

PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL CASE:	COUNCIL DISTRICT:
APCSV-2022-6080-ZC-CU	ENV-2022-6081-MND	3 – Bob Blumenfield
RELATED CASE NOS.		COUNCIL FILE NO:
<input type="checkbox"/> N/A		<input type="checkbox"/> N/A
PROJECT ADDRESS / LOCATION:		
22736 West Victory Boulevard		
APPLICANT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Moti Balyan <input type="checkbox"/> N/A <input type="checkbox"/> New/Changed	(818) 462-3105	motibalyan@gmail.com
APPLICANT'S REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Jian Kerendian, Architects Group <input type="checkbox"/> N/A	(310) 920-2626	Jiank26@yahoo.com
APPELLANT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
<input checked="" type="checkbox"/> N/A		
APPELLANT'S REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
<input checked="" type="checkbox"/> N/A		
PLANNER CONTACT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Trevor Martin	(213) 978-1341	trevor.martin@lacity.org
ITEMS FOR CITY COUNCIL CONSIDERATION (IE. ENTITLEMENTS, LEGISLATIVE ACTIONS):		
<p>Zone Change; Request to modify the Conditions for effectuating Tentative (T) Classification Removal</p> <p><input type="checkbox"/> <i>The preparation of a draft ordinance by the City Attorney will be required.</i></p>		

**FINAL ENTITLEMENTS NOT ADVANCING FOR CITY COUNCIL CONSIDERATION:
(UNAPPEALED OR NON-APPEALABLE ITEMS)**

Conditional Use

N/A

ITEMS APPEALED:

N/A

ATTACHMENTS:

REVISED:

ENVIRONMENTAL DOCUMENT:

REVISED:

<input checked="" type="checkbox"/> Letter of Determination	<input type="checkbox"/>	<input type="checkbox"/> Categorical Exemption (CE) (Notice of Exemption)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Findings of Fact	<input type="checkbox"/>	<input type="checkbox"/> Statutory Exemption (SE) (Notice of Exemption)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Staff Recommendation Report	<input type="checkbox"/>	<input type="checkbox"/> Negative Declaration (ND)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Conditions of Approval	<input type="checkbox"/>	<input checked="" type="checkbox"/> Mitigated Negative Declaration (MND)	<input type="checkbox"/>
<input checked="" type="checkbox"/> T Conditions	<input type="checkbox"/>	<input type="checkbox"/> Environmental Impact Report (EIR)	<input type="checkbox"/>
<input type="checkbox"/> Proposed Ordinance	<input type="checkbox"/>	<input type="checkbox"/> Mitigation Monitoring Program (MMP)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Zone Change Map and Ordinance	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Project Exemption (SCPE)	<input type="checkbox"/>
<input type="checkbox"/> GPA Resolution	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Environmental Assessment (SCEA)	<input type="checkbox"/>
<input type="checkbox"/> Land Use Map	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Environmental Impact Report (SCEIR)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Exhibit A – Plans	<input type="checkbox"/>	<input type="checkbox"/> Appendices	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mailing List	<input type="checkbox"/>	<input type="checkbox"/> Other:	<input type="checkbox"/>
<input type="checkbox"/> Interested Parties List	<input type="checkbox"/>		
<input type="checkbox"/> Appeal	<input type="checkbox"/>		
<input type="checkbox"/> Development Agreement	<input type="checkbox"/>		
<input type="checkbox"/> Site Photographs	<input type="checkbox"/>		
<input type="checkbox"/> Other:	<input type="checkbox"/>		

NOTES / INSTRUCTIONS:

N/A

FISCAL IMPACT STATEMENT:

Yes No

*If determination states administrative costs are recovered through fees, indicate "Yes."

PLANNING COMMISSION:

<input type="checkbox"/> City Planning Commission (CPC)	<input type="checkbox"/> North Valley Area Planning Commission
<input type="checkbox"/> Cultural Heritage Commission (CHC)	<input type="checkbox"/> South LA Area Planning Commission
<input type="checkbox"/> Central Area Planning Commission	<input checked="" type="checkbox"/> South Valley Area Planning Commission
<input type="checkbox"/> East LA Area Planning Commission	<input type="checkbox"/> West LA Area Planning Commission
<input type="checkbox"/> Harbor Area Planning Commission	

PLANNING COMMISSION HEARING DATE:	COMMISSION VOTE:
May 25, 2023	5 - 0
LAST DAY TO APPEAL:	DATE APPEALED:
July 18, 2023	N/A
TRANSMITTED BY:	TRANSMITTAL DATE:
Neverly Ann Hill	July 19, 2023



SOUTH VALLEY AREA PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: JUN 28 2023

Case No. **APCSV-2022-6080-ZC-CU**

CEQA: ENV-2022-6081-MND

Plan Area: Canoga Park – Winnetka – Woodland Hills – West Hills

Council District: 3 – Blumenfield

Project Site: 22736 West Victory Boulevard

Applicant/ Moti Balyan

Appellant: Representative: Jian Kerendian, Architects Group

At its meeting of **May 25, 2023**, the South Valley Area Planning Commission took the actions below in conjunction with the approval of the following Project:

Demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a detached 1,572 square-foot auto detail center, and a 791 square-foot private office. The Project will provide a total of 19 vehicle parking spaces and four bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the project site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2022-6081-MND (“Mitigated Negative Declaration”), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment; **Found** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **Found** the mitigation measures have been made enforceable conditions on the Project; and **Adopted** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Approved** and **Recommended**; that the City Council **adopt**, pursuant to Section 12.32 F of the Los Angeles Municipal Code (LAMC), a Zone Change from C2-1VL and P-1VL to (T)(Q)C2-1VL;
3. **Approved** and **Recommended**, that the City Council **adopt**, pursuant to LAMC Section 12.32 G, a request to modify the Conditions for effectuating Tentative (T) Classification Removal to waive the following:
 - a. A five-foot dedication along the property frontage on Victory Boulevard;
 - b. Widening of an existing 10-foot sidewalk along Victory Boulevard to 15 feet; and
 - c. Street improvements along Friar Street;
4. **Approved**, pursuant to LAMC Section 12.24 W.4, a Conditional Use to allow the use of an automated car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily, in the C2 Zone in lieu of otherwise permitted hours of operation from 7:00 a.m. to 7:00 p.m., Monday through Friday, 9:00 a.m. to 8:00 p.m., on Saturday, and 11:00 a.m. to 8:00 p.m., on Sunday pursuant to LAMC Section 12.22 A.28(b)(5);
5. **Dismissed**, pursuant to LAMC Section 12.24 W.4, a Conditional Use to allow a three-foot-wide landscaped buffer along the property’s street frontage on Victory Boulevard in lieu of the otherwise required minimum width of five feet;
6. **Adopted** the attached Modified Conditions of Approval; and

7. **Adopted** the attached Amended Findings.

The vote proceeded as follows:

Moved: Karadjian
Second: Mather
Ayes: Barraza, Crockett, Menedjian

Vote: 5 – 0



Nevery Ann Hill, Commission Executive Assistant
South Valley Area Planning Commission

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

Effective Date/Appeals: The decision of the South Valley Area Planning Commission as it relates to the Zone Change is appealable by the Applicant only, if disapproved in whole or in part by the Commission. The decision of the South Valley Area Planning Commission, regarding the remaining approvals, is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: JUL 18 2023

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

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

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

c: Heather Bleemers, Senior City Planner
Esther Ahn, City Planner
Trevor Martin, City Planning Associate

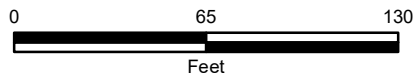
ORDINANCE NO. _____

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

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

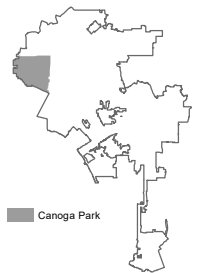
Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

FALLBROOK AVE
100
105 100
VICTORY BLVD
110.97
31.42
100.01
310.46
(T)(Q)C2-1VL
310.44
100.01



AAI/cf
APCSV-2022-6080-ZC-CU
052523

City of Los Angeles



QUALIFIED (Q) CONDITIONS OF APPROVAL

(As Modified by the South Valley Area Planning Commission at its meeting May 25, 2023)

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

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

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

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

Responsibilities/Guarantees:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Dedications and Improvements.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
 - a. **Dedication Required:**
 - i. **Victory Boulevard** (Boulevard II) – No dedication shall be required along the subject property's street frontage on the south side of Victory Boulevard.
 - ii. **Friar Street** (Local Street) – Accept the variable width and 25-foot future street along the property frontage of Lot A and B of Tract No. 17816 to complete a 45-foot radius property line partial cul-de-sac and 25-foot half right-of-way.
 - b. **Improvements Required:**
 - i. **Victory Boulevard** (Boulevard II) – The project shall be allowed to maintain the sidewalk's existing 10-foot width along the property's street frontage. Repair all broken, off-grade or bad order concrete curb, gutter and roadway pavement along the property frontage. Reconstruct the driveways to comply with BOE's standards and ADA requirements.
 - ii. **Friar Street** (Local Street) – No street improvements shall be required along the property's street frontage on the north side of Friar Street.

Notes:

Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than 1/4 inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

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

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

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs and equipment (818) 374-4699.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (818) 374-5005.

- c. Provide proper drainage for streets being improved and for the site being developed.
- d. Sewer line exists in Victory Boulevard. Extension of the house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- e. Submit parking area and driveway plans to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. **Street Trees.**

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

(213) 84 7-3077 upon completion of construction for tree planting direction and instructions.

Note:

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

4. **Street Lighting.** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights: one (1) on Victory Blvd. and one (1) on Friar St.

