area involved, not less than 24 days prior to the date of the public hearing, giving notice of the time, place and purpose of the hearing shall be sufficient notice of the hearing, and the mailing of individual notices shall not be required.

2. **Exception.** Where the Commission initiates a change of zone from the R1-H to the RE15-H zone on property generally described in Subdivision 3 of this Subsection, publication in a newspaper of general circulation, designated by the City Clerk for official advertising in the area involved, at least ten days prior to the date of the public hearing, giving notice of the time, place and purpose of the hearing shall be sufficient notice, and the mailing of individual notices shall not be required.

3. **Boundaries.** Sunset Boulevard from Pacific Coast Highway to Western Avenue, Western Avenue and its northerly extension to the common city boundary line between Los Angeles City and the City of Glendale, westerly on the City boundary line from the northerly extension of Western Avenue to Lankershim Boulevard, southerly on Lankershim Boulevard to Ventura Boulevard, westerly on Ventura Boulevard from Lankershim Boulevard to the westerly City boundary line, southerly on the westerly City boundary line to Pacific Coast Highway, and easterly on Pacific Coast Highway to Sunset Boulevard.

P. Minor Changes to Parking Requirements Incident to Legislative Actions. As part of any legislative land use ordinance, the Council may approve changes to the parking requirements not to exceed 20% of the requirements otherwise required by the Code.

Q. Vesting Applications.

1. **Application.** Whenever a provision of the Los Angeles Municipal Code requires the filing of an application for a zone change, a vesting zone change may instead be filed, in accordance with these provisions. If an applicant does not seek the rights conferred by this subsection, the filing of a vesting application shall not be required by the City for the approval of any proposed zone change.

2. **Development Rights.**

(a) The approval of a vesting application shall confer a vested right to proceed with a development in substantial compliance with the rules, regulations, ordinances, zones and officially adopted policies of the City of Los Angeles in force on the date the application is deemed complete, and with the conditions of approval imposed and specifically enumerated by the decision maker in its action on the vesting application case. These rights shall not include exemption from other applications or approvals that may be necessary to entitle a project to proceed (*i.e.*, subdivision, parcel map, zone variance, design review, *etc.*) and from subsequent changes in the Building and Safety and Fire regulations contained in Chapters V and IX of the Los Angeles Municipal Code found necessary by the City Council to protect the public health and safety and which are applicable on a citywide basis and policies and standards relating to those regulations or from citywide programs enacted after the application is deemed complete to implement State or Federal mandates.

(b) If the ordinances, policies, or standards described in Paragraph 2(a) of this section are changed subsequent to the approval or conditional approval of a vesting application case, the applicant, or his or her successor or assignee, at any time prior to the expiration of the vesting application case, may apply, pursuant to Subdivision 4 of this subsection, for an amendment to the vesting application case to secure a vested right to proceed with the changed ordinances, policies, or standards. An application shall clearly specify the changed ordinances, policies, or standards for which the amendment is sought.

(c) Prior to final signoff on a building permit filed pursuant to a vesting application, the Planning Department shall submit a copy of the final site plan to the office of the affected council district for informational purposes only.

3. Procedures.

(a) Vesting Zone Change.

(1) **Filing and Processing an Application.** A vesting zone change shall be filed on the same form and have the same contents, accompanying data and reports and shall be processed in the same manner as procedures for applications in Subsection C 3 for a zone change, except as provided here. The application shall specify that the case is for a vesting zone change. If any rules, regulations, or ordinances in force at the time of filing require any additional approvals (such as a variance or coastal development permit), the complete application for these additional approvals shall be filed prior to or simultaneously with the vesting zone change in order for the City Planning Department to be able to schedule a concurrent hearing. In all vesting zone change cases a site plan and a rendering of the architectural plan of the building envelope shall be submitted. The plans and renderings shall show the proposed project's height, design, size and square footage, number of units, the use and location of buildings, driveways, internal vehicular circulation patterns, loading areas and docks, location of landscaped areas, walls and fences, pedestrian and vehicular entrances, location of public rights-of-way and any other information deemed necessary by the Director of Planning.

(2) **Conditional Approval or Denial.** Notwithstanding Subdivision 2.(a) of this subsection, a vesting zone change may be conditioned or denied if the City Planning Commission or the City Council determines: **(Amended by Ord. No. 177,103, Eff. 12/18/05.)**

(i) that the condition is deemed necessary to protect the best interest of and assure a development more compatible with the surrounding property or neighborhood; to secure an appropriate development in harmony with the objectives of the General Plan; to prevent or mitigate potential adverse environmental affects of the zone change; or that public necessity, convenience or general welfare require that provisions be made for the orderly arrangement of the property concerned into lots and/or that provisions be made for adequate streets, drainage facilities, grading, sewers, utilities and other public dedications and improvements; or

(ii) the zone change is denied because it is not in substantial conformance with the purposes, intent or provisions of the General Plan or is not in conformance with public necessity, convenience, general welfare and good zoning practice and the reason for not conforming with the plan.

If the Council does not adopt the Commission's findings and recommendations, the Council shall make its own findings.

(3) **Expiration.** The approval or conditional approval of a vesting zone change shall expire at the end of a six year time period. Where a project to be developed under a vesting zone change contains multiple phases, the vested zoning shall terminate if less than 25 percent of the total project allowed by the vesting zone change and as described in the vesting application has not received a certificate of occupancy before the end of the period of time specified.

4. Amendment of Vested Project Plans or Amendment of Vested City Regulations to Comply With Subsequent Regulation Changes.

(a) One or more of the owners or lessees of the subject property may file a verified application requesting an amendment of the City regulations as described in Paragraph 2 (a) of this section vested by a zone change issued pursuant to this section. They shall file the application with the Department of City Planning upon a form designated for this purpose, and accompany it with a fee as provided in Section 19.01 A of this Code

(b) The City Council, after a report and recommendation from the Director of Planning or his or her authorized representative, may amend the vested building or site plans or add to the set of City regulations to which the applicant's project has vested by a zone change issued pursuant to this section. The Department's report shall be made within 40 calendar days of the date of the request or within any additional time as may be mutually agreed upon by the Department of City Planning and the applicant.

(c) The City Council, prior to making a decision pursuant to this paragraph shall hold a public hearing. Written notice shall be mailed to the owners or tenants of all property within and outside of the City that is within 500 feet of the exterior boundaries of the property involved.

R. Building Lines.

1. **Purpose.** It is the purpose of this article to provide regulations for the establishment, change or removal of building lines along any street or portion of a street in order to provide for the systematic execution of the General Plan; to obtain a minimum uniform alignment from the street at which buildings, structures or improvements may be built or maintained; to preserve the commonly accepted characteristics of residential districts; to protect and implement the "**Highways and Freeways Element of the General Plan**"; to provide sufficient open spaces for public and private transportation; to facilitate adequate street improvements; to prevent the spread of major fires and to facilitate the fighting of fires; and to promote the public peace, health, safety, comfort, convenience, interest and general welfare.

2. **Procedures for Establishment, Change or Removal of Building Lines.** **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** Except for the provisions below, the procedures set forth in Subsection C shall be used for the establishment, change or removal of building lines.

(a) **Initial Decision-Maker.** Area Planning Commissions shall have the authority to make recommendations on building line ordinances.

(b) **Notice.** Notwithstanding the notice requirements of Subsection C4, the following notice shall be required for actions on building lines:

(1) **By Mailing Notices:** A written notice shall be mailed at least 24 days prior to the date of the hearing to the applicant, to the owner or owners of the property involved and to the owners of properties abutting that portion of the street on which the building line is to be established, changed or removed. The written notice shall be mailed to the last known name and address of the owners as shown upon the records of the City Engineer or the records of the County Assessor; or **(Amended by Ord. No. 181,595, Eff. 4/10/11.)**

(2) **By Posting Notices on the Street Affected:** The Board of Public Works shall be notified whenever a public hearing on a building line proceeding is set. The Board shall cause copies of the notice of the public hearings to be posted within 20 days after receiving the notification and at least 24 days prior to the date set for public hearing. The Board shall post at least three notices, not more than 300 feet apart, in front of each block or part of a block along the street involved in the building line proceeding.

