

FINDINGS

Conditional Use Findings

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The proposed project is the demolition of approximately 140,000 square feet of floor area and the construction of three (3) buildings to be used for manufacturing, light industrial (including studio production/movie/television/sound production), or warehousing, with a total floor area of approximately 273,500 square feet.

The project will result in the development of an under-utilized, industrially-zoned property with the flexibility to potentially generate 364 permanent jobs upon completion. Additionally, the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies the subject property and the surrounding, primarily industrially-zoned properties as located within a Job Center, which are areas with denser employment than their surroundings.

Therefore, through the redevelopment of the subject property with 273,500 square-foot of flexible space for light industrial, manufacturing or warehousing, the project will perform a function that is essential or beneficial to the community, city and region.

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

The subject property is a flat, irregular-shaped 636,198 square-foot (14.61 acres) with a frontage of approximately 915 feet along south side of Prairie Street, approximately 685 feet along the east side of Oso Avenue, and approximately 62 feet along the west side of Winnetka Avenue. The project site currently contains the 132,403 square-foot, multi-plex movie theater along with an associated surface parking.

Surrounding properties are developed with manufacturing/industrial and commercial uses, a mixed-use development and a railroad right-of-way. The properties to the north (across Prairie Street) are zoned MR2-1 and are improved with manufacturing, industrial and self-storage uses. The properties to the east (including across Winnetka Avenue) are zoned [Q]M2-1, P-1, and (Q)CM-1-MPR, and are improved with commercial uses and a large mixed-use development. The properties to the south are zoned [Q]M2-1, and PF-1XL, and are improved with a surface parking lot, a railroad, and undeveloped. The properties to the west (across Oso Avenue) are zoned MR2-1 and are improved with manufacturing and industrial uses.

The proposed project is the demolition of approximately 140,000 square feet of floor area and the construction of three (3) buildings to be used for manufacturing, light industrial (including studio production/movie/television/sound production), or warehousing, with a total floor area of approximately 273,500 square feet.

The project would have a maximum building height of 50 feet and an FAR of 0.43:1. The project has been designed with significant setbacks from the streets, ranging from 62 feet or 83 feet, wherein surface parking and landscaping is proposed (a total of 199 trees). The project has been designed to provide the minimum number of parking spaces depending on the final use(s). The minimum number of parking spaces, based on a manufacturing or light

industrial use, would be 547 spaces; the maximum number of parking space, based on a warehousing use, would be 162 spaces. Lastly, the project includes the ability to install 56 loading docks which would all be centrally located and out of view from the street.

Automobile access would be available via Prairie Street, Oso Avenue, and Winnetka Avenue. Truck access would be provided from Prairie Street, Oso Avenue, and the southerly driveway on Winnetka Avenue.

For the purposes of the environmental review the project was analyzed the potential for warehouse, light industrial (including studio production), and manufacturing options as these would be the most impactful uses to occupy the project site. That analysis considered the following options are referred to and analyzed:

- Option A: The three buildings would contain a combined 243,500 square feet of light industrial floor area, including potential studio production uses. Buildings 1 and 2 would each contain an additional 7,500 square feet of ancillary office space in support of their main uses. Building 3 would contain an additional 15,000 square feet of ancillary office space in support of its main use, for a total of 273,500 square feet.
- Option B: The three buildings would contain a combined 243,500 square feet of manufacturing floor area. Buildings 1 and 2 would each contain an additional 7,500 square feet of ancillary office space in support of their main uses. Building 3 would contain an additional 15,000 square feet of ancillary office space in support of its main use, for a total of 273,500 square feet.
- Option C: The three buildings would contain a combined 243,500 square feet of warehouse floor area. Buildings 1 and 2 would each contain an additional 7,500 square feet of ancillary office space in support of their main uses. Building 3 would contain an additional 15,000 square feet of ancillary office space in support of its main use, for a total of 273,500 square feet. The analysis contained in the environmental review assumes up to 25,000 square feet of refrigerated warehouse space as part of Option C.

Therefore, based on the environmental review, and the project, as described above, will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

3. The project substantially conforms 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 Code Requirements of the Los Angeles Municipal Code. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The subject property is located within the Chatsworth–Porter Ranch Community Plan which designates the subject property for Light Manufacturing land use, corresponding to the MR2 and M2 zones. The subject site is zoned [Q]M2-1 and P-1.

Chatsworth–Porter Ranch Community Plan.

The Community Plan text includes the following relevant land use objective:

Objective 4: To promote economic well-being and public convenience through: designating lands for industrial development that can be used without detriment to adjacent uses of other types, and imposing such restrictions on the types and intensities of industrial uses as are necessary to this purpose.

The proposed project has been designed to allow different types and intensities of industrial uses in order to accommodate the changing trends in the industrial/manufacturing sector, while minimizing any detriment to adjacent uses. Additionally, the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies the subject property and the surrounding, primarily industrially-zoned properties as located within a Job Center, which are areas with denser employment than their surroundings.

Therefore, the project is consistent with the Chatsworth–Porter Ranch Community Plan in that the project will implement the abovementioned objective of the Plan.