Notes:

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

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

CONDITIONS OF APPROVAL

(As Modified by the South Valley Area Planning Commission at its meeting on May 25, 2023)

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

1. **Building Materials.** A variety of high-quality exterior building materials, consistent with the approved Exhibit "A" plans, shall be used. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.
2. **Design:**
 - a. **Building Façade.** Each building façade shall utilize a minimum of two (2) different materials, as depicted in the plans in Exhibit "A". Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
 - b. **Pedestrian Lighting.** The project shall provide pedestrian scale lighting to illuminate the sidewalk at night. Lighting shall be shielded to prevent illumination of nearby residential buildings.
3. **Hours of Operation.** Hours of operation for the car wash shall be from 7:00 a.m. to 7:00 p.m., daily.
4. **Height.** The primary car wash building, which includes the car wash tunnel, shall be limited to a maximum building height of 26 feet, 0 inches. The secondary building consisting of the auto detail center and private office shall be limited to a maximum height of 32 feet, 6 inches.
5. **Parking:**
 - a. **Vehicle Parking.** A minimum of 19 automobile parking stalls shall be provided on site.
 - b. **Bicycle Parking.** Commercial bicycle parking shall be provided consistent with LAMC 12.21 A.16.
6. **Landscaping:**
 - a. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.
 - b. Planting of required trees within the public right-of-way shall obtain approval from the Urban Forestry Division prior to obtaining clearance from the Department of City Planning. In the event that a required tree cannot be planted within the public right-of-way, those trees shall be planted on-site.
 - c. The project shall be required to provide a 5-foot-wide landscaped buffer along the property's street frontage on Victory Boulevard pursuant to LAMC Section 12.22 A.28(a)(9)(i).

7. **Trash and Recycling:**
 - a. All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.
 - b. Trash/recycling receptacles shall be locked when not in use.
 - c. Trash/recycling receptacles shall not be placed in, or block access to, required parking.
 - d. Trash receptacles shall be located within a gated, covered enclosure constructed of materials to match the exterior wall materials of the building.
8. **Sustainability:**
 - a. **Solar.** A minimum of 15 percent of the total roof area shall be reserved for the installation of solar panels. The solar panels shall be installed prior to the issuance of a certificate of occupancy. The lowest point of any solar panel may not be more than five feet above the roof line.
 - b. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
9. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
10. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval.
11. **Maintenance.** The subject property, including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines, shall be maintained in an attractive condition and shall be kept free of trash and debris.
12. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in any street-facing yard, shall be screened with landscaping consistent with LADWP access requirements.
13. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

Environmental Mitigation Measures

14. **Tribal Cultural Resources:**
 - a. **MM-TCR-1.** Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission

Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the Project outside of the buffered area may continue during this assessment period. The Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

- b. **MM-TCR-2.** The Lead Agency and/or applicant shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

Agency Conditions of Approval

15. Fire Department.

- a. Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.
- b. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- c. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
- d. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- e. Fire Lane Requirements:
 - i. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - ii. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - iii. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - iv. Submit plot plans indicating access road and turning area for Fire Department approval.

- v. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - vi. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - vii. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - viii. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
 - ix. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- f. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- g. Site plans shall include all overhead utility lines adjacent to the site.
- h. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- i. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
- j. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- k. Standard cut-corners will be used on all turns.
- l. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- m. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

Administrative Conditions of Approval

16. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the

subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

17. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
18. **Notations on Plans.** Plans submitted to the Department of Building and Safety for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.
19. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
20. **Code Compliance.** Area, height and use regulations of the zone classifications of the subject property shall be complied with, except where herein conditions are more restrictive.
21. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
22. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
23. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
24. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the South Valley Area Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
25. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

26. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

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

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

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

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

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

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

FINDINGS

(As Amended by the South Valley Area Planning Commission at its meeting on May 25, 2023)

General Plan/Charter Findings (Charter 556)

1. General Plan

- a. **General Plan Land Use Designation.** The subject property is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area which was updated by the City Council on August 17, 1999 and designates the subject property for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, and RAS4 zones. The site is currently zoned C2-1VL and P-1VL. The applicant is requesting to rezone the P-1VL zoned portions of the subject property to (T)(Q)C2-1VL, creating consistency with the existing C2-1VL zoning of the site. The proposed zone change from P-VL to (T)(Q)C2-1VL is warranted as the C2 Zone corresponds to the range of zones of the Community Commercial land use designation. The proposed car wash is a commercial use that is permitted by right in the proposed (T)(Q)C2-1VL Zone. The applicant is requesting a conditional use to allow for deviations in required hours of operation. Therefore, the project is in substantial conformance with the General Plan Land Use Designation.

- b. **Land Use Element.** The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan, which designates the site for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, and RAS4 zones. The proposed (T)(Q)C2-1VL Zone is thus consistent with the land use designation for the site.