The posted notice of public hearing shall conform to the following requirements:

(i) It shall be at least 10-1/2 inches × 11 inches in size;

(ii) It shall be titled “Notice of Public Hearing,” and the title shall also state whether the purpose of the hearing is to establish, change or remove a building line. All letters in the title shall be at least one inch in height;

(iii) It shall include, in legible characters, the time and place of the public hearing; and

(iv) It shall include a diagram or other description of the building line to be established, changed or removed.

(c) **Public Hearing for Certain Building Line Actions.** Notwithstanding the provisions of Section C4, no separate public hearings will be required for the establishment, change or removal of a building line when it is incidental to subdivisions or zone changes as specified in Paragraphs (e) and (f).

(d) **Action on Building Line Change.** The procedures in Subsection C shall be used for establishment or change to a building line.

(e) **Building Line Incident to Subdivision.** In connection with the consideration of a tentative subdivision map by the Director of Planning, he or she may recommend to the Area Planning Commission or the City Planning Commission, whichever is considering the matter, the establishment, change or removal of a building line on streets within the subdivision, if he or she finds it is necessary for the proper development and use of the lots or to achieve any purpose set forth in Subdivision 1 of this subsection. The recommendation shall be in the form of a written report. Upon the receipt of the report, the Commission shall advise the subdivider that the proposed building line matter will be considered at a regular Commission meeting. The meeting shall constitute the required public hearing and no further notice need be given. If the Commission approves the establishment, change or removal of a building line, an ordinance in conformity with that recommendation shall be presented to the Council for adoption concurrently with its action on the final subdivision tract map.

(f) **Building Line Incident to Zone Change. (Amended by Ord. No. 173,754, Eff. 3/5/01.)** In connection with its hearing and consideration of a proposed zone change, the Area Planning Commission or the City Planning Commission may also consider the establishment, change or removal of a building line on the property involved or on adjoining property under the same ownership as the property involved in the zone change proceeding. If the Commission finds that it is necessary to establish, change, or remove a building line in order to give proper effect to the zoning proposed in the proceeding, or to achieve any purpose set forth in Subdivision 1 of this subsection, the Commission may act upon the building line matter simultaneously with the zone change proposal. Only one notice of public hearing need be given concerning the proposed zone change and the building line proceeding and both matters may be considered at the one public hearing. If the Commission approves the establishment, change or removal of a building line, an ordinance in conformity with that recommendation shall be presented to the City Council for adoption concurrently with the ordinance involving the proposed zone change.

(g) **Notification to Building and Safety.** The Department of Building and Safety shall be notified relative to an initial City Council or Area Planning Commission approval of a building line proceeding, and whenever the proceeding is terminated by the City Council.

3. **Building Permits Shall Not Be Issued During Proceedings.** After the approval of a building line proceeding by the Area Planning Commission or by the Council upon an appeal from a disapproval, and until the time the ordinance establishing, changing or removing a building line in the proceedings becomes effective, or until the time the proceedings are terminated by the City Council, no building permit shall be issued for the erection of any building, structure or improvement between any proposed building line and the street line, and any permits so issued shall be void.

4. **Compliance.** After the effective date of any ordinance establishing a building line, no person shall build or maintain any building, structure, wall, fence, hedge or other improvement within the space between the street line and the building line so established, and the Department of Building and Safety shall refuse to issue any permit for any building, structure or improvement within that space.

5. **Exceptions - Nonconforming Buildings.**

(a) **Permitted Projections.** Any improvements or projection permitted in a front yard, or in a side yard adjoining a street by Section 12.22C20 of Article II, may extend or be located in the same manner in the space between an established building line and the adjacent street line. Further, a marquee may extend into the space between an established building line and the adjacent street line a distance of not more than 12 feet from the face of the building to which it is attached, providing the building be lawfully devoted to a business use.

(b) **Nonconforming Buildings.** A nonconforming building, structure or improvement may be maintained except as otherwise provided in Sections 12.23A and 12.23D.

(c) **Subsurface Improvements.** The provisions of this article do not apply to buildings, structures or improvements located below the natural or finished grade of a lot whichever is lower.

(d) **Street Vacation.** Any building line existing along a public street hereafter vacated shall be deemed automatically removed when the City Council makes its order of vacation unless the order of vacation provides otherwise.

(e) **Enforcement.** The provisions of Section 12.26 concerning enforcement of the zoning regulations shall also apply to the enforcement of the provisions of this article.

S. **Supplemental Use Districts. (Amended by Ord. No. 181,412, Eff. 1/2/11.)**

1. **Purpose.** The purpose of Article 3 of this chapter is to regulate and restrict the location of certain types of uses whose requirements are difficult to anticipate and cannot adequately be provided for in the "Comprehensive Zoning Plan". These uses, the boundaries of the districts where they are permitted, the limitations governing their operations, and the procedure for the establishment of new districts, are provided for in Article 3 of this chapter. Except for the "Supplemental Uses" permitted by Article 3 of this chapter, all property within the districts hereby established is subject to the provisions of the "Comprehensive Zoning Plan".

2. **Districts. (Amended by Ord. No. 184,827, Eff. 3/24/17.)** In order to carry out the provisions of this article, the following districts are established:

"O" Oil Drilling District
"S" Animal Slaughtering District
"G" Surface Mining District

"RPD" Residential Planning Development District
 "K" Equinekeeping District
 "CA" Commercial and Aircraft District
 "POD" Pedestrian Oriented District
 "CDO" Community Design Overlay District
 "MU" Mixed Use District
 "FH" Fence Height District
 "SN" Sign District
 "RFA" Residential Floor Area District
 "NSO" Neighborhood Stabilization Overlay District
 "CPIO" Community Plan Implementation Overlay District
 "HS" Hillside Standards Overlay District
 "MPR" Modified Parking Requirement District
 "RIO" River Improvement Overlay District
 "CUGU" Clean Up Green Up Overlay District
 "RG" Rear Detached Garage District
 "HCR" Hillside Construction Regulation District

These districts and their boundaries are shown on portions of the "Zoning Map" as provided for in Section 12.04 and made a part thereof by a combination of the zone and district symbols. This map and the notations, references and other information shown on it which pertain to the boundaries of these districts are made a part of this article as if fully described here. Reference is hereby made to those maps, notations, references and other information for full particulars.

3. Establishment of Districts.

(a) **Requirements.** The procedure for initiation or an application to establish, change the boundaries of or repeal a supplemental use district shall be as set forth in this section with the following additional requirements.

(b) **Additional Requirements for Application. (Amended by Ord. No. 184,246, Eff. 6/4/16.)** Except for CPIO Districts, which may not be established through the application procedure, one or more of the owners or lessees of property within the boundaries of the proposed district may submit a verified application for the establishment of a district. An application for the establishment of a Commercial and Aircraft District, a Pedestrian Oriented District, an Equinekeeping District, a Community Design Overlay District, a Mixed Use District, a Sign District, a Residential Floor Area District, a Neighborhood Stabilization Overlay District, a Hillside Standards Overlay District, a Modified Parking Requirement District, a River Improvement Overlay District, or a Clean Up Green Up Overlay District shall contain the signatures of at least 75 percent of the owners or lessees of property within the proposed district. An application for the establishment of a Fence Height District shall contain the signatures of at least 50 percent of the owners or lessees of property within the proposed district. An application shall be accompanied by any information deemed necessary by the Department.

If establishment of a district is initiated by the City Council, City Planning Commission or Director of Planning, the signatures of the property owners or lessees shall not be required.

(c) Action on the Initiation or Application.

(1) **Authority.** Notwithstanding the provisions of Subsection C., only the City Planning Commission is authorized to make recommendations regarding approval or disapproval in whole or in part on an application for or the initiation of the establishment of a supplemental use district to the Council.

(2) **Notice.** Notice of the public hearing shall also be given to the Bureau of Engineering and Department of Transportation for an application or initiation to establish a supplemental use district.

