PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL CASE:	COUNCIL DISTRICT:
APCNV-2023-8011-ZC-ZV-CU-WDI-SPP-DRB	ENV-2023-8012-CE	12 – Lee
RELATED CASE NOS.:	**COUNCIL FILE NO:**	**PROCEDURAL REGULATIONS:**
☒ N/A	**☒ N/A**	**☒ Ch. 1 as of 1/21/24 (Not subject to Processes & Procedures Ord.)** **☐ Ch. 1A (Subject to Processes & Procedures Ord.)**
PROJECT ADDRESS / LOCATION:		
10125 and 10113 North Balboa Boulevard; 17022 West Romar Street		
APPLICANT:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
Karen Metcalf c/o Steve Tolopilo, Balboa Car Washes, Inc., dba Denny's Car Wash	805-402-5879	stolopilo@gmail.com
APPLICANT'S REPRESENTATIVE:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
Kevin K. McDonnell, Esq., Jeffer Mangels Butler & Mitchell LLP	310-201-3590	kkm@jmbm.com
APPELLANT:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
☒ N/A		
APPELLANT'S REPRESENTATIVE:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
☒ N/A		
PLANNER CONTACT:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
Renata Ooms	213-978-1222	renata.ooms@lacity.org
SENIOR CITY PLANNER:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
Claudia Rodriguez	818-374-5067	claudia.rodriguez@lacity.org
ITEMS FOR CITY COUNCIL CONSIDERATION (IE. ENTITLEMENTS, LEGISLATIVE ACTIONS):		
Zone Change (ZC) *Note: Appeal of Zone Variance (ZV); Conditional Use (CU); Waiver of Dedication and Improvement (WDI); Specific Plan Project Permit Compliance (SPP); and Design Review Board for the Granada Hills Specific Plan (DRB) under a separate Council File		
FINAL ENTITLEMENTS NOT ADVANCING FOR CITY COUNCIL CONSIDERATION: (UNAPPEALED OR NON-APPEALABLE ITEMS)		
☒ N/A		

ITEMS APPEALED:			
☒ N/A			
ATTACHMENTS:	**REVISED:**	**ENVIRONMENTAL DOCUMENT:**	**REVISED:**
☒ Letter of Determination	☐	☒ Categorical Exemption (CE) (Notice of Exemption)	☐
☒ Findings of Fact	☐	☐ Statutory Exemption (SE) (Notice of Exemption)	☐
☒Staff Recommendation Report	☐	☐ Negative Declaration (ND)	☐
☒ Conditions of Approval	☐	☐ Mitigated Negative Declaration (MND)	☐
☒ T Conditions	☐	☐ Environmental Impact Report (EIR)	☐
☐ Proposed Ordinance	☐	☐ Mitigation Monitoring Program (MMP)	☐
☒ Zone Change Map and Ordinance	☐	☐ Sustainable Communities Project Exemption (SCPE)	☐
☐ GPA Resolution	☐	☐ Sustainable Communities Environmental Assessment (SCEA)	☐
☐ Land Use Map	☐	☐ Sustainable Communities Environmental Impact Report (SCEIR)	☐
☒ Exhibit A – Plans	☐	☐ Appendices	☐
☒ Mailing List (both Word and PDF)	☐	☐ Other:	☐
☒ Interested Parties List	☐		
☐ Appeal	☐		
☐ Development Agreement	☐		
☐ Site Photographs	☐		
☐ Other:			

NOTES / INSTRUCTIONS:
Please create a Council File.

CITY COUNCIL NOTICE TIMING:	NOTICE LIST (SELECT ALL):	NOTICE PUBLICATION:
☐ 10 days	☐ Owner	☐ 10 days
☐ 15 days	☐ Applicant	☐ 15 days
☒ 24 days	☐ Adjacent/Abutting	☒ 24 days
☐ N/A / None	☐ 100’ radius	☐ N/A / None
☐ Other: [enter here if applicable]	☐ 300’ radius	☐ Other: [enter here if applicable]
	☒ 500’ radius	
	☐ Neighborhood Council	
	☒ Interested Parties	
	☐ Other:	

FISCAL IMPACT STATEMENT:	
☐ Yes	☒ No
*If determination states administrative costs are recovered through fees, indicate “Yes.”	

