

RESOLUTION NO. 6039-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-108-2022 AND CONDITIONAL USE PERMIT NO. CUP-218-2022, FOR A PROPERTY LOCATED ON THE NORTH SIDE OF CHAPMAN AVENUE, EAST SIDE OF GILBERT STREET, NEAR THE INTERSECTION OF CHAPMAN AVENUE AND GILBERT STREET, ASSESSOR'S PARCEL NO. 132-402-20.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on April 7, 2022, does hereby approve Site Plan No. SP-108-2022 and Conditional Use Permit No. CUP-218-2022, for land located on the north side of Chapman Avenue, east side of Gilbert Street, near the intersection of Chapman Avenue and Gilbert Street, Assessor's Parcel No. 132-402-20, subject to (i) the Conditions of Approval attached hereto as "Exhibit A"; and (ii) Garden Grove City Council adoption of an Ordinance approving Amendment No. A-034-2022.

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-108-2022, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Andresen Architecture, Inc., the applicant, with authorization from the property owner, Hewson/Howard G.C., LLC.
2. The applicant has requested that the City adopt a zoning text amendment to allow "Automobile Fleet Storage" as a conditionally permitted use in the NMU (Neighborhood Mixed Use) zone in conjunction with an existing new car dealership located within the City of Garden Grove, subject to specified Special Operating Conditions and Development Standards. The proposed text amendment is referred to as Amendment No. A-034-2022. In conjunction with this request, the applicant has also requested approval of Site Plan No. SP-108-2022 to improve an existing vacant property with a new automobile fleet storage lot and Conditional Use Permit No. CUP-218-2022 to allow the use of a new automobile fleet storage lot, operated by the existing Chevrolet dealership in Garden Grove (located at 10150 Trask Avenue), on the vacant property for the temporary storage of new automobiles. The site of the proposed automobile fleet storage lot is located on the north side of Chapman Avenue, east side of Gilbert Street, near the intersection of Chapman Avenue and Gilbert Street, and is identified as Assessor's Parcel No. 132-402-20. Approval of the requested Site Plan and Conditional Use Permit is contingent upon City Council approval of Amendment No. A-034-2022.
3. Concurrently with its adoption of this Resolution, the Planning Commission adopted Resolution No. 6038-22 recommending that the City Council approve Amendment No. A-034-2022, to amend Chapter 9.18 (Mixed Use Regulations and Development Standards) of Title 9 of the Municipal Code to establish "Automobile Fleet Storage" as a conditionally permitted use in the NMU zone,

and to establish related Special Operating Conditions and Development Standards.

4. Amendment No. A-034-2022, and the establishment of an automobile fleet storage lot, pursuant to Site Plan No. SP-108-2022 and Conditional Use Permit No. CUP-218-2022, are collectively referred to herein as the "Project." Pursuant to Resolution No. 6038-22, the Planning Commission recommended the City Council find that the proposed Project is categorically exempt from review under the California Environmental Quality Act ("CEQA"), Cal. Pub. Resources Code Section 21000 et seq., pursuant to Sections 15061(b)(3), Common Sense, and 15301, Existing Facilities, of the State CEQA Guidelines (14 Cal. Code Regs., §15061 and §15301).
5. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on April 7, 2022, and all interested persons were given an opportunity to be heard.
8. The Planning Commission gave due and careful consideration to the matter during its meeting of April 7, 2022, and considered all oral and written testimony presented regarding the Project.