(3) **Time for Commission to Act on Application. (Amended by Ord. No. 184,246, Eff. 6/4/16.)** The City Planning Commission shall act on an application to establish an "O", "S", "G", "K", "CA", "POD", "CDO", "MU", "FH", "SN", "RFA", "NSO", "CPIO", "HS", "MPR", "RIO", or "CUGU" District within 75 days from the date of the filing of the application. The City Planning Commission shall act on an application to establish an "RPD" District within 75 days from receipt of the Subdivision Committee report and recommendation. The City Planning Commission shall act on proceedings initiated by the Council within 75 days of receipt of that action from the Council, or within the time that the Council may otherwise specify.

(4) **Disapproval - Appeal to Council.** If the City Planning Commission recommends disapproval of an application, in whole or in part, any owner or lessee of property included in a proposed district may appeal that decision to the Council by filing an appeal with the City Planning Commission pursuant to the procedure set forth in Subsection D. of this section.

4. Administrative Clearance - Director Authority for Sign Off.

(a) **Administrative Clearance.** An Administrative Clearance is defined as a ministerial approval for Projects that comply with all applicable Supplemental Use District regulations. The term "Project" shall be defined in any Supplemental Use District that seeks to invoke this Administrative Clearance procedure.

(b) **Application, Form and Contents.** To apply for an Administrative Clearance, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, and include all information required by the instructions on the application and any additional submission requirements.

(c) **Procedures. (Amended by Ord. No. 184,246, Eff. 6/4/16.)** An applicant for a Project that complies with the provisions of an adopted Commercial and Aircraft District, Pedestrian Oriented District, Community Design Overlay District, Mixed Use District, Community Plan Implementation Overlay District, River Improvement Overlay District, or Clean Up Green Up Overlay District shall submit plans to the Director for an Administrative Clearance. The Director or his/her designee shall review the Project for compliance with the applicable Supplemental Use District development regulations. A Project that does not qualify for Administrative Clearance shall follow the procedures set forth in the applicable Supplemental Use District.

KARIN DAVALOS
President
BRIAN FROBISHER
Vice-President
ANDREW AGUERO
Secretary
VACANT
Treasurer
AMBER KELTNER
At-Large



ERIC M. GARCETTI
Mayor



DATE: 02/19/2019
RE: **PLANNING AND LAND USE COMMITTEE RECOMMENDATION**
ADDRESS: **4005 N Eagle Rock Blvd.**
FILES: [ENV-2018-2237-EAF](#), [ZA-2018-2236-CU-CLO-CDO](#)

Dear Amalia Merino,

The Glassell Park Neighborhood Council's (GPNC) Planning and Land Use Committee (PLUC) reviewed information presented by the Applicant's Representative, Ben Steckler of the Fielder Group. There were two stakeholders that commented on the project with concerns regarding traffic and circulation.

Following the applicant's presentation and opportunity for public comment, and after lengthy discussion the committee **recommends:**

1. Support as presented, conditional that the operator only utilize the hours between 7am and 9pm, and the window openings utilize stainless steel as opposed to the galvanized as presented.

It should be noted that the committee in general appreciates the tidiness and landscape of the current gas station and convenience store.

At its February 19, 2019 meeting, the GPNC voted unanimously to the recommendation of its PLUC regarding the above referenced project(s)

Thank you for your careful consideration in this matter.

Sincerely,

Karin Davalos, President
Glassell Park Neighborhood Council

CC: CD14 CM Jose Huizar, councilmember.huizar@lacity.org, Shawn Kuk, shawn.kuk@lacity.org, Kevin Ocubillo, Lucy Aparicio, Lucy.aparicio@lacity.org, GPNC PLUC, pluc@glassellparknc.org, board@glassellparknc.org, BEN STECKLER [Company:FIEDLER GROUP] ben.steckler@fiedlergroup.com



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Stephen A. Jamieson

Partner
email: sjamieson@ssjlaw.com

VIA HAND DELIVERY

March 2, 2018

Charlie Rausch
Chief Zoning Administrator
City of Los Angeles

RE: 4005 Eagle Rock Boulevard re automated car wash

Dear Mr. Rausch:

As discussed, our client Ben Pouldar seeks to build an *automated* car wash as an ancillary use to the existing Chevron service station at 4005 Eagle Rock Blvd., Los Angeles, CA 90065. Planning Staff has, however, erroneously described this “use” as an “Automobile Laundry (*self-served or non-automated*)”, which would be prohibited under the Zoning Designation [Q]C2-1VL-CDO for this site.

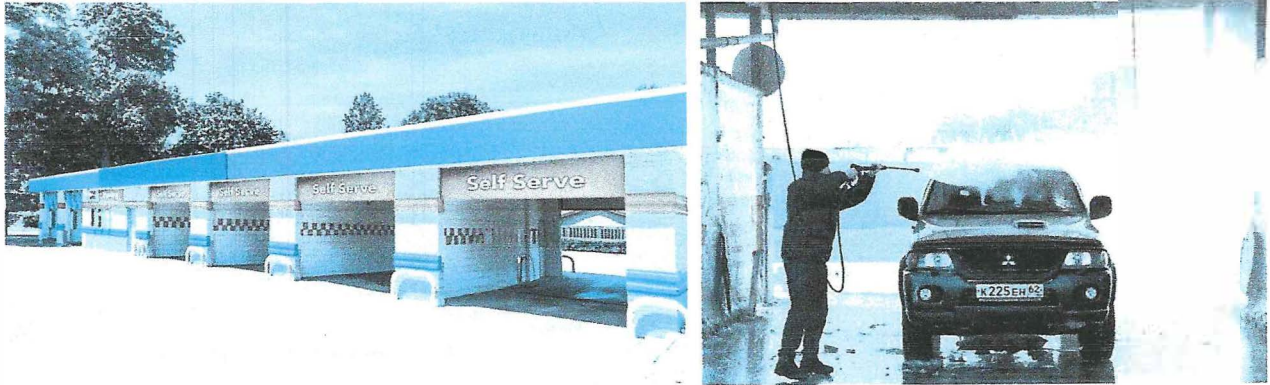
The use sought, however, is instead an *automated* car wash, which is allowed in this C2 zone. An *automated* car wash is a type of use explicitly *not* included in the prohibited uses enumerated under the site’s “Q” designation for this zone. The language used in the Q Designation, the words “*self-served or non-automated*”, on their face make it explicitly clear by contrast that “*automated*” car washes are not prohibited. Moreover, the Legislative History of this Q Designation also makes clear that the words “*self-served or non-automated*” in the Q Designation were carefully chosen so that it would not prohibit *automated* car washes. The 2009 Department of City Planning Recommendation [Staff] Report explains the goals intended when promulgating this Q Condition, and thus explains why the City was not interested in excluding any type of Automobile Laundry except “self-served or non-automated” car washes. Accordingly, it is respectfully requested that the City determine that a fully automated car wash like the one proposed here is not prohibited under this zoning designation.

The project location’s unique zoning requirements originated in City Planning Commission case CPC-2008-3991-ZC, completed on November 12, 2009. In the establishment of the Cypress Park & Glassell Park Community Design Overlay (CDO) District the City Council directed the Planning Department to prepare “Q” zoning conditions to regulate certain specific auto-oriented uses deemed incompatible in the CDO.