PLANNING COMMISSION:	
☐ **City Planning Commission (CPC)** ☐ **Cultural Heritage Commission (CHC)** ☐ **Central Area Planning Commission** ☐ **East LA Area Planning Commission** ☐ **Harbor Area Planning Commission**	☒ **North Valley Area Planning Commission** ☐ **South LA Area Planning Commission** ☐ **South Valley Area Planning Commission** ☐ **West LA Area Planning Commission**
PLANNING COMMISSION HEARING DATE:	**COMMISSION VOTE:**
May 7, 2026	4 – 0
LAST DAY TO APPEAL:	**DATE APPEALED:**
N/A	N/A
COUNCIL TIME TO ACT:	**TIME TO ACT START:**
☐ **30 days** ☐ **45 days** ☐ **60 days** ☐ **75 days** ☒ **90 days** ☐ **120 days** ☐ **N/A / None** ☐ **Other: [enter here if applicable]**	☐ **Appeal Filing Date** ☒ **Received by Clerk** ☐ **Last Day to Appeal** ☐ **N/A / None** ☐ **Other: [enter here if applicable]**
TRANSMITTED BY:	**TRANSMITTAL DATE:**
Stephanie Gavidia Commission Executive Assistant I	September 8, 2026

NORTH 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: JULY 29, 2026

Case No.: APCNV-2023-8011-ZC-ZV-CU-WDI-SPP-DRB Council District: 12 – Lee
CEQA: ENV-2023-8012-CE
Plan Area: Northridge

Project Site: 10125 and 10113 North Balboa Boulevard; 17022 Romar Street

Applicant: Karen Metcalf c/o Steve Tolopilo
Representative: Kevin K. McDonnell, Esq.

At its meeting on **May 7, 2026**, the North Valley Area Planning Commission took the actions below in conjunction with the following Project:

Upgrade and continued use of an existing car wash (Denny's Car Wash) which currently consists of five self-service wash bays, one automated car wash tunnel, and six vacuum stations. The Proposed Project includes: replacing existing fabric shade covers with outdoor shade structures over the vacuum cleaner stations; demolition of a 400 square foot office/storage area and the addition of a 495 square foot equipment housing area; demolition and replacement of a 300 square foot equipment housing area. The automatic car wash tunnel and self-serve vacuum stations operate between the hours of 8:00 a.m. and 7:00 p.m., daily. The self-serve wash bay stations operate between the hours of 7:00 a.m. and 9:00 p.m., daily. The project also includes a vehicle queuing lane on the rear portion of the lot located at 17022 Romar Street, across the alley to the west from the car wash.

1. **Determined**, based on the whole of the administrative record, the Project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15301, Class 1 (Existing Facilities) and Class 3 (New construction or conversion of small structures), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approved** and **recommended** that the City Council **adopt** the attached ordinance, pursuant to Chapter 1 Section 12.32 of the Los Angeles Municipal Code (LAMC), a Zone Change from P-1VL to C2-1VL;
3. **Approved**, pursuant to LAMC Chapter 1 Section 12.27, a Zone Variance to allow the continued use of a vehicle queuing in the RE11 Zone;
4. **Approved,** pursuant to LAMC Chapter 1 Section 12.24 A.4, a Conditional Use for the remodel of an existing Automotive Use (car wash) that results in more than a 20 percent increase in floor area and does not comply with the requirements enumerated in LAMC Section 12.22 A.28(b)(5);
5. **Approved**, pursuant to LAMC Chapter 1 Section 12.37, a Waiver of Dedication to waive the five foot right of way dedication along Balboa Boulevard;
6. **Approved**, pursuant to LAMC Chapter 1 Section 11.5.7 C and Section 11 of the Granada Hills Specific Plan, a Project Permit Compliance and Design Review for an expansion and renovation of an existing car wash;
7. **Adopted** the attached Modified Conditions of Approval; and
8. **Adopted** the attached Amended Findings.

The vote proceeded as follows:

Moved: Phelps
Second: Del Rio
Ayes: Collado, Sampson
Absent: Zuniga

Vote: 4 – 0

Stephanie Gavidia, Commission Executive Assistant I
North Valley Area Planning Commission

APPEAL PERIOD - EFFECTIVE DATE

The decision of the North 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 remaining approval 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.

FINAL APPEAL DATE: AUGUST 18, 2026

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.

WHO CAN FILE AN APPEAL

An applicant or any other person aggrieved by the Decision Maker's decision may file an appeal.

HOW TO FILE AN APPEAL

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment. Appeals may be filed either online or in person as referenced below:

Forms are available online at http://planning.lacity.gov/development-services/forms.

ONLINE APPEAL FILINGS THROUGH ONLINE APPLICATION SYSTEM (OAS)

Online Application System (OAS): The OAS (https://planning.lacity.gov/oas) allows entitlement appeals to be submitted entirely online. Appeal fees may be paid for by credit card or e-check.

QR Code to
Online Appeal Filing

IN PERSON APPEAL FILINGS

QR Code to Forms for In-Person Appeal Filing

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, as well as the South Los Angeles DSC on Tuesdays and Thursdays only, and payment can be made by credit card or check.

a. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications;
b. Alternatively, appeal applications can be filed with staff at DSC public counters.