The proposed project is consistent with the following goal, objectives, and policies of the **Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan**:

Commercial

Goal 2: An economically vital commercial sector offering a diversity of goods and services to meet the needs of the community plan area. this means that commercial land use policies must support maximum efficiency and accessibility of commercial development while preserving the historic commercial and cultural character of the district

Objective 2-1: Conserve and strengthen viable commercial development and encourage recycling of obsolete commercial development.

Policy 2-1.1: Locate new commercial development in areas currently designated for such development.

Objective 2-2: Enhance the appearance of commercial districts.

Policy 2-2.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.

The zone change will promote a strong and competitive commercial sector by allowing for the redevelopment of a presently underutilized site. The subject property is currently developed with a coin-operated car wash that was constructed in the early 1970s. The project will remove and replace the existing car wash with a new state of the art car wash facility inclusive of an auto detail center, and a private office. The project will add neighborhood serving uses that will promote the economic well-being through the creation of jobs and public convenience through the provision of a new car wash at the site. The project will also provide new sidewalk and street improvements along the property's street frontage on Victory Boulevard, as well as new trees, landscaping and lighting to create a more pedestrian friendly environment. The new development and improvements to the public right of way will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being and public convenience in the community. Therefore, the project is consistent with and will further the achievement of the Community Plan's goals, objectives, and policies.

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

Goal 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 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1.

Policy 3.1.5: 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.

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 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The project will maintain the character of the existing commercial district within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan, while improving a presently underutilized site. Surrounding properties are generally developed with a mix of commercial and residential uses, including a gas station, commercial office buildings, fast-food restaurants, and retail and grocery stores, as well as low-density residential neighborhoods. The redevelopment of the existing site with a new modern automated car wash will improve upon an amenity and viable commercial use that will serve the surrounding neighborhoods. The new 6,435 square-foot car wash will improve the site with new trees and landscaping, provide new pedestrian amenities, including new sidewalks and street lighting, while maintaining the general character of the existing commercial corridor along Victory Boulevard. The project also supports the community by providing new employment opportunities for the local region. Therefore, the Zone Change is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

- d. The **Mobility Element** of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action to waive street dedications and improvements to the site's street frontages along Victory Boulevard and Friar Street. Victory Boulevard is a designated Boulevard II under Mobility Plan 2035, which is designated for a 110-foot right-of-way and an 80-foot roadway. The portion of Victory Boulevard adjoining the project site is currently dedicated to a half right-of-way width of 50 feet and a half roadway width of 40 feet, and is currently improved with curb, gutter, and 10-foot-wide sidewalk. Friar Street is a Local Street – Standard under Mobility Plan 2035, which is designated for a 60-foot right-of-way and a 36-foot roadway. The subject property has frontage along a partial cul-de-sac that is part of a future street (Friar Street).

The Bureau of Engineering (BOE) is requiring a 5-foot dedication along Victory Boulevard to complete a 55-foot half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035 and is requiring the construction of a new 15-foot sidewalk. At Friar Street, to the south, BOE is requiring that the project accept the variable right-of-way width and 25-foot-wide future street along the property frontage of Lot A and B of Tract No. 17816 to complete a 45-foot radius property line partial cul-de-sac and 25-foot half right-of-way. Required improvements to Friar Street include improving the partial cul-de-sac

with suitable surfacing to provide a 35-foot curb radius, 15-foot half roadway, integral concrete curb, 2-foot gutter and full-width concrete sidewalk.

The 5-foot dedication and widening of the existing sidewalk by 5 feet are physically impractical and not necessary to meet the City of Los Angeles' mobility needs for the next twenty years based on the City's street standards. Required dedication and sidewalk widening would create an uneven jogged street frontage from Fallbrook Avenue to Ponce Avenue causing potential safety hazards for drivers, bicyclists and pedestrians. In addition, LAMC Section 12.22 A.28(a)(9) requires a minimum 5-foot-wide landscaped buffer along the property's street frontages and on the perimeters of all parking areas of the lot or lots that abut a residential zone or use. As such, compliance with BOE's required 5-foot dedication and sidewalk widening along Victory Boulevard prevent the project from providing the necessary landscaping along the property's frontage. Furthermore, properties along Victory Boulevard, east of Ponce Avenue to Shoup Avenue are zoned and designated for low residential land uses, which are not required to provide dedication and street improvements. Therefore, dedication and sidewalk widening are not necessary to meet the City's mobility needs for the next 20 years. The project will provide improvements on Victory Boulevard that involve repairs to the concrete curb, roadway pavements, and driveways to BOE's standards and ADA requirements along the property's frontage.

In addition, requirements to improve Friar Street to the south are also not necessary to meet the City's mobility needs for the next twenty years based on the City's street standards. Friar Street to the south, is a partially improved future street that is dedicated to a half right-of-way width of 25 feet. There are several residentially zoned lots that encroach into the southerly half of Friar Street, making any future improvements and dedications along the street unfeasible. The northerly side of Friar Street is currently improved with asphalt roadway, concrete curb, gutter, and sidewalk, and contains street lights. Furthermore, the project will accept the variable width and 25-foot future street along the property frontage to complete a 45-foot radius property line partial cul-de-sac and 25-foot half right-of-way, as requested by BOE.