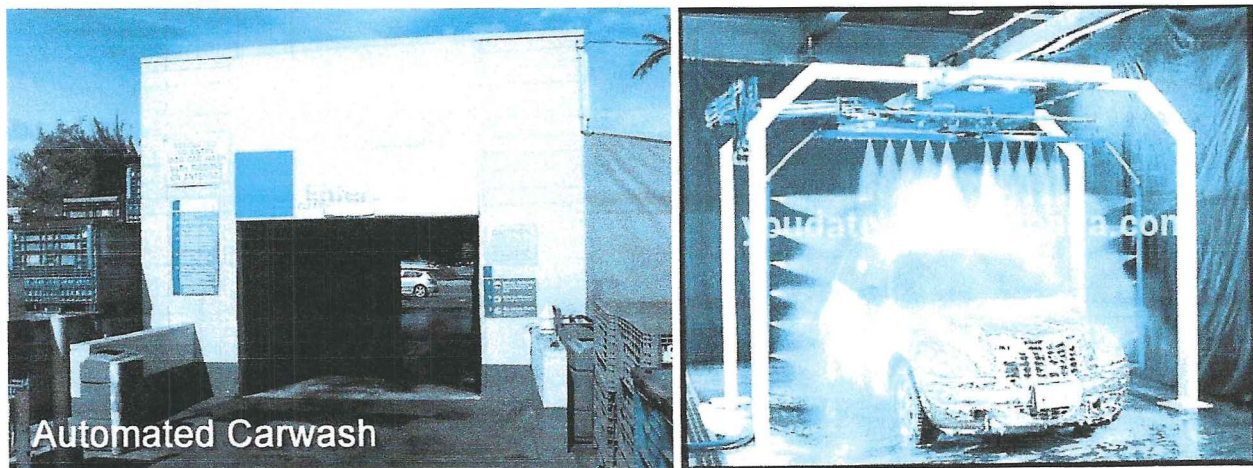
Pursuant to City Council’s request, the Planning Department Staff thereafter completed an extensive Recommendation Report, wherein they described the current state of the CDO and enumerated the issues—primarily, an excess of run-down automobile junkyards and other noxious uses in close proximity to residential areas—that the zone changes were meant to address and remedy. The Recommendation Report also included summaries of meetings between the Department’s staff and the Greater Cypress Park Neighborhood Council and Glassell Park Neighborhood Council. The former expressed support for

regulating an extensive list of auto-related and auto-oriented uses, but the latter instead expressed concern that deeming established businesses operating in good faith to be out of code compliance might push them out of the neighborhood, which was not a desired result. *Notably, the Cypress Park NC's list of the types of uses it wished to regulate included no mention of "Automobile Laundries" or any other terms referring to car washes.*

On the basis of the Department staff's evaluations and their consultations with residents, the Report concluded by enumerating the proposed "Q" conditions to regulate uses within the CDO. They generally prohibited *new* auto-oriented uses, but permitted pre-existing auto-oriented businesses to modernize and increase their floor area up to 20% from its original size without falling out of compliance.



ABOVE: SELF SERVED OR NON AUTOMATED CAR WASHES
BELOW: AUTOMATED CAR WASHES AS PROPOSED HEREIN:



Ultimately, the Staff Report made clear that only "Automobile Laundries (self-served or non automated)" should be prohibited, and thus leaving the Zone to instead allow Automated Car Washes, like the one proposed in this instance.

Los Angeles Municipal Code Sec. 12.03, which defines many common terms across the City's Zoning Codes specify that only "self-served or non automated" car washes were prohibited. Typically, this type of car wash provides water jets in multiple bays that each car owner operates manually. See the first slides above.

March 2, 2018

3

By contrast, a fully automated car wash used a structure that automatically jets water over the surface of the car without the owner needing to participate. See the second set of slides above.

In the absence of definitions in the Municipal Code to the contrary, and in the absence of any contrary legislative history from the Recommendation Report or the comments of the Neighborhood Councils, the language of the "Q" conditions must mean what they say, and not be expanded to mean something they do not say. They explicitly prohibit "Automobile Laundries" that are "self-served or non automated," they do not prohibit and therefore must permit those "Automobile Laundries" that *are* automated. Permitting the expansion of an existing business with a code-compliant amenity also satisfies Conditions 5 and 6, which contemplate small-scale expansion and modernization of pre-existing establishments.

Because the automated car wash for which our client seeks approval complies with both the spirit and the letter of the Zoning Code, the Cypress Park & Glassell Park CDO District, as well as the 2009 Staff Report upon which the District's zoning conditions were based, we respectfully request that the City confirm that the fully automated car wash proposed here is not prohibited by the Q Conditions applicable to this site.