CITY PLANNING DEVELOPMENT SERVICES CENTERS – PUBLIC COUNTERS

Office	Address	Phone Number	Email
Metro DSC	201 N. Figueroa St 4th Floor Los Angeles, CA 90012	(213) 482-7077	planning.figcounter@lacity.org
Van Nuys DSC	6262 Van Nuys Blvd Suite 251 Van Nuys, CA 91401	(818) 374-5050	planning.mbc2@lacity.org
South LA DSC *Tuesday and Thursday Only*	8475 S. Vermont Ave, 1st Floor Los Angeles, CA 90044	(213) 978-1465	planning.southla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

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.

DETERMINATION EFFECTIVE DATE

This determination will become effective after the end of the appeal period date on the first page of this document unless an appeal is filed with the Department of City Planning.

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

SCHEDULING CASE CONDITION CLEARANCE AND BUILDING PERMIT SIGN-OFFS

QR Code to BuildLA Appointment Portal for Condition Clearance

In order to clear conditions and/or obtain building permit sign-offs, you must make an appointment with the Department of City Planning's Development Services Center (DSC). You may schedule a Case Condition Clearance Appointment with the DSC at appointments.lacity.org after the effective date of the determination..

See instructions on how to prepare for your appointment at planning.lacity.gov/project-review/case-filings

Attachments: Zone Change Ordinance, Map, Modified Conditions of Approval, Amended Findings

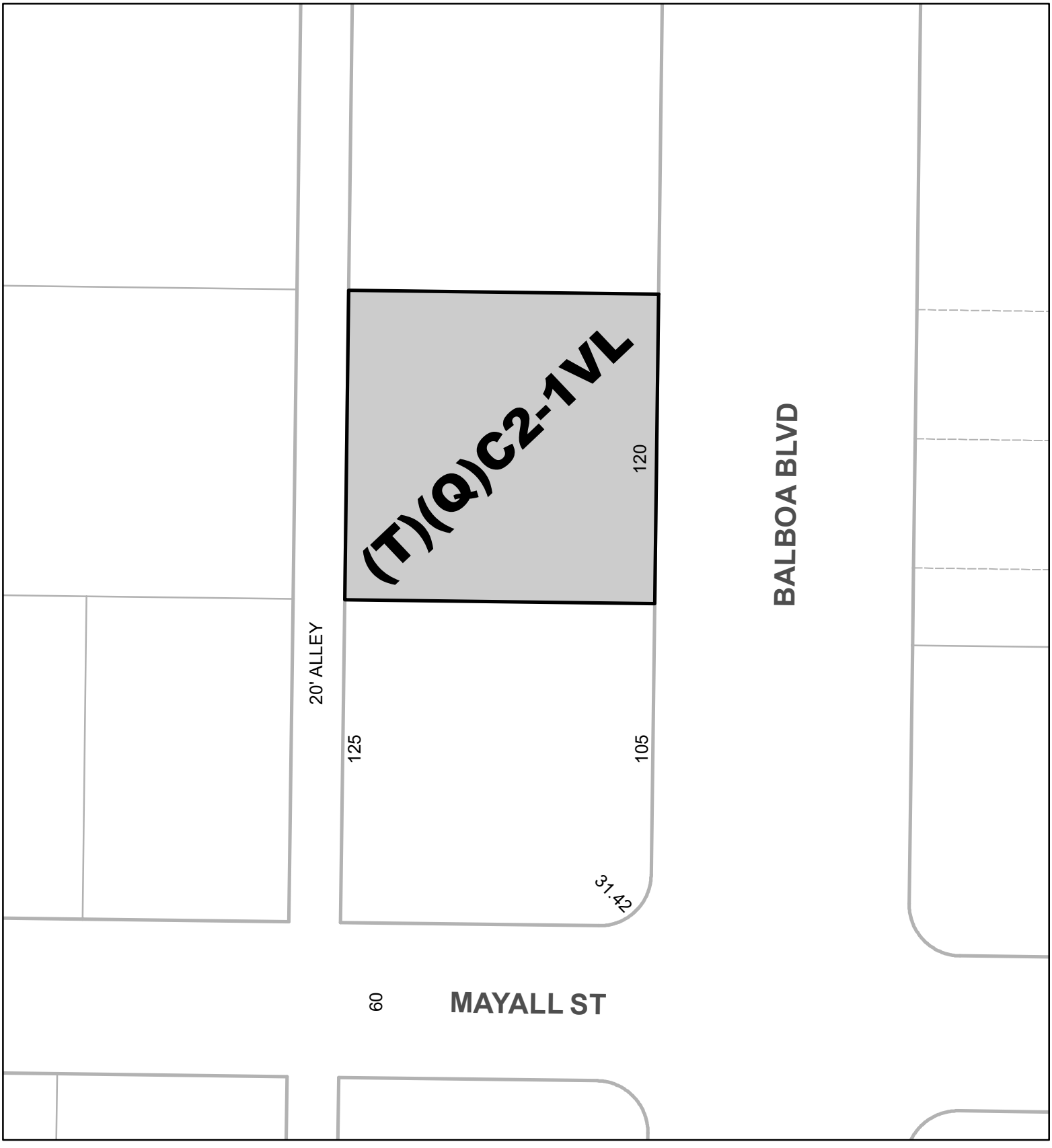
cc: Blake Lamb, Principal City Planner
Claudia Rodriguez, Senior City Planner
Renata Ooms, City Planner

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 classifications on the properties shown upon a portion of the zone maps 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 set forth the zones and height districts as shown on the attached zoning map.