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.32.030, are as follows:

FACTS:

The subject site is a 1.7-acre vacant lot, oriented diagonally, with frontage along the north side of Chapman Avenue and along the east side of Gilbert Street, located near the intersection of Chapman Avenue and Gilbert Street. The site was a portion of a former Pacific Electric Right-of-Way, which bisected the City of Garden Grove running through, or along, major commercial centers and residential areas. Since its abandonment as an operating rail line in the early 1970s, the right-of-way had presented a linear void to the community, which had created areas of blight along the corridor. The right-of-way was purchased by the Orange County Transit District (now known today as the Orange County Transit Authority (OCTA)) in 1982 as a component in an overall transit network with future plans to link areas in Los Angeles County with Orange County cities. In 1990, the Orange County Transit District, and the former Garden Grove Agency for Community Development, had entered into an agreement for the purchase and joint use development of portions of the right-of-way running through Garden Grove. The agreement was made in

part, at the time, to facilitate various areas of development in Garden Grove that ran along or near the right-of-way corridor such as commercial centers near Garden Grove Boulevard and Euclid Street, and Chapman Avenue and Brookhurst Street. The agreement provided for permanent underground, and above-ground, easements for transit purposes within the right-of-way while allowing for restricted surface development. Any future development, including parking lots, would be subject to removal or modification during the construction phase of a future transit system. The intent of the agreement, in part, was to assure the long term development of the corridor for transit related purposes would not be precluded by any future uses.

In 2000, an easement was recorded to allow a thirty-foot (30'-0") wide private road, located at the southern end of the subject property, fronting Chapman Avenue, with adjoining landscaping and signage improvements, to provide additional vehicular access to the adjacent shopping center located to the north/east. This private road access easement area will remain as-is as part of the proposed project with no proposed modifications.

In 2005, the property owner purchased the subject property from the Garden Grove Agency for Community Development. The property has since been vacant. In 2012, the City of Garden Grove completed a comprehensive re-zoning effort throughout various areas of the City by establishing new mixed use zoning, in part, to spur additional development opportunities and flexibility. Even with the new mixed use zoning in effect, the property owner has had difficulty finding a long-term and suitable use for the property, due primarily to the surface development restrictions on the property (e.g., inability to develop the property with permanent buildings).

The site is zoned NMU (Neighborhood Mixed Use) and has a General Plan Land Use Designation of Residential/Commercial Mixed Use 2. The property abuts NMU zoned properties to the north, east, and across Chapman Avenue, to the south, and O-S (Open Space) and R-3 (Multiple-Family Residential) zoned properties, across Gilbert Street, to the west.

The proposed amendment to Chapter 9.18 (Mixed Use Regulations and Development Standards) of Title 9 of the Municipal Code would establish "Automobile Fleet Storage" as a conditionally permitted use in the NMU zone, as well as establish Special Operating Conditions and Development Standards. The proposed Site Plan approval would allow improvement of an existing vacant property (Assessor's Parcel No. 132-402-20) with a new automobile fleet storage lot, and Conditional Use Permit approval would allow the use of a new automobile fleet storage lot, operated by the existing Chevrolet dealership in Garden Grove (located at 10150 Trask Avenue), on the vacant property for the temporary storage of new automobiles.

Pursuant to the proposed development plan, the project would improve an existing 1.7-acre vacant lot with an enclosed automobile fleet storage parking lot consisting of 144 parking spaces, two gated access points, perimeter fencing ranging between six feet (6'-0") to eight feet (8'-0"), enhanced new landscaping, site lighting, and new paving.

FINDINGS AND REASONS:

Site Plan:

1. The Site Plan complies with the spirit and intent of the provisions, conditions and requirements of Title 9 and is consistent with the General Plan.

Under the proposed Amendment No. A-034-2022, text amendments to Chapter 9.18 (Mixed Use Regulations and Development Standards) of Title 9 of the Municipal Code would establish "Automobile Fleet Storage" as a conditionally permitted use in the NMU zone, as well as establish Special Operating Conditions and Development Standards for said use, to facilitate the development of the vacant property with an automobile fleet storage lot. In conjunction with the Amendment request, the proposed Site Plan approval would allow improvement of the existing vacant property (Assessor's Parcel No. 132-402-20) with a new automobile fleet storage lot, and Conditional Use Permit approval would allow the use of a new automobile fleet storage lot, operated by the existing Chevrolet dealership in Garden Grove (located at 10150 Trask Avenue), on the vacant property for the temporary storage of new automobiles.