Very truly yours,

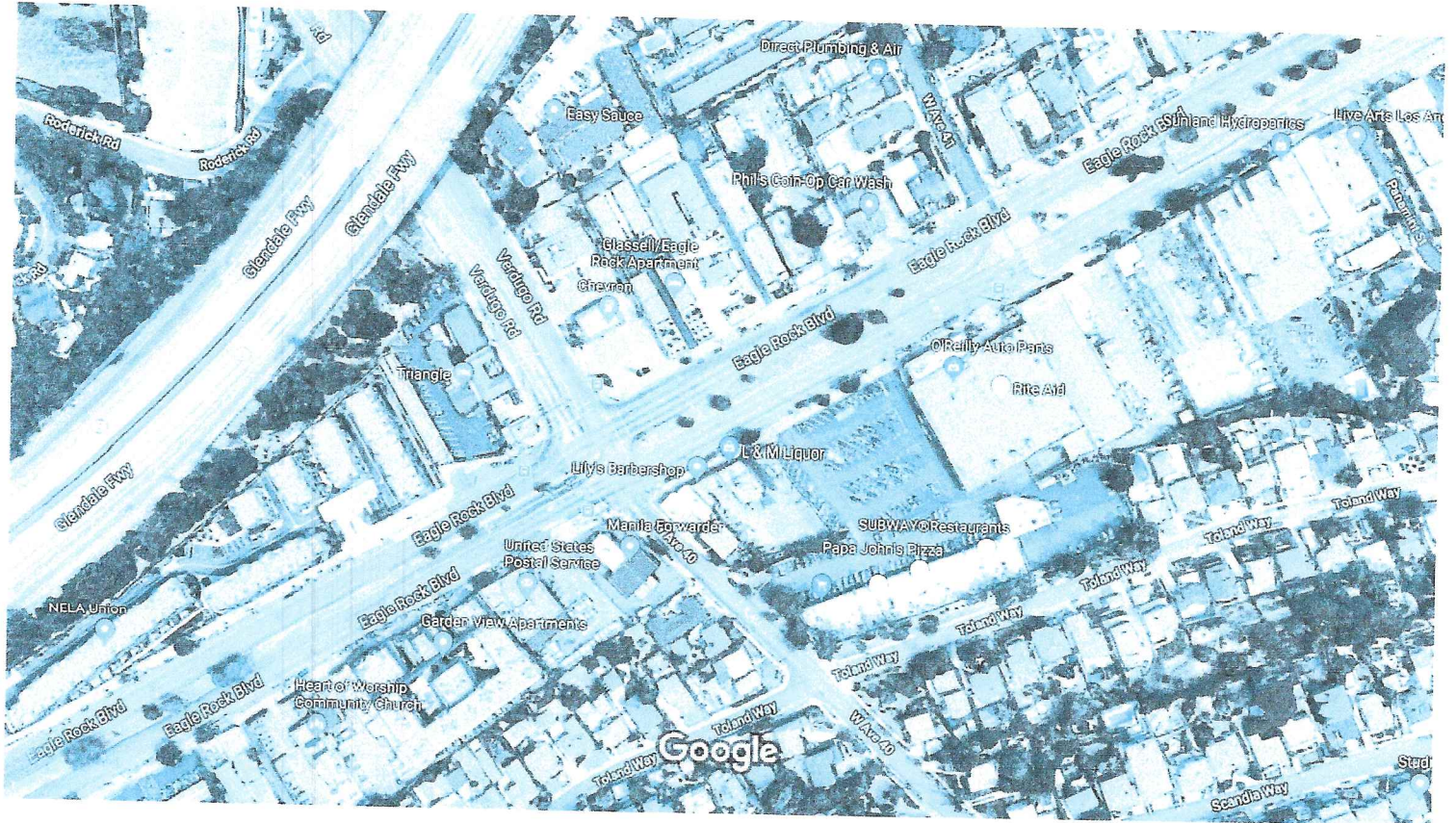
SOLOMON SALTSMAN & JAMIESON



STEPHEN A. JAMIESON

Partner

cc: Client
Enclosures



Map data ©2018 Google 100 ft

G gl Maps 4051 N Eagle Rock Blvd

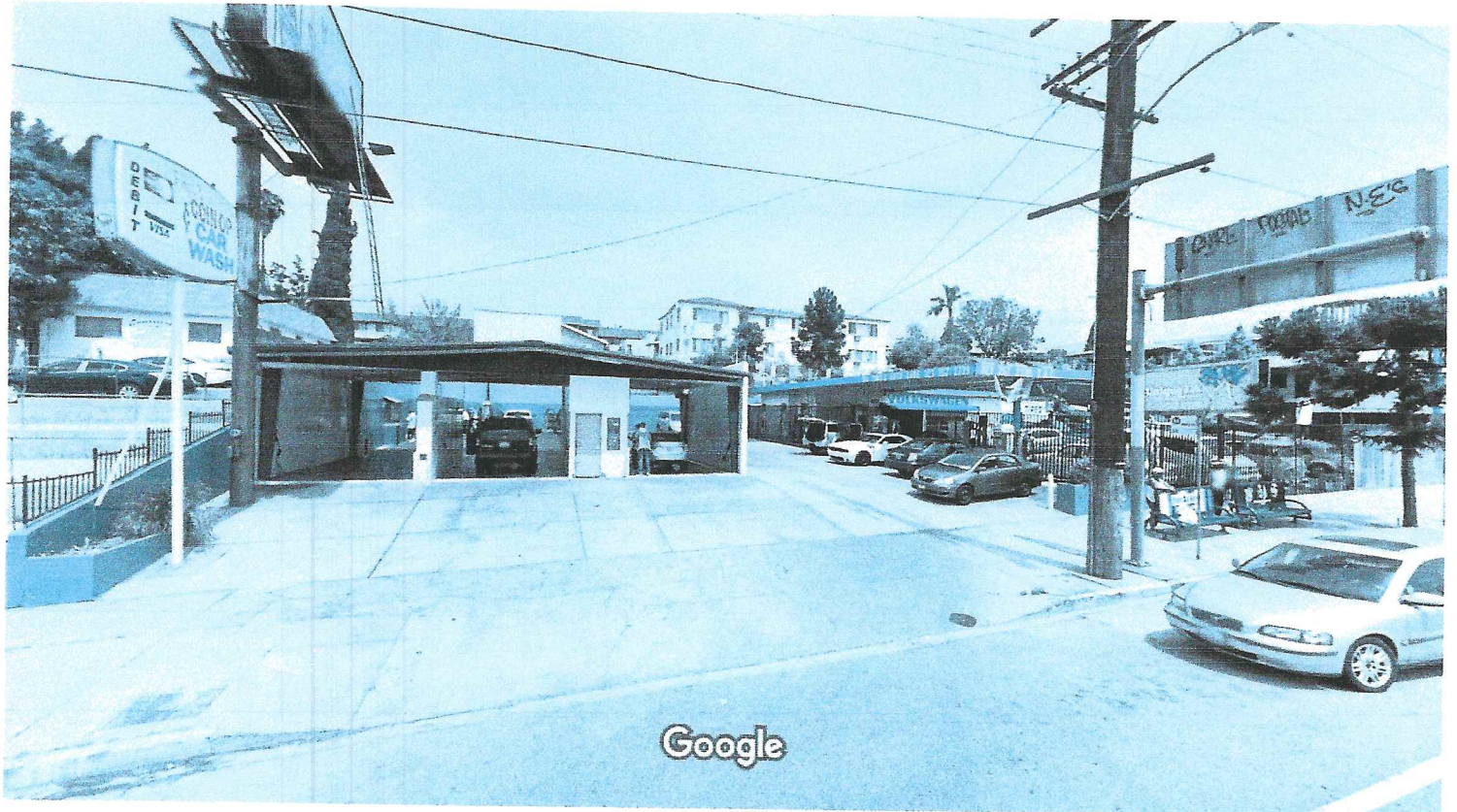


Image capture: May 2017 © 2018 Google

Los Angeles, California

 Google, Inc.

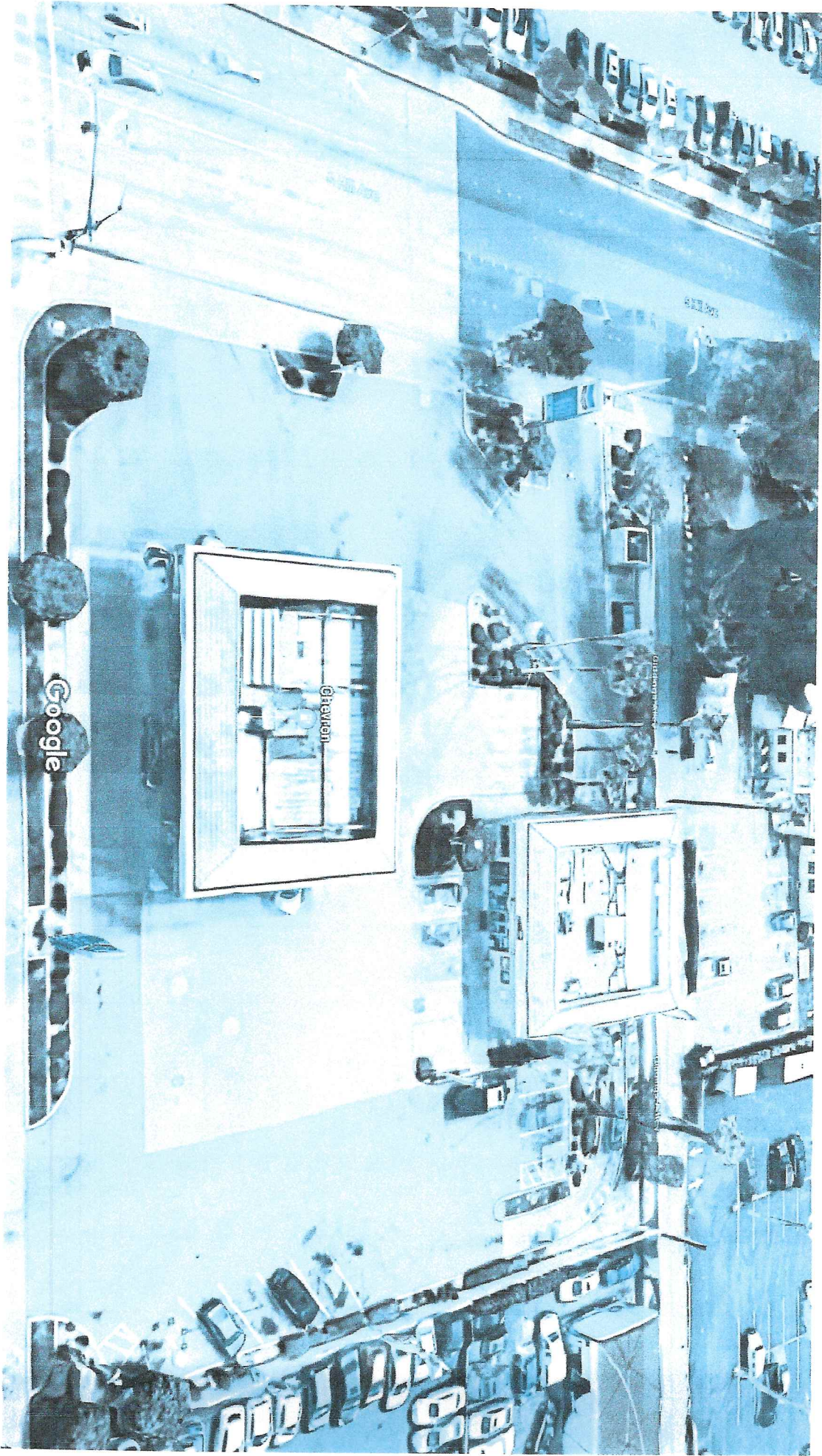
Street View - May 2017

Google Maps



Imagery ©2018 Google, Landsat / Copernicus, Data SIO, NOAA, U.S. Navy, NGA, GEBCO, Data LDEO-Columbia, NSF, NOAA, Map data ©2018 Google 20 ft