Modified conditions for dedication and improvements have been imposed under the (T) Tentative Classification conditions in accordance with Boulevard II and Local Street standards of the Mobility Plan 2035. The dedication and street improvement requirements would continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. New tree(s) and landscaping will be planted along the project's street frontage. The project as designed and conditioned will meet the following goals and objectives of Mobility Plan 2035:

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

- Policy 2.3:** Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- Policy 3.5:** Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
- Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project site is within proximity to Metro Local Lines 162, 164, and 165 enabling future employees to access the new car wash via public transit, thereby reducing vehicle miles traveled for the region. In addition, the project will provide four (4) new bicycle parking stalls further supporting the Mobility Element's policy of improving and expanding "first-mile, last-mile solutions" in order to maximize multi-modal connectivity and access for transit riders.

Lastly, the project will maintain the site's three existing driveways: two on Victory Boulevard at the north end of the subject site, and one at the southeast corner of the property on Friar Street. The project will not increase the number curb cuts and driveways which will further reduce the development's impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists.

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

Zone Change and "T"/"Q" Classification Findings

2. **Pursuant to Section 12.32 C of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.**
 - a. **Public Necessity:** Approval of the zone change to (T)(Q)C2-1VL will allow for the redevelopment of a presently underutilized site by replacing an outdated car wash with a new modern automated car wash and detail center. The new car wash facility will enhance the built environment and provide new employment opportunities for the community while generating sales tax revenue for the City. Furthermore, the proposed development is located at a site that is in close proximity to the intersection of Victory Boulevard and Fallbrook Avenue, a busy commercial corridor that contains variety of neighborhood serving commercial uses. The proposed car wash use will compliment and be compatible with the surrounding commercial uses, and further provide a valued service to residents in the community. Thus, the proposed project will contribute to the public necessity of enhancing a commercial use that will generate jobs for the region and tax revenue for the City.
 - b. **Convenience:** The project site is located in an urbanized area of the Canoga Park – Winnetka – Woodland Hills – West Hills community that has a wide variety of residential and commercial uses and extensive infrastructure. Approval of the zone change in conjunction with the proposed project, will allow for the redevelopment of an underutilized and restricted commercially zoned property that has frontage along a major commercial thoroughfare, Victory Boulevard. In addition, the project site is within proximity to Metro Local Lines 162, 164, and 165 enabling future employees to access the new car wash via public transit thereby reducing vehicle miles traveled in the region. The replacement of the outdated, coin-operated car wash with a new automated car wash facility will provide an enhanced car wash service that is more efficient and effective for future customers. Furthermore, the improved design and technology, will enable the new car wash to reduce

water usage and produce less waste. As such, public convenience will be served by the provision of a new automated car wash that will improve upon an existing car wash use within the community.

- c. General Welfare: Approval of the zone change will allow for the redevelopment of an underutilized site with a modern car wash facility that will revitalize a long-established commercial corridor and improve upon an existing commercial service for the neighborhood and community as a whole. The project also provides a valuable service of expanding employment opportunities within the Canoga Park – Winnetka – Woodland Hills – West Hills communities, while generating new tax revenue for the City.
- d. Good Zoning Practice: The proposed zone change of portions of the site currently zoned P-1VL to (T)(Q)C2-1VL is consistent with the underlying Community Commercial land use designation by the Canoga Park – Winnetka - Woodland Hills – West Hills Community Plan. The zone change would make the entire site consistent with the already existing C2-1VL zoned portion of the site. The rezoning will allow for the redevelopment of an underutilized site with a new car wash facility including public improvements to the sidewalk and street fronting the property to the north along Victory Boulevard. The proposed development is consistent and compatible with the uses, scale, and character of surrounding properties. The project’s design and proposed uses will enhance the built environment, increase commercial activity, and support job growth within the region.
- e. Tentative “T” and Qualified “Q” Classifications: Pursuant to LAMC Sections 12.32-G,1 and G,2(a), the current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval imposed herein for the proposed project. As recommended, the Zone Change has been placed in temporary “T” and “Q” Classifications in order to ensure consistency with the to the General Plan. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The “Q” Conditions limit the scale and scope of future development on the site and require that the applicant adhere to various development, design, and operational considerations; these are all necessary to protect the best interests of the community and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action. Therefore, the imposition of the included “T” and “Q” Conditions herein are in conformance with the public necessity, convenience, general welfare, and good zoning practice.

For the reasons stated above, the zone change request is beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and is consistent with the General Plan.

Conditional Use Findings

3. **That 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 subject property is currently improved with an existing coin-operated car wash facility (Fallbrook Car Wash) that has been in operation since the early 1970’s. The project will

redevelop the subject site by removing the existing coin-operated car wash and constructing a new automated car wash facility inclusive of an auto detail center and a private office.

