

FINDINGS

General Plan/Charter Findings

1. **General Plan Land Use Designation.**

The project site is located within the Sun Valley – La Tuna Canyon Community Plan, which designates the site for Low Medium II Residential land use. The land use designation lists the RD1.5, RD2, RW2, and RZ2.5 Zones as the corresponding zones. The Project Site is currently zoned R1-1-CUGU, which is inconsistent with the land use designation and not a corresponding Zone within the Low Medium II Residential land use. The project site has approximately 26,296.6 square feet of gross lot area, which, under the proposed (Q)(T)RD1.5-1-CUGU Zone of this Zone Change request, would allow for a maximum of 17 dwelling units. The (Q)(T)RD1.5-1-CUGU zone is also consistent with the Low Medium II Residential General Plan Land Use designation of the Sun Valley – La Tuna Canyon Community Plan. The project will increase home ownership opportunities in the plan area. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Community Plan.

2. 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 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

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

The proposed Zone Change from R1-1-CUGU to (T)(Q)RD1.5-1-CUGU will allow for the redevelopment of an underutilized site for the demolition of 3 existing single-family dwellings units for the construction use and maintenance of a 17 unit apartment with attached garages, thereby accommodating development that supports the needs of the City's existing and future residents in accordance with the density outlined in the General Plan Framework Element. The site is located approximately .4 miles from the intersection of San Fernando Road and Sunland Boulevard, within close proximity to commercial uses including restaurants, banks, retail shopping, gas stations and other various services including several bus stops serviced by Los Angeles Metro Bus Lines: 90, 169, and 294. The Zone Change will allow for more intense development of the subject property, which will locate more residences proximate to transit and various destinations, potentially reducing vehicular trips, vehicle miles traveled, and air pollution. Therefore, the Zone Change is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

3. **Sun Valley – La Tuna Canyon Community Plan.** The Community Plan text includes the following relevant land use Objectives and Policies:

Objective 1-2 To locate new housing in a manner which reduces vehicular trips which increases accessibility to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, and major bus routes where public service facilities, utilities and topography will accommodate this development.

The proposed Zone Change from R1-1-CUGU to (T)(Q)RD1.5-1-CUGU will allow for the redevelopment of an underutilized site of the demolition of 3 existing single-family dwellings units for the construction use and maintenance of a 17 unit apartment with attached garages, thereby increase the housing supply of the Sun Valley – La Tuna Community. The project would replace 3 existing single-family dwellings and provide a net increase of 14 residential units at the site. The project will increase the availability of housing within the City and provide greater individual choice in housing type, quality, price and location. The multiple family project will be similar in typology to detached townhouses and other similar condominium type housing units in the immediate surrounding area to increase dwelling options.

4. The **Housing Element** of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create

sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following Goal, Objectives and Policies relevant to the instant request:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs..

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Objective 1.4: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

Policy 1.4.1: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.

The subject site is currently developed with 3 single-family dwellings, constructed around 1950. SurveyLA, the City's historic resources survey, does not list the current dwelling as a significant resource, nor is it located on any other local, state, or national registers. The properties to the south are zoned R1-1-CUGU, and (T)(Q)RD1.5-1-CUGU and are improved with single family dwellings. The properties to the east and south east are zoned (Q)RD1.5-1-CUGU, and are developed with multiple stories (up to 4 stories) multiple family dwelling unit apartments. The property adjacent to the west, along with various properties to the south are improved with residential uses for single-family structures. The proposed project for a total of 3 multiple-family structures at a height of 3-stories for a total of 17 multiple family dwelling units would be of a similar building typology to the condominiums to the east and southeast of the site. As proposed, the project would develop the site with 17-unit apartments allowing for the development of an underutilized site with multifamily density that would be compatible with the surrounding development and introduce a new opportunity for housing opportunities in a transitional area buffering the surrounding single-family neighborhood from multi-family, commercial developments, and industrial elements nearby. As such, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

5. The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Lorne Street, a designated Local Street Standard, is currently dedicated to a half right-of-way width of 30 feet and is improved with a curb and gutter; the Project is conditioned to improve the street with a new-full-width concrete sidewalk along the property frontage and repair all existing concrete curb, gutter and roadway pavements, along with the removal of the existing driveway for the construction of a new ADA compliant driveway. Fair Avenue is a designed Collector Street and is currently dedicated to a half right-of-way width of 30 feet and is improved with a curb and gutter; the Project is conditioned to dedicate a 3-foot wide strip of land along the property frontage to complete the 33-foot half right-of-way in accordance with Collector Street standards. The project is also conditioned to improve Fair Avenue to construct a new full-width concrete sidewalk including in the dedicated area along the property frontage along with repairing all existing concrete curb, gutter and roadway pavement. The project shall also reconstruct the curb ramp at the corner of Fair Avenue and Lorne street to the

satisfaction of the Bureau of Engineering and construct a new driveway to comply with ADA requirements.