Policy LU-2.1 of the General Plan Land Use Element strives to protect residential areas from the effects of potentially incompatible uses, and provides that, where new commercial or industrial development is allowed adjacent to residentially zoned districts, standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses, should be maintained. The Special Operating Conditions and Development Standards in the Code Amendment and the additional proposed site specific Conditions of Approval will ensure that the proposed automobile fleet storage use, including any other future automobile fleet storage uses in the NMU zone, will be compatible with the physical, functional, and visual quality of the neighboring uses and desirable neighborhood characteristics. Furthermore, such uses will not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access. The project has been designed to mitigate any potential impacts to nearby uses through elements that include, but are not limited to, the following: project site does not directly abut residentially developed properties; the use will only store new automobiles and will be prohibited from storing used, inoperable, or wrecked/dismantled automobiles; the automobile fleet storage lot will be secured by a perimeter fence; the automobile fleet storage lot is setback

a minimum of 15 feet (15'-0") from any public right-of-way with enhanced landscaping to buffer the lot from surrounding uses; and there will be no loading or unloading of automobiles (e.g., via semi-truck) on-site or within any public right-of-way.

Policy LU-2.4 of the General Plan Land Use Element strives to assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood. The surrounding uses around the subject are most prominently improved with existing parking lot areas and commercial buildings. Aesthetically, the applicant has been sensitive to ensuring compatibility with neighboring uses, and has designed the project accordingly with the end result of the project appearing like-kind to a standard commercial parking lot area. Therefore, the type and intensity of the proposed use will be consistent with that of the immediate neighborhood.

Policy LU-4.5 of the General Plan Land Use Element requires that commercial and industrial developments adjoining residential uses be adequately screened and buffered from residential areas. The surrounding uses around the subject site are most prominently improved with existing parking lot areas and commercial buildings. Aesthetically, the applicant has been sensitive to ensuring compatibility with neighboring uses, and has designed the project accordingly with the end result of the project appearing like-kind to a standard commercial parking lot area. The proposed automobile fleet storage lot will provide enhanced landscaped setbacks, including landscaping maintained within the areas immediately adjacent to and outside the southern access gate. The project will provide eight-foot (8'-0") high vehicular access gates (wrought iron) at the northerly and southerly access points. The remaining perimeter of the site will maintain six-foot (6'-0") high fencing. Therefore, adequate landscape and fence screening, including minimum setbacks, will buffer the use from any nearby residential areas. Furthermore, the Special Operating Conditions and Development Standards and additional site specific Conditions of Approval will ensure that the proposed automobile fleet storage use, including any other future automobile fleet storage uses in the NMU zone, will be compatible with the physical, functional, and visual quality of the neighboring uses and desirable neighborhood characteristics.

Goal LU-6 of the General Plan Land Use Element strives to revitalize aging, underused or deteriorated commercial corridors, centers, and properties in the City. The subject site is part of an abandoned former Pacific Electric Right-of-Way which bisected the City of Garden Grove running through or along major commercial centers and residential areas. Since its abandonment as an operating rail line in the early 1970s, the right-of-way had presented a linear void to the community which had created areas of blight along the corridor. The property has since been vacant and unimproved. Existing surface development restrictions on the property limit the potential use of the property. The proposed

project intends to improve the blighted and vacant property with an automobile fleet storage use that is designed to be consistent and compatible with the existing surrounding uses in the area.

2. The proposed development will not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access.

The subject site is a 1.7-acre vacant lot, oriented diagonally, with frontage along the north side of Chapman Avenue and along the east side of Gilbert Street, located near the intersection of Chapman Avenue and Gilbert Street. Primary access to the site will be via Chapman Avenue and through the existing drive aisle which runs through the southern portion of the property. A thirty-foot (30'-0") wide electric sliding gate, fitted with a Knox box for emergency access, set back 23'-9" from the adjacent drive aisle, will provide vehicular access to the enclosed automobile fleet storage lot. A secondary access gate, setback fifteen feet (15'-0") from the public right-of-way, will be provided at the northern end of the property, fronting Gilbert Street. This secondary access will remain locked, serving only as emergency access, and will provide a manual sliding gate fitted with a Knox box.