The applicant is seeking conditional use to permit the use of the car wash and detail center with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily. The extended hours of operation is warranted as the project site is within proximity of the intersection of Victory Boulevard and Fallbrook Avenue, busy commercial corridor containing a wide variety of commercial uses.

The project will enhance the built environment by replacing an older self-serve car wash with a new modern, automated car wash and detail center, while making aesthetic improvements to the site. The project will provide new trees and landscaping that will provide shade, reduce surface temperatures, and reduce surface runoff from the subject site. The new car wash's improved design and technology, will enable the new car wash to reduce water usage, produce less waste, and promote sustainability. In addition to on-site improvements, the project will provide public improvements within the public right-of-way along Victory Boulevard, that will benefit the surrounding neighborhood. The project will also create new employment opportunities for the local community and generate new tax revenue for the City.

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

Therefore, the proposed automated car wash and auto detail center will enhance the built environment in the surrounding neighborhood and will provide a beneficial service to members of the community.

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

The subject property is a level, rectangular-shaped lot encompassing a total lot area of 31,048 square feet (approximately 0.71 acres). The site is located in Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area, and has street frontage along Victory Boulevard, a busy commercial thoroughfare. The subject property is currently improved with an existing coin-operated car wash (Fallbrook Car Wash) that has been in operation since the early 1970's.

The project involves the demolition of an existing coin-operated car wash, and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a detached auto detail center and private office. The main structure will contain 4,072 square feet of floor area and will reach a maximum height of 26 feet, 0 inches. The building will contain an equipment room, employee room, restrooms, cashier counter, and waiting room. The automated car wash facility will have two west-adjointing one-way drive aisles and an east-adjointing car wash tunnel. The car wash facility's detached auto detail center and private office will be housed in a two-story structure located at the southwest corner of the site, reaching a maximum height of 32 feet, 6 inches. The ground level will be occupied by the 1,572 square-foot auto detail center that will have four east-facing bay doors. The 791 square-

foot private office will be located at the second level and accessed via north-adjointing staircase. The project will provide a total of 19 vehicle parking spaces, including two (2) EV parking stalls, and will provide four (4) bicycle parking stalls. The majority of the vehicle parking stalls will be located along the easterly perimeter of the site, with additional parking stalls located along the westerly perimeter between the main car wash facility and auto detail center and office building. In addition, there will be 25 vacuum nozzles for 13 vehicles along the east property line with a fabric canopy shade. At the northeast corner of the subject, there will be an enclosed shed that will contain the central vacuum equipment and an equipment room with an air compressor and tanks. Enclosed trash and recycling receptacles will also be located at the northeast corner of the site.

Ingress and egress to and from the site is provided via two two-way driveways at the north end the property, along Victory Boulevard, as well as a single two-way driveway at the southeast corner of the property adjoining a partial cul-de-sac on Friar Street.

The car wash use is permitted by right in the C2-1VL Zone, however, automotive use operating requirements limit standard hours of operation from 7:00 a.m. to 7:00 p.m., Monday through Friday, 9:00 a.m. to 8:00 p.m., on Saturday, and 11:00 a.m. to 8:00 p.m., on Sunday. Therefore, the applicant is requesting a conditional use to permit the use of the car wash and auto detail center with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily.

The project site is located just east of the intersection of Victory Boulevard and Fallbrook Avenue, a busy intersection that is surrounded by a wide variety of commercial uses. As such, extended hours of operation of 7:00 a.m. to 7:00 p.m., daily, is not likely to negatively impact adjacent properties. Sensitive uses in the immediate vicinity of the project site, include residential properties abutting the subject site to the south and southeast. The project will maintain the property's existing masonry block walls along the westerly and southerly perimeters of the site, as well as provide new landscape buffers that will serve to minimize impacts to the adjacent properties, including the residential properties to the south. Additionally, the residential property to the south contains several large trees that further act as a buffer from the new car wash. Furthermore, the car wash tunnel will not be less than 100 feet of the residentially zoned lots and the detail center's bay doors will be oriented away from the residences.

Therefore, the project's location, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety of the community.

5. **That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**
 - a. **General Plan Land Use Designation.** The subject property is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area which was updated by the City Council on August 17, 1999 and designates the subject property for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, and RAS4 zones. The site is currently zoned C2-1VL and P-1VL. The applicant is requesting to rezone the P-1VL zoned portions of the subject property to (T)(Q)C2-1VL, creating consistency with the existing C2-1VL zoning of the site. The proposed zone change from P-VL to (T)(Q)C2-1VL is warranted as the C2 Zone corresponds to the range of zones of the Community Commercial land use designation. The proposed car wash is a commercial use that is permitted by right in the proposed (T)(Q)C2-1VL Zone. The applicant is requesting a conditional use to allow for deviations in required hours of operation and landscaping

requirements. Therefore, the project is in substantial conformance with the General Plan Land Use Designation.

