

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.

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

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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

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- 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:

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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.