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 2.6. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The project is conditioned to provide improvements as required by the Bureau of Engineering that includes repair, installation of sidewalks, curb, gutter and roadway pavement. The project also complies with the Clean Up Green Up (CUGU Ordinance) to provide development regulations to site planning, landscaping, and parking design provide adequate buffering from Subject Uses. The site is located approximately .4 miles from the intersection of San Fernando Road and Sunland Boulevard, within close proximity to commercial uses including restaurants, banks, retail shopping, gas stations and other various services including several bus stops serviced by Los Angeles Metro Bus Lines: 90, 169, and 294. As proposed, the project would develop the site with 17-unit apartments allowing for the development of an underutilized site with multifamily density that would be compatible with the surrounding development and introduce a new opportunity for housing opportunities in a transitional area buffering the surrounding single-family neighborhood from multi-family, commercial developments, and industrial elements nearby.

6. 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.

Therefore, the Zone Change is consistent with the Mobility Plan 2035 goals, objectives, and policies of the General Plan.

Zone Change and “T”/“Q” Classification Findings

7. **Pursuant to Section 12.32 of the Municipal Code, the zone change and classifications are necessary because:**

- a. **Public Necessity:** On April 29, 2019, Mayor Eric Garcetti released LA’s Green New Deal (Sustainable City pLAn), a roadmap to achieve short-term results while setting the path to strengthen the transformation of the City in the decades to come. As part of the plan, the Mayor set forth goals of ending street homelessness by 2028, increasing cumulative new housing construction to 100,000 by 2021 and ensuring that new housing is located near transit. The proposed Zone Change

would allow the site to be redeveloped to provide a total of 17 new market residential units (a net increase of 14 units). The proposed project would locate these 17 new dwelling units approximately 0.4 miles away from the Sun Valley Metrolink Station, and is also located within 0.4 miles from the intersection of San Fernando Road and Sunland Boulevard that includes several bus stops serviced by Los Angeles Metro Bus Lines: 90, 169, and 294. By providing new housing in proximity to existing transit, the project is consistent with public necessity.

- b. Convenience: The project site is located in an area of the Sun Valley – La Tuna Canyon community that is highly urbanized, with parks, schools, and transportation infrastructure, and an airport. The proposed project would locate 17 new dwelling units approximately 0.4 miles away from the Sun Valley Metrolink Station, and is also located within 0.4 miles from the intersection of San Fernando Road and Sunland Boulevard. This intersection contains various commercial uses including restaurants, banks, retail shopping, gas stations and other various services including several bus stops serviced by Los Angeles Metro Bus Lines: 90, 169, and 294. The site is also approximately 1.0 mile away from an elementary school (Arminta Elementary). Granting the Zone Change to the (T)(Q)RD4-1 Zone would allow future residents access to shopping, dining and services within the immediate neighborhood, as well as the opportunity to utilize nearby parks while serviced by a robust public transportation network.
- c. General Welfare: Granting the Zone Change from R1-1-CUGU to (T)(Q)RD1.5-1-CUGU would allow the development of an underutilized lot with a 17-unit residential development that will expand the housing supply and providing living opportunities in the Sun Valley – La Tuna Canyon community of the city. As discussed above, the area has neighborhood-serving uses such as schools, stores, parks, restaurants and other services. The Zone Change R1-1-CUGU to (T)(Q)RD1.5-1-CUGU Zone will increase the city's housing stock, while minimizing any burden placed upon the existing infrastructure, including roads and utilities.
- d. Good Zoning Practice: The proposed (T)(Q)RD1.5-1-CUGU Zone is identified as a corresponding zone of the Low Medium II Residential land use designation whereas the existing R1-1-CUGU is not. The development would be consistent with the density of surrounding properties. As such, the (T)(Q)RD1.5-1-CUGU Zone would ensure that the density of the development would be compatible with existing and future development surrounding the project site.
- e. “T” and “Q” Classification Findings: Per Section 12.32-G.1 and 2 of the Municipal Code, the current action, as recommended, has been made contingent upon compliance with new “T” and “Q” conditions of approval. Such limitations 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 required actions. The conditions that limit the scale, design and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of the existing single and multi-family residential development in the community; to secure an appropriate development in harmony with the General Plan as discussed in Findings Section 1; and to prevent or alleviate the potential adverse environmental effect of adding dwelling units to an established neighborhood.

Additional Findings

8. **CEQA.** FIND, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2019-3203-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; FIND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; FIND the mitigation measures have been made enforceable conditions on the project; and ADOPT the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

The department received one comment on the Mitigated Negative Declaration from the California Department of Transportation on April 14, 2025.

- a. On April 14, 2025, the California Department of Transportation commented on the proposed project.

"The nearest state facility is the I-5. After reviewing the MND, Caltrans has the following comments:

Caltrans encourages the Lead Agency to explore opportunities to improve bicycle and pedestrian accessibility on the roads surrounding the project site, especially given its proximity to the Sun Valley Recreation Center. Although the Lorne Project does not propose any bikeway or pedestrian improvements near the site, Strava data indicates significant walking and biking activity along Lorne St, Fair Ave, Vineland Ave, and Strathern St.

To minimize disruption, Caltrans advises limiting large truck travel and construction traffic to off-peak commute hours. A permit will be required for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. Any work performed within State Right-of-way will require an Encroachment Permit. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts for Caltrans for review.

The project is conditioned herein to minimize traffic disruptions and also require further permitting to the satisfaction of the California Department of Transportation.

9. **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. 186,952, have been reviewed and it has been determined that this project is located in Zone X-Unshaded, areas of minimal Flooding.