- b. **Land Use Element.** The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan, which designates the site for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, and RAS4 zones. The proposed (T)(Q)C2-1VL Zone is thus consistent with the land use designation for the site.

The proposed project is consistent with the following goal, objectives, and policies of the **Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan**:

Commercial

Goal 2: An economically vital commercial sector offering a diversity of goods and services to meet the needs of the community plan area. This means that commercial land use policies must support maximum efficiency and accessibility of commercial development while preserving the historic commercial and cultural character of the district

Objective 2-1: Conserve and strengthen viable commercial development and encourage recycling of obsolete commercial development.

Policy 2-1.1: Locate new commercial development in areas currently designated for such development.

Objective 2-2: Enhance the appearance of commercial districts.

Policy 2-2.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.

The conditional use will promote a strong and competitive commercial sector by allowing for the redevelopment of a presently underutilized site. The subject property is currently developed with a coin-operated car wash that was constructed in the early 1970s. The project will remove and replace the existing car wash with a new modern car wash facility inclusive of an auto detail center, and a private office. The project will add neighborhood serving uses that will promote the economic well-being through the creation of jobs and public convenience through the provision of a new car wash at the site. The project will also provide new sidewalk and street improvements along the property's street frontage on Victory Boulevard, as well as new trees, landscaping and lighting to create a more pedestrian friendly environment. The new development and improvements to the public right of way will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being and public convenience in the community. Therefore, the project is consistent with and will further the achievement of the Community Plan's goals, objectives, and policies.

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

Goal 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 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1.

Policy 3.1.5: 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.

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 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers,

and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The project will maintain the character of the existing commercial district within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan, while improving a presently underutilized site. Surrounding properties are generally developed with a mix of commercial and residential uses, including a gas station, commercial office buildings, fast-food restaurants, and retail and grocery stores, as well as low-density residential neighborhoods. The redevelopment of the existing site with a new modern automated car wash will improve upon an amenity and viable commercial use that will serve the surrounding neighborhoods. The new 6,435 square-foot car wash will improve the site with new trees and landscaping, provide new pedestrian amenities, including new sidewalks and street lighting, while maintaining the general character of the existing commercial corridor along Victory Boulevard. The project also supports the community by providing new employment opportunities for the local region. Therefore, the project is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

- d. The **Mobility Element** of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action to waive street dedications and improvements to the site's street frontages along Victory Boulevard and Friar Street. Victory Boulevard is a designated Boulevard II under Mobility Plan 2035, which is designated for a 110-foot right-of-way and an 80-foot roadway. The portion of Victory Boulevard adjoining the project site is currently dedicated to a half right-of-way width of 50 feet and a half roadway width of 40 feet, and is currently improved with curb, gutter, and 10-foot-wide sidewalk. Friar Street is a Local Street – Standard under Mobility Plan 2035, which is designated for a 60-foot right-of-way and a 36-foot roadway. The subject property has frontage along a partial cul-de-sac that is part of a future street (Friar Street).

The Bureau of Engineering (BOE) is requiring a 5-foot dedication along Victory Boulevard to complete a 55-foot half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035 and is requiring the construction of a new 15-foot sidewalk. At Friar Street, to the south, BOE is requiring that the project accept the variable right-of-way width and 25-foot-wide future street along the property frontage of Lot A and B of Tract No. 17816 to complete a 45-foot radius property line partial cul-de-sac and 25-foot half right-of-way. Required improvements to Friar Street include improving the partial cul-de-sac with suitable surfacing to provide a 35-foot curb radius, 15-foot half roadway, integral concrete curb, 2-foot gutter and full-width concrete sidewalk.

The 5-foot dedication and widening of the existing sidewalk by 5 feet are physically impractical and not necessary to meet the City of Los Angeles' mobility needs for the next twenty years based on the City's street standards. Required dedication and sidewalk widening would create an uneven jogged street frontage from Fallbrook Avenue to Ponce Avenue causing potential safety hazards for drivers, bicyclists and pedestrians. In addition, LAMC Section 12.22 A.28(a)(9) requires a minimum 5-foot-wide landscaped buffer along the property's street frontages and on the perimeters of all parking areas of the lot or lots that abut a residential zone or use. As such, compliance with BOE's required 5-foot dedication and sidewalk widening along Victory Boulevard prevent the project from providing the necessary landscaping along the property's frontage. Furthermore, properties along Victory Boulevard, east of Ponce Avenue to Shoup Avenue are zoned and designated for low residential land uses, which are not required to provide dedication and street improvements. Therefore, dedication and sidewalk widening are not necessary to meet the City's mobility needs for the next 20 years. The project will provide

improvements on Victory Boulevard that involve repairs to the concrete curb, roadway pavements, and driveways to BOE's standards and ADA requirements along the property's frontage.