Google Maps



Imagery ©2018 Google, Map data ©2018 Google 20 ft



City of Los Angeles Department of City Planning

3/2/2018 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

3822 N VERDUGO ROAD
3818 N VERDUGO ROAD
4011 N EAGLE ROCK BLVD
4009 N EAGLE ROCK BLVD
4007 N EAGLE ROCK BLVD
4005 N EAGLE ROCK BLVD
3822 1/2 N VERDUGO ROAD
3818 1/2 N VERDUGO ROAD
4011 1/4 N EAGLE ROCK BLVD
4011 1/2 N EAGLE ROCK BLVD

ZIP CODES

90065

RECENT ACTIVITY

None

CASE NUMBERS

CPC-2008-3991-ZC
CPC-2007-1262-CDO-ZC
CPC-1989-22490-ZC
CPC-1989-177
CPC-1986-826-GPC
ORD-181062-SA23
ORD-180561
ORD-173540-SA1125
ORD-172316
ORD-165351-SA1120
ORD-129279
ZA-1998-595-ZV
ZA-1997-482-ZV
ZA-1996-1061-ZV
BZA-5644
ENV-2013-3392-CE
ENV-2008-146-ND
MND-97-220-ZV
AFF-6529
AFF-12941

Address/Legal Information

PIN Number	156A217 177
Lot/Parcel Area (Calculated)	27,462.7 (sq ft)
Thomas Brothers Grid	PAGE 594 - GRID H1
Assessor Parcel No. (APN)	5473004048
Tract	TR 3441
Map Reference	M B 37-87/88
Block	None
Lot	FR 5
Arb (Lot Cut Reference)	None
Map Sheet	156A217

Jurisdictional Information

Community Plan Area	Northeast Los Angeles
Area Planning Commission	East Los Angeles
Neighborhood Council	Glassell Park
Council District	CD 14 - Jose Huizar
Census Tract #	1862.02
LADBS District Office	Los Angeles Metro

Planning and Zoning Information

Special Notes	None
Zoning	[Q]C2-1VL-CDO
Zoning Information (ZI)	ZI-2129 EAST LOS ANGELES STATE ENTERPRISE ZONE ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses ZI-2442 Preliminary Fault Rupture Study Area ZI-2401 Cypress Park and Glassell Park
General Plan Land Use	General Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	Cypress Park and Glassell Park
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Ellis Act Property	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Rent Stabilization Ordinance (RSO)	No
Transit Oriented Communities (TOC)	Not Eligible
CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

Assessor Information

Assessor Parcel No. (APN)	5473004048
APN Area (Co. Public Works)*	0.630 (ac)
Use Code	250L - Commercial - Service Station - Full Service - Lift
Assessed Land Val.	\$1,530,000
Assessed Improvement Val.	\$462,402
Last Owner Change	09/22/2016
Last Sale Amount	\$9
Tax Rate Area	4
Deed Ref No. (City Clerk)	918214
	912846
	894257
	735931
	5-609
	1153535
	1-158
Building 1	No data for building 1
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5

Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Oil Wells	None

Seismic Hazards

Active Fault Near-Source Zone

Nearest Fault (Distance in km)	Within Fault Zone
Nearest Fault (Name)	Raymond Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.50000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000

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Rupture Bottom	13.00000000
Dip Angle (degrees)	-75.00000000
Maximum Magnitude	6.50000000
Alquist-Priolo Fault Zone	Yes
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	Hollywood-Raymond
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Promise Zone	None
Renewal Community	No
Revitalization Zone	None
State Enterprise Zone	EAST LOS ANGELES STATE ENTERPRISE ZONE
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Central
Division / Station	Northeast
Reporting District	1136
Fire Information	
Bureau	Central
Batallion	2
District / Fire Station	55
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2008-3991-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	A ZONE CHANGE TO IMPOSE QUALIFIED CONDITIONS THAT WOULD PROHIBIT AND/ OR LIMIT VARIOUS AUTO REPAIR AND AUTO RELATED LAND USES WITHIN THE CYPRESS PARK AND GLASSELL PARK CDO BOUNDARIES.
Case Number:	CPC-2007-1262-CDO-ZC
Required Action(s):	CDO-COMMUNITY DESIGN OVERLAY DISTRICT ZC-ZONE CHANGE
Project Descriptions(s):	COMMUNITY DESIGN OVERLAY DISTRICT SUPPLEMENTAL USE DISTRICT AND ZONE CHANGE
Case Number:	CPC-1989-22490-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	CPC-1989-177
Required Action(s):	Data Not Available
Project Descriptions(s):	INTERIM CONTROL ORDINANCE FOR THE ENTIRE NORTHEAST LOS ANGELES DISTRICT PLAN
Case Number:	CPC-1986-826-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY - ZONE CHANGES - HEIGHT DISTRICT CHANGES AND PLAN AMENDMENTS - VARIOUS LOCATIONS
Case Number:	ZA-1998-595-ZV
Required Action(s):	ZV-ZONE VARIANCE
Project Descriptions(s):	TO PERMIT THE SALE OF BEER AND WINE FOR OFF-SITE CONSUMPTION FROM AN EXISTING CONVENIENCE STORE/GASOLINE STATION IN THE R3-1 ZONE.
Case Number:	ZA-1997-482-ZV
Required Action(s):	ZV-ZONE VARIANCE
Project Descriptions(s):	REQUEST TO REMOVE EXISTING AND CONSTRUCT AND INSTALL NEW CANOPY, PUMP ISLANDS, AND DISPENSERS IN THE R3-1 ZONE.
Case Number:	ZA-1996-1061-ZV
Required Action(s):	ZV-ZONE VARIANCE
Project Descriptions(s):	REMODELING OF EXISTING GAS STATION - UPGRADING TANKS, PIPING, DISPENSERS, REPLACE CANOPY, REMODEL CASHIER AREA
Case Number:	ENV-2013-3392-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED ORDINANCE MODIFIES SECTION 22.119 OF THE LOS ANGELES ADMINISTRATIVE CODE TO ALLOW ORIGINAL ART MURALS ON LOTS DEVELOPED WITH ONLY ONE SINGLE-FAMILY RESIDENTIAL STRUCTURE AND THAT ARE LOCATED WITHIN COUNCIL DISTRICTS 1, 9, AND 14.
Case Number:	ENV-2008-146-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	A NEGATIVE DECLARATION FOR A COMMUNITY DESIGN OVERLAY THAT APPLIES DESIGN GUIDELINES AND DEVELOPMENT STANDARDS TO AN ESTABLISHED DISTRICT WITHIN THE CYPRESS PARK AND GLASSELL PARK COMMUNITIES.
Case Number:	MND-97-220-ZV
Required Action(s):	ZV-ZONE VARIANCE
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-181062-SA23
ORD-180561
ORD-173540-SA1125
ORD-172316
ORD-165351-SA1120
ORD-129279
BZA-5644
AFF-6529
AFF-12941

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Address: 4005 N EAGLE ROCK BLVD
APN: 5473004048
PIN #: 156A217 177

Tract: TR 3441
Block: None
Lot: FR 5
Arb: None

Zoning: [Q]C2-1VL-CDO
General Plan: General Commercial

0.04 Miles
200 Feet

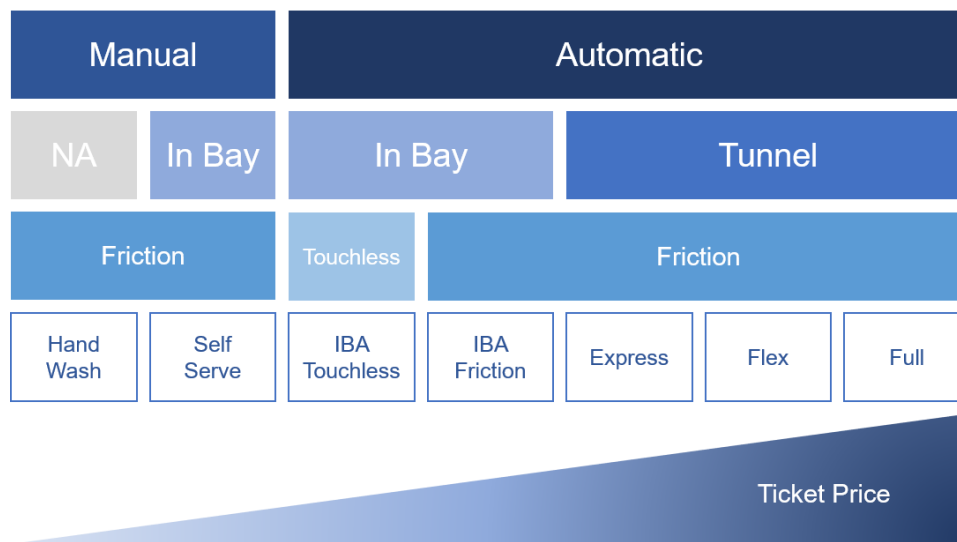
Streets Copyright (c) Thomas Brothers Maps, Inc.