Framework Element

The Framework Element of the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a citywide comprehensive long range growth strategy and defines citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following Goals, Objectives and Policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Policy 3.1.5: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

Policy 3.3.1: Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 (see Chapter 2: Growth and Capacity), using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.2: Encourage new industrial development in areas traditionally planned for such purposes generally in accordance with the Framework Long-Range Land Use Diagram (Figure 3-2) and as specifically shown on the community plans.

The subject property is 636,198 square feet in size and is zoned [Q]M2-1 with a land use designation of Light Industrial. The project site currently contains the 132,403 square-foot, multi-plex movie theater along with an associated surface parking. Surrounding properties are developed with manufacturing/industrial and commercial uses, a mixed-use development and a railroad right-of-way.

The proposed 273,500 square feet of manufacturing, light industrial (including studio production/movie/television/sound production), or warehousing uses will convert the current use from a commercial/entertainment use to an appropriately located industrial/manufacturing use on an industrially-zoned property.

The industrial/manufacturing use on an industrially zoned and planned-for district will reduce vehicular trips, vehicle miles traveled, and air pollution as other necessary supportive uses either currently exist in the area, or would be developed in the immediate area without encroaching on or diminishing the quality of life in established residential districts.

Lastly, the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) identifies the subject property and the surrounding, primarily industrially-zoned properties as located within a Job Center, which are areas with denser employment than their surroundings.

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

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

Policy 3.14.1: Accommodate the development of industrial uses in areas designated as "Industrial-Light," "Industrial-Heavy," and "Industrial-Transit" in accordance with Tables 3-1 and 3-9. The range and intensities of uses permitted in any area shall be determined by the community plans.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

Policy 3.14.3: Promote the re-use of industrial corridors for small scale incubator industries.

The proposed industrial/manufacturing uses are permitted uses in the [Q]M2-1 Zone, and is only required a Conditional Use due to its size. The project will encourage the growth of and attract new industries that will provide new job opportunities for the City's residents, thereby contributing to the City's fiscal viability and employment base. The redevelopment of the site from a commercial/entertainment use to an appropriately located industrial/manufacturing use on an industrially-zoned property will support and spur the development of other necessary supportive uses which either currently exist in the area, or maybe to developed in the immediate area.

Therefore, the project is consistent with the General Plan Framework Element in that the project will implement the abovementioned goals, objectives and policies of the Plan.

Mobility Element

The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the action herein.

Mobility Plan 2035 includes the following Policies relevant to the instant request:

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project will provide 27-short-term and 31-long-term bicycle parking spaces, all of which will be distributed among the three (3) separate buildings.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, the project will provide electric vehicle charging spaces and electric vehicle charging stations, as required by the LAMC

Lastly, the Department of Transportation submitted a Traffic Impact Assessment of the proposed project, dated January 14, 2022, and that determined that traffic impacts from trips generated from the project will be less than significant.

Therefore, the project is consistent with Mobility Plan 2035 in that the project will implement the abovementioned policies of the Plan.

Air Quality

The Air Quality Element of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the city in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the city's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1: It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, project shall comply with the City's Solar-Ready requirements and the California Energy Code.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan and the applicable community plan.

4. **The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.**

As discussed in Finding No. 2 above, project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

5. **The project complies with the height and area regulations of the zone in which it is located.**

The subject property is zone [Q]M2-1 (Light Industrial Zone). The M2 Zone has no minimum front, side or rear yard setbacks and no minimum lot area or lot width. Height District No. 1, in the M2 Zone has no height limit and a maximum permitted Floor Area Ratio of 1.5 to 1.

Therefore, as the [Q]M2-1 has no setback, lot area or lot width requirements, and no building height limitations, and the project's 0.43 to 1 FAR is within the maximum permitted FAR of 1.5 to 1, the proposed project would comply with the height and area regulations of the M2-1 Zone in which it is located.

6. **The project is consistent with the City Planning Commission's design guidelines for Major Development Projects.**

The City Planning Commission has not adopted design guidelines for Major Development Projects, however the project is consistent with the following objectives of the Industrial Citywide Design Guidelines:

Objective 1: Consider Neighborhood Context and Compatible Design of Uses

The project has been thoughtfully designed to be compatible with existing industrial/manufacturing uses and development in the surrounding area.

Objective 2: Employ High Quality Architecture to Define the Character of Industrial Districts

The project's design and architecture allow for flexibility to accommodate a variety of potential tenants.

Objective 3: Create Active Pedestrian and Employee Amenities

The proposed project includes outdoor seating areas adjacent to the main entrances for each building. Additionally, all loading docks are centrally located and away from view by pedestrians.

Objective 4: Facilitate Safe Access for Loading Areas While Buffering Pedestrians and Non-Industrial Uses

All loading docks are centrally located and away from view by pedestrians, and truck circulation has been considered and designed into the parking layout to avoid truck/pedestrian conflicts.

Objective 5: Include Open Space to Create Opportunities for Pedestrian and Employee Amenities

The proposed project includes outdoor seating areas adjacent to the main entrances for each building.

Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

The project has been conditioned to provide a berm between the surface parking and the abutting sidewalks.

Therefore, as proposed and conditioned, the project is consistent with the Industrial Citywide Design Guidelines.

Environmental Findings

7. **Environmental Finding.** Base on the whole of the administrative record, including the Mitigated Negative Declaration, Case No. ENV-2021-10280-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment.
8. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, an area of minimal flooding.