The vacant property will be improved with a new automobile fleet storage lot consisting of a paved parking lot area with associated site improvements including striped parking stalls, perimeter fencing, parking lot lighting, and landscaping. A 26'-0" wide two-way drive aisle will run diagonally through the center of the property, with rows of parking spaces on each side. The southern side of the property will provide 96 tandem parking spaces. The northern side of the property will provide 48 parking spaces. The proposed automobile fleet storage lot will provide a total of 144 parking spaces. A ten-foot by twenty-foot (10' x 20') "No Parking" hatched area will be located just outside the southerly gate, to provide a turnaround area for vehicles.

The applicant has indicated that vehicle deliveries, via semi-truck, will initially be offloaded at the Chevrolet dealership site, located at 10150 Trask Avenue. Subsequently, vehicles to be stored at the proposed automobile fleet storage site will be driven individually from the Chevrolet dealership location. There will be no on-site semi-truck unloading of vehicles on the subject property or within any public right-of-way.

The project and site plan layout has been designed so as not to adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access.

3. The proposed development will not adversely affect essential public facilities such as streets and alleys, utilities and drainage channels.

The existing streets, utilities, and drainage facilities within the area are adequate to accommodate the project. The on-site circulation and parking are sufficient for the proposed development. The Public Works Department has reviewed the plans and all appropriate conditions of approval have been incorporated. The proposed development will provide landscaping and proper grading of the site to provide adequate on-site drainage. All other appropriate conditions of approval have been included, which will minimize any adverse impacts to surrounding streets.

4. The proposed development will not adversely impact the Public Works Department's ability to perform its required function.

The project has been reviewed by the Public Works Department, which has required various on- and off-site improvements, including curb and gutter, driveway access, and grading improvements. Issues raised by the project have been addressed in the project design and the conditions of approval.

5. The proposed development is compatible with the physical, functional and visual quality of the neighboring uses and desirable neighborhood characteristics.

The surrounding uses around the subject site are most prominently improved with existing parking lot areas and commercial buildings. Aesthetically, the applicant has been sensitive to ensuring compatibility with neighboring uses, and has designed the project accordingly with the end result of the project appearing like-kind to a standard commercial parking lot area. The proposed automobile fleet storage lot will provide enhanced landscaped setbacks, including landscaping maintained within the areas immediately adjacent to and outside the southern access gate. The project will provide eight-foot (8'-0") high vehicular access gates (wrought iron) at the northerly and southerly access points. The remaining perimeter of the site will maintain six-foot (6'-0") high fencing. Therefore, adequate landscape and fence screening, including minimum setbacks, will buffer the use from any nearby residential areas. Furthermore, the project complies with all requirements of the Municipal Code, including those development standards applicable to the NMU (Neighborhood Mixed Use) zone, ensuring that the proposed development is compatible, appropriate, and safe.

Conditional Use Permit:

1. The proposed use will be consistent with the City's adopted General Plan and redevelopment plan.

Under the proposed Amendment No. A-034-2022, text amendments to Chapter 9.18 (Mixed Use Regulations and Development Standards) of Title 9 of the Municipal Code would establish "Automobile Fleet Storage" as a conditionally

permitted use in the NMU zone, as well as establish Special Operating Conditions and Development Standards for said use, to facilitate the development of the vacant property with an automobile fleet storage lot. In conjunction with the Amendment request, the proposed Site Plan approval would allow improvement of the existing vacant property (Assessor's Parcel No. 132-402-20) with a new automobile fleet storage lot, and Conditional Use Permit approval would allow the use of a new automobile fleet storage lot, operated by the existing Chevrolet dealership in Garden Grove (located at 10150 Trask Avenue), on the vacant property for the temporary storage of new automobiles.