Car Wash Learning Center

Types of Car Washes

Automatic, In-Bay, Express, Mini, Conveyor – Let's Decipher the Mess of Terms

CAR WASH TYPES



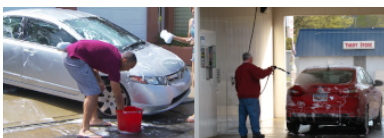
Terminology should never keep anyone from taking action or learning. It's an unfortunate truth that most industries have an internal vernacular that can often be confusing and overwhelming. The car wash industry is no exception. To make matters more convoluted, many of the terms are not mutually exclusive and therefore often overlap with each other.

Let's delve into the high-level terminology, meaning, and differences when it comes to types of car washes.

Please refer to the above image throughout your read to have a visual map and understanding of how the entire landscape and its terms fit together.

Machinery (Manual Vs. Automatic):

MANUAL



Although rare to explicitly hear or use the term "manual" wash, it is more often implied through referring to washes that are non-automatic. These are washes where humans do the vast majority of the washing and cleaning process.

AUTOMATIC



An automatic car wash uses machinery to do most of the heavy lifting, without human intervention. People often use "automatic" as shorthand for express or automated washes (washes with computerized pay stations), which is incorrect.

IN-BAY



In-Bay are structures where the vehicle stays stationary during the wash process, and machinery or washer moves around the vehicle. In-Bay washes can correctly be referred to as “non-conveyor”. Essentially, if the car is not moved from Point A to Point B by external non-human mechanisms (aka a conveyor), then it is in-bay.

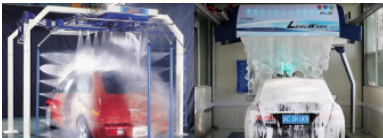
TUNNEL



Tunnel structures are where the vehicle moves through the wash equipment, and it is the equipment which is largely stationary. The vehicle is moved using an external mechanism (typically a conveyor or belt). All tunnel washes are automatic, but all automatics are not tunnels.

Washing Method (Touchless Vs. Friction):

TOUCHLESS



Touchless car washes use no physical contact of external solid elements to clean the vehicle. Touchless washes use a combination of chemicals and high pressure water to clean. Touchless car washes are often referred to as brushless, frictionless, and no-friction car washes.

FRICTION



Friction car washes are washes where the cleaning is partially done by cloth, brushes, or other like physical elements touching and creating friction with the vehicle. Anytime you see brushes, clothes, or big spinning “things” that touch the car – you are looking at a friction wash. The vast majority of car washes are friction based.

Hand Car Wash Model

HAND CAR WASH

Manual	In-Bay	Touchless
Automatic	Tunnel	Friction



Summary

Hand car washes require no setup or fixed location. These are at home type services, or establishments where the car is completely washed by hand. In a commercial setting, these are most often present in the form of very high end “detail shops”.



Throughput

The throughput of hand car washes is typically low given its complete dependence on human labor.



Price

The price tag of hand car washes vary the most of any wash type. This is due to the extraordinarily large spectrum which falls under this specific wash type label. Your middle school neighbor knocking on your door asking to wash your car counts, as does a \$500 full car detail of your luxury sports car.

equipment costs beyond the low variable costs of the soaps, brushes, and products used to perform the wash... and the cost of the human labor of course. Overall, the cost structure of hand wash companies is the lowest and has the highest proportion of variable costs.

Self Serve

SELF SERVE CAR WASH

Manual	In-Bay	Touchless
Automatic	Tunnel	Friction



Summary

Self-Serve car washes are where the customer washes their own vehicle with the provided equipment and bay / location provided. These are often thought of as coin-operated car washes. The equipment provided typically includes a sprayer, brushes, and some form of chemicals.

Throughput

Self serve car wash volume and throughput is customer dictated. With this car wash model, customers choose how long they want to spend washing their car. That said, in general Self Serve car washes typically have capacity to do roughly 3 to 6 cars an hour per bay (depending on customer preferences and behavior).

Price

Prices vary on self serve car washes given that the customer pays by time spent and can decide how long to spend washing their car. That said, the current industry average price is ~\$5 per car.

Cost

The cost of buying or building a self-serve car wash varies widely based on location. Of all the wash types, self serve ranks at the top in terms of the typical proportion of purchase and / or build cost that is attributed to real estate value. Unlike some of the other wash types, notably tunnel washes, where the higher equipment costs numbs the cost basis percentage of the land compared to total project cost, self serves almost always have an abnormally large portion of their entire project cost basis which is attributable to land.

Buy Cost: +\$50k

Build Cost: \$25k - \$30k per bay + Land

In-Bay Automatic

IN-BAY AUTOMATIC CAR WASH

Manual	In-Bay	Touchless
Automatic	Tunnel	Friction

Summary

In-Bay Automatic car washes are typically non-attended (no employees) washes where the customer pulls into a location and the equipment moves around the car and performs the wash. The customer remains inside the vehicle during this type of wash.

In the touchless variant, the equipment does not use friction and rather uses a combination of chemicals and high pressure water to wash the vehicle. Although touchless washes can technically exist in other structure types (specifically tunnel), it is extraordinarily rare and therefore fair to say if you are talking about a touchless wash, you are most likely speaking about an In-Bay Automatic.

Friction IBA's are the same in the way that the machinery moves around the vehicle (rather



Throughput

In-Bay Automatic washes typically take between 6 – 10 minutes per car.



Price

The average IBA car wash costs ~\$6.50 per wash.



Cost

As will become a common trend here, land throws a big unknown variable into determining cost figures. IBA's are second only to self serves in the way of highest proportion of total project costs being real estate. That said, below are some general ranges and figures.

Buy Cost: +\$35k - \$55k per bay + Land

Build Cost: \$70k - \$90k per bay + Land

Express

EXPRESS CAR WASH

Manual	In-Bay	Touchless
Automatic	Tunnel	Friction



Summary

The most discussed, touted about, and fastest growing segment of the car wash industry is the express wash model. These are tunnel washes which use conveyor or belt equipment to move the vehicle through the machinery throughout the car washing process. Of the tunnel models, expresses are the most automated (and often completely automated). These washes often feature automatic teller / pay machines and very few if any employees present. This type of wash is typically the lowest ticket price of the tunnel car washes. In terms of interior cleaning, many express washes offer free vacuums, but there is no employee on site that will perform any sort of interior clean for the client. If the interior is going to be cleaned at a true express tunnel wash, it will be cleaned by the client.

Throughput

Express car washes, depending on the setup, can wash anywhere from 60 – +120 cars an hour.

Price

Express washes often offer washes at the \$5 ticket price range, with some going as low as \$3 for their lowest cost wash package. The industry average ticket price for expresses comes in at around \$7 - \$9 per car.

Cost

Express car wash costs vary greatly. Not only due to real estate, but also due to there being far more variability in tunnel and site design, extras, and more. Due to such, below are rough cost figures and there are most certainly outliers to such.