In addition, requirements to improve Friar Street to the south are also not necessary to meet the City's mobility needs for the next twenty years based on the City's street standards. Friar Street to the south is a partially improved future street that is dedicated to a half right-of-way width of 25 feet. There are several residentially zoned lots that encroach into the southerly half of Friar Street, making any future improvements and dedications along the street unfeasible. The northerly side of Friar Street is currently improved with asphalt roadway, concrete curb, gutter, and sidewalk, and contains street lights. Furthermore, the project will accept the variable width and 25-foot future street along the property frontage to complete a 45-foot radius property line partial cul-de-sac and 25-foot half right-of-way, as requested by BOE.

Modified conditions for dedication and improvements have been imposed under the (T) Tentative Classification conditions in accordance with Boulevard II and Local Street standards of the Mobility Plan 2035. The dedication and street improvement requirements would continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. New tree(s) and landscaping will be planted along the project's street frontage. The project as designed and conditioned will meet the following goals and objectives of Mobility Plan 2035:

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

- Policy 2.3:** Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- Policy 3.5:** Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
- Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project site is within proximity to Metro Local Lines 162, 164, and 165 enabling future employees to access the new car wash via public transit, thereby reducing vehicle miles traveled for the region. In addition, the project will provide four (4) new bicycle parking stalls further supporting the Mobility Element's policy of improving and expanding "first-mile, last-mile solutions" in order to maximize multi-modal connectivity and access for transit riders.

Lastly, the project will maintain the site's three existing driveways: two on Victory Boulevard at the north end of the subject site, and one at the southeast corner of the property on Friar Street. The project will not increase the number curb cuts and driveways which will further reduce the development's impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists.

- e. **Sewerage Facilities Element.** The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to

accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

- f. **Housing Element.** The Proposed Project is located on a parcel identified in the Inventory of Sites prepared for the 2021-2029 Housing Element, which was anticipated to accommodate 41 Lower Income units. The Proposed Project includes 0 dwelling units. Therefore, the proposed project would result in fewer units by income category than those identified in the Housing Element.

Pursuant to Government Code (GC) Section 65863(b)(2), the City finds that while the proposed project would result in fewer units by income category than those identified in the Inventory of Sites prepared for the 2021-2029 Housing Element, the remaining sites identified in the Housing Element of the General Plan are adequate to meet the requirements of GC Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to GC Section 65584. As of April 1, 2023, the City's remaining RHNA Allocation for the 2021-2029 Planning period is as follows: 112,281 Very Low Income Units and 67,086 Low Income Units. As of April 1, 2023, the City has a remaining capacity of 330,056 Very Low Income Units and 332,096 Low Income Units. Therefore, the City finds that there are adequate remaining sites in the Housing Element to accommodate the remaining RHNA Allocation for the planning period.

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

The project would redevelop the subject site by removing an existing coin-operated car wash and constructing a new automated car wash facility inclusive of an auto detail center and a private office. The nearest car wash is approximately one mile away from the project site. The project will enhance a previously existing commercial use and improve the site with new trees and landscaping. Thus, the project will not create or add to a detrimental concentration of automotive uses in the vicinity of the proposed automotive use.

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

The project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new car wash facility inclusive of a detached auto detail center and private office. The project will provide a total of 19 vehicle parking stalls: 13 parking stalls located along the easterly perimeter of the site, and six (6) parking stalls located along the westerly perimeter of the site. The project will maintain the site's three existing driveways: two on Victory Boulevard at the north end of the subject site, and one at the southeast corner of the property on Friar Street.

A Traffic Assessment Report dated May 18, 2022 was prepared by Traffic Design, Inc., in order to determine whether or not the proposed project would result in any significant effects relating to traffic. Using the City of Los Angeles VMT (vehicle miles traveled) Calculator, the project is expected to result in a net decrease of 4 average daily vehicle trips, less than the Los Angeles Department of Transportation's (LADOT) established threshold of 250 for requiring further

VMT analysis. Subsequently, LADOT determined in its Transportation Study Assessment Referral Form dated May 25, 2022, that no further VMT analysis is required. Therefore, the project is not expected to result in any significant impact relating to traffic. The project will also be required to submit the final site plan for review by the LADOT to ensure that the project's design will not constitute a traffic hazard.

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

The project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new car wash facility inclusive of a detached auto detail center and private office. No automotive spray painting operations currently exist or are proposed as part of the project.

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

A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the project site. In addition, a total of six on-site trees will be planted along the project site's easterly and westerly perimeters. A conceptual landscape plan has been submitted as part of the application with plant material specified (see Exhibit "A"). Once the landscape plan is approved by the City, construction drawings will be produced to address the irrigation system and maintenance schedule.

Environmental Findings

10. On January 26, 2023, a Mitigated Negative Declaration (ENV-2022-6081-MND) was prepared and published for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration and Mitigation Monitoring Program reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Department of City Planning in Room 763, 200 North Spring Street.
11. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

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