Policy LU-2.1 of the General Plan Land Use Element strives to protect residential areas from the effects of potentially incompatible uses and provides that, where new commercial or industrial development is allowed adjacent to residentially zoned districts, standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses, should be maintained. The Special Operating Conditions and Development Standards and additional proposed site specific Conditions of Approval will ensure that the proposed automobile fleet storage use, including any other future automobile fleet storage uses in the NMU zone, will be compatible with the physical, functional, and visual quality of the neighboring uses and desirable neighborhood characteristics. Furthermore, such uses will not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access. The project has been designed to mitigate any potential impacts to nearby uses through elements that include, but are not limited to, the following: project site does not directly abut residentially developed properties; the use will only store new automobiles and will be prohibited from storing used, inoperable, or wrecked/dismantled automobiles; the automobile fleet storage lot will be secured by a perimeter fence; the automobile fleet storage lot is setback a minimum of 15 feet (15'-0") from any public right-of-way with enhanced landscaping to buffer the lot from surrounding uses; and there will be no loading or unloading of automobiles (e.g., via semi-truck) on-site or within any public right-of-way.

Policy LU-2.4 of the General Plan Land Use Element strives to assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood. The surrounding uses around the subject are most prominently improved with existing parking lot areas and commercial buildings. Aesthetically, the applicant has been sensitive to ensuring compatibility with neighboring uses, and has designed the project accordingly with the end result of the project appearing like-kind to a standard commercial parking lot area. Therefore, the type and intensity of the proposed use will be consistent with that of the immediate neighborhood.

Policy LU-4.5 of the General Plan Land Use Element requires that commercial and industrial developments adjoining residential uses be adequately screened and buffered from residential areas. The surrounding uses around the subject site are most prominently improved with existing parking lot areas and commercial buildings. Aesthetically, the applicant has been sensitive to ensuring compatibility with neighboring uses, and has designed the project accordingly with the end result of the project appearing like-kind to a standard commercial parking lot area. The proposed automobile fleet storage lot will provide enhanced landscaped setbacks, including landscaping maintained within the areas immediately adjacent to and outside the southern access gate. The project will provide eight-foot (8'-0") high vehicular access gates (wrought iron) at the northerly and southerly access points. The remaining perimeter of the site will maintain six-foot (6'-0") high fencing. Therefore, adequate landscape and fence screening, including minimum setbacks, will buffer the use from any nearby residential areas. Furthermore, the Special Operating Conditions and Development Standards and additional proposed site specific Conditions of Approval will ensure that the proposed automobile fleet storage use, including any other future automobile fleet storage uses in the NMU zone, will be compatible with the physical, functional, and visual quality of the neighboring uses and desirable neighborhood characteristics.

Goal LU-6 of the General Plan Land Use Element strives to revitalize aging, underused or deteriorated commercial corridors, centers, and properties in the City. The subject site is part of an abandoned former Pacific Electric Right-of-Way, which bisected the City of Garden Grove running through, or along, major commercial centers and residential areas. Since its abandonment as an operating rail line in the early 1970s, the right-of-way had presented a linear void to the community which had created areas of blight along the corridor. The property has since been vacant and unimproved. Existing surface development restrictions on the property limit the potential use of the property. The proposed project intends to improve the blighted and vacant property with an automobile fleet storage use that is designed to be consistent and compatible with the existing surrounding uses in the area.

2. The requested use at the location proposed will not: adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area, or unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

The Special Operating Conditions and Development Standards and additional proposed site specific Conditions of Approval will ensure that the proposed automobile fleet storage use, including any other future automobile fleet storage uses in the NMU zone, will be compatible with the physical, functional, and visual

quality of the neighboring uses and desirable neighborhood characteristics. Furthermore, such uses will not adversely affect essential on-site facilities such as off-street parking, loading and unloading areas, traffic circulation, and points of vehicular and pedestrian access. The project has been designed to mitigate any potential impacts to nearby uses through elements that include, but are not limited to, the following: project site does not directly abut residentially developed properties; the use will only store new automobiles and will be prohibited from storing used, inoperable, or wrecked/dismantled automobiles; the automobile fleet storage lot will be secured by a perimeter fence; the automobile fleet storage lot is setback a minimum of 15 feet (15'-0") from any public right-of-way with enhanced landscaping to buffer the lot from surrounding uses; and there will be no loading or unloading of automobiles (e.g., via semi-truck) on-site or within any public right-of-way.

3. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title or as is otherwise required in order to integrate such use with the uses in the surrounding area.

The surrounding uses around the subject site are most prominently improved with existing parking lot areas and commercial buildings. Aesthetically, the applicant has been sensitive to ensuring compatibility with neighboring uses, and has designed the project accordingly with the end result of the project appearing like-kind to a standard commercial parking lot area. The proposed automobile fleet storage lot will provide enhanced landscaped setbacks, including landscaping maintained within the areas immediately adjacent to and outside the southern access gate. The project will provide eight-foot (8'-0") high vehicular access gates (wrought iron) at the northerly and southerly access points. The remaining perimeter of the site will maintain six-foot (6'-0") high fencing. Therefore, adequate landscape and fence screening, including minimum setbacks, will buffer the use from any nearby residential areas. Furthermore, the project complies with all requirements of the Municipal Code, including those development standards applicable to the NMU (Neighborhood Mixed Use) zone, ensuring that the proposed development is compatible, appropriate, and safe.

The project has been designed to mitigate any potential impacts to nearby uses through elements that include, but are not limited to, the following: project site does not directly abut residentially developed properties; the use will only store new automobiles and will be prohibited from storing used, inoperable, or wrecked/dismantled automobiles; the automobile fleet storage lot will be secured by a perimeter fence; the automobile fleet storage lot is setback a minimum of 15 feet (15'-0") from any public right-of-way with enhanced landscaping to buffer the lot from surrounding uses; and there will be no loading or unloading of automobiles (e.g., via semi-truck) on-site or within any public right-of-way.

- 4. The proposed site is adequately served: by highways or streets or sufficient width and improved as necessary to carry the kind and quantity of traffic such as to be generated, and by other public or private service facilities as required.

The existing streets within the area are adequate to accommodate the project. The on-site circulation and parking are sufficient for the proposed development. The Public Works Department has reviewed the plans and all appropriate conditions of approval have been incorporated. The proposed development will provide landscaping and proper grading of the site to provide adequate on-site drainage. All other appropriate conditions of approval and mitigation measures have been included, which will minimize any adverse impacts to surrounding streets.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

- 1. The Site Plan and Conditional Use Permit do possess characteristics that would indicate justification of the request in accordance with Municipal Code Sections 9.32.030 (Site Plan).
- 2. In order to fulfill the purpose and intent of the Municipal Code, and, thereby, promote the health, safety, and general welfare, the following Conditions of Approval, attached as "Exhibit A", shall apply to Site Plan No. SP-108-2022 and Conditional Use Permit No. CUP-218-2022.
- 3. Approval of this Site Plan and Conditional Use Permit shall be subject to the recommended Conditions of Approval, and contingent upon City Council adoption of an ordinance approving Amendment No. A-034-2022.

Adopted this 7th day of April 2022

ATTEST:

/s/ JOHN RAMIREZ
CHAIR

/s/ JUDITH MOORE
RECORDING SECRETARY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS:
CITY OF GARDEN GROVE)

I, JUDITH MOORE, Secretary of the City of Garden Grove Planning Commission, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Garden Grove, California, at a meeting held on April 7, 2022, by the following vote:

AYES: COMMISSIONERS: (4) CUNNINGHAM, LINDSAY, RAMIREZ,
SOEFFNER
NOES: COMMISSIONERS: (0) NONE
ABSENT: COMMISSIONERS: (3) ARESTEGUI, LEHMAN, PEREZ

/s/ JUDITH MOORE
RECORDING SECRETARY

PLEASE NOTE: Any request for court review of this decision must be filed within 90 days of the date this decision was final (See Code of Civil Procedure Section 1094.6).

A decision becomes final if it is not timely appealed to the City Council. Appeal deadline is April 28, 2022.