0 50 100

Feet

APCNV-2023-8011-ZC-ZV-CU-WDI-SPP-DRB

AA/Cf 052226

City of Los Angeles

Northridge

Data Sources: Department of City Planning & Bureau of Engineering

(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification:

1. **Site Plan.** 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. The site is limited to uses as permitted by the C2 Zone.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the 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.

Dedications and Improvements. 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). Dedications and improvements 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. **Bureau of Engineering.** 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. Street Dedications.

1. Balboa Boulevard (Boulevard II) – No dedications shall be required.

2. Alley (West of Balboa Boulevard) - None

b. Street Improvements.

1. Balboa Boulevard – Remove the existing concrete sidewalk and construct a 10-foot concrete sidewalk. Remove and replace any broken, off-grade or damaged concrete curb, gutter and roadway pavement. Reconstruct all non-compliant driveways to comply with ADA requirements.

2. Alley – remove and replace any existing broken and damaged asphalt pavement and concrete gutter satisfactory to the BOE - Valley District B-Permit Group.

Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ 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 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 with the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 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 or via https://appointments.lacity.org/apptsys/Public/Account.

Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551 or via https://appointments.lacity.org/apptsys/Public/Account.

The 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 or via https://appointments.lacity.org/apptsys/Public/Account.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715 or via https://appointments.lacity.org/apptsys/Public/Account.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (818) 374-5005 or via https://appointments.lacity.org/apptsys/Public/Account.

c. Provide proper drainage for streets being improved and for the site being developed.

d. Sewer mainlines exist in Balboa Boulevard. Extension of the house connection laterals to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

e. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. Street Lighting.

a. Prior to recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

b. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street light: one (1) on Balboa Blvd.

4. Department of Transportation

a. A minimum of 20-foot reservoir space is required between any security gate or parking space and the property line, or to the satisfaction of LADOT.

b. A two-way driveway width of W=28 feet is required for all driveways, or to the satisfaction of LADOT.

c. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Los Angeles Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Boulevard, Room 320, Van Nuys, CA 91401.

d. The report fee and condition clearance fee be paid to the Los Angeles Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: The applicant may be required to comply with any other applicable fees per this new ordinance.

5. Los Angeles Fire Department

a. Access for Fire Department apparatus and personnel to and into all structures shall be required.

b. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

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:

1. 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.
2. 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.
3. 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.
4. Submit plot plans indicating access road and turning area for Fire Department approval.
5. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
6. 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.
7. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
8. 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.
9. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

f. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

g. On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a “Fire Lane”.

h. Private development shall conform to the street standard dimensions shown on Department of Public Works Standard Plan S-470-0.

i. Standard cut-corners will be used on all turns.

j. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

k. The following recommendation 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.

l. Site plans shall include all overhead utility lines adjacent to the site.

m. Whereas access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

n. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

o. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

p. Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.

q. 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.

r. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

6. Los Angeles Department of Sanitation and Environment

a. Wastewater Collection Systems Division of the Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject area and found no potential problem to its structures and/or potential maintenance issues, as stated in the memo dated April 18, 2024.

7. Urban Forestry – Street Trees.

a. The 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. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.

c. 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 planting 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) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal or planting of any tree in the public right-or-way- requires approval of the Board of Public Works. All protected tree removals must be approved by the Board of Public Works. Contact

CONDITIONS OF APPROVAL

(As Modified by the North Valley Area Planning Commission at its meeting of May 7, 2026)

Pursuant to LAMC Chapter 1A, Sections 13B.5.3, 13B.2.2, 13B.4.2, and 13B.4.3, and LAMC Chapter 1, Section 12.37.I of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property.

Entitlement Conditions

1. **Use.** Authorized herein is:

   a. A car wash with five self-serve wash bays, six self-serve vacuum stations, and one automatic car wash tunnel.

   b. Vehicle queuing within the 20-foot wide rear portion of the RE11 zoned parcel.

2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan, and elevations labeled Exhibit "A" attached to the subject case file. Minor deviations may be allowed in order to comply with provisions of the Municipal Code and the conditions of approval.

3. **Hours of Operation