Buy Cost: +\$1.5MM

Build Cost: +\$1.5MM + Land

Flex

FLEX CAR WASH

Manual	In-Bay	Touchless
Automatic	Tunnel	Friction



are tunnel structures that offer the option of express exterior only washes, along with the extra add on offerings similar to that of traditional full serves. Flex washes give customers the option as to what extent and how they want their car cleaned.

Throughput

Flex car washes are the most interesting in terms of throughput as these washes are based on their ability to throttle on and off customer behavior with variable pricing. Typical throughput varies between 20 – 100 cars per hour.

Price

Flex car washes typically have the most variability in their price tag options of all automatic wash types. This is due to the inherent variability of their core model. They offer some basic wash packages at price tags as low as many express washes, while also offering high end full service price tag options. The average flex wash ticket price ends up being \$12 - \$15 per car.

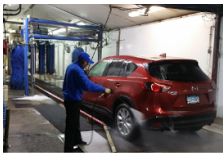
Cost

Buy Cost: +\$1.5MM
Build Cost: +\$1.5MM + Land

Full Service

FULL SERVICE CAR WASH

Manual	In-Bay	Touchless
Automatic	Tunnel	Friction



Summary

Full-Service car washes are on the decline but still exist. FS car washes carry the highest average ticket price and revenue per customer of all automatic wash types. Full-service car washes are tunnel washes where there is also manual labor work extras done after, depending on the wash package purchased by the customer. Full-service car washes are most easily differentiated by their employee count and their price tags. During full service car washes, customers exit their vehicles and the car travels through the tunnel unoccupied.

Throughput

The number of cars a full-service wash is able to process is dependent on their ability to process post tunnel customers with extra services. The average washes 10 – 30 cars an hour.

Price

Full service car washes normally have a bottom price tag offering of roughly \$15. Their average ticket price is typically \$17 - \$20 per car.

Cost

Buy Cost: +\$1.5MM
Build Cost: +\$1.5MM + Land

Final Note - Blurred Lines In Tunnels

The lines between full service, flex and express have become increasingly blurred over time. It is very rare to see a bonafide full serve with no type of “flex offering”. It is also often hard to draw the line between a flex and an express, especially for first time owners thinking of entering the car wash arena. Definitions change person to person, and I have literally been in the parking lot

The truth is that the line is blurred, and believe it or not, there is no strict definition of flex wash in Webster's latest dictionary. I choose to draw the line around vacuums. If a car wash allows customers a decision as to who is going to vacuum, it is a flex - plain and simple. Some people will disagree and say the definition hinges on pay station automation, and price tag, but I am an ardent believer that these definitional guides are less reliable and clear cut. So here we go:

Full Service Model: If you want your car vacuumed - You must pay an employee to do it. Some full serve washes now offer exterior only wash packages - this does NOT make them a flex unless they offer the ability for the customer to vacuum themselves. This is a full serve wash with an exterior only offering. It's still a full service.

Flex Model: You can choose whether you vacuum yourself, or pay someone to vacuum for you. The key here is who will be doing the vacuuming - not whether it is paid for. Some express washes have free vacuums, while others have coin operated vacuums for the customer to use. Either way, the key is the vacuum, not the method of or lack thereof payment for the vacuuming.

Express Model: If you vacuum - you have no option but to do it yourself. Whether free or coin operated, there is no employee / attendant offering that has someone else (besides your loving passenger) vacuum for you.

Before people get too upset or confused, it's important to frame this in the way of why I choose to strictly define through vacuuming (rather than say pay stations). The entire reason for having this lingo is to have an easy and meaningful way to group types of washes based on their operations and economics. The largest determinant and difference between one type of wash and another is labor. This changes the type of management, way of management, cost structuring, pricing, etc... Vacuums, and more importantly, whether you force or give optionality as to who performs such, is the most accurate and deterministic proxy into the wash type and therefore labor requirements and operations.

CAR WASH ADVISORY

Industry leading and nationwide car wash advisor and broker. CWA provides comprehensive and complete sellside M&A advisory and brokerage services for current owners contemplating the sale of their car washes. CWA's buy-side services provide representation, assistance, and additional specific services for car wash buyers. CWA's financing division provides complete financing solutions for all car wash related capital needs.

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VAN NUYS
14540 SYLVAN ST.
VAN NUYS, CA 91411
TEL: (818) 779-8866, FAX: (818) 779-8870

CONTRACT

CASE NUMBER:

BTCID: LA21-119

REFERENCE:

DATE: 2/25/2021

SITE ADDRESS: 4005 EAGLE ROCK BLVD.

AUTHORIZED BY: WINSTON

DESCRIPTION OF SERVICES AND FEES:

Color Fold Over	0	\$2.18	
Add additional for Labels	0	\$0.40	
Labels and Mailing Preparation - Number	0	x \$2.28	
Mailing Only - Number	0	x \$1.88	
Appeals - Number	383	x \$1.83	\$700.89
Posting of Site - Number of signs	1	x \$85.00 (1 st)	\$155.00
	1	x \$70.00 (addtl.)	
Research/Add'l N.C. and Council Notification			\$14.00
All Weather Posting (optional)	2	\$20.00	\$40.00
Removal of Signs (optional)	0	\$50.00	

TOTAL DUE:

\$1,223.95

A COPY OF THIS FORM MUST BE PRESENTED TO THE PLANNING DEPARTMENT AT THE TIME OF FILING TO HAVE YOUR APPLICATION DEEMED "COMPLETE"

Note: If applicant/map maker is retaining labels for addition of case number, labels must be returned to BTC within 7 days from the date of this invoice, or BTC will be forced to produce labels and charge the applicant/map maker. If bill is not paid, further processing of your other cases will stop. For cases requiring immediate mailing, labels must be submitted on the day of payment or BTC will produce labels and charge applicant/map maker.

x

AL

The City of LA usually generates a determination letter comprising of one(1) to three(3) pages which requires 1st Class postage. If your project requires a determination letter that exceeds three pages, you will be billed for excess postage and material costs that are due on receipt of bill. A \$ 50.00 fee will be charged if you want a copy of the BTC file(s).

x

AL

Refunds and Credits only valid one year from the original filing date. Cancellations and changes are subject to a 20% or \$50.00 handling fee, whichever is greater. Returned checks subject to a \$200.00 fee. If the check is fraudulent, the City will be notified that the invoice is null and void. A fee of 10% will be charged to re-activate all null and void invoices.

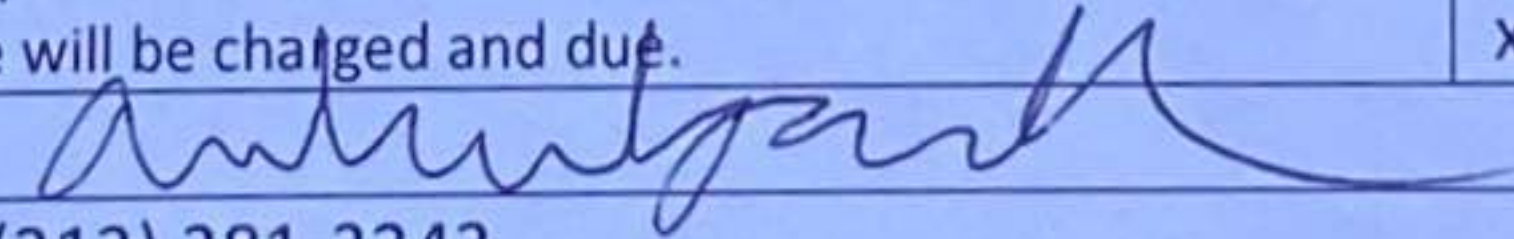
x

AL

If instructed by the city that your case has gone to appeal, we will immediately mail out per city instructions. The cost of mail and processing of \$1.83/label, is immediately due to us from you. It is to be paid within 10 days. If we do not receive payment within 10 days, a 10% a month (starting after 10 days) fee will be charged and due.

x

AL

Signature: 

Telephone: (213) 381-3243

Print Name: CHEVRON FACILITY/BEN STECKLER

Refunds and Credits only valid one year from the original filing date.



PAID

2-25-21

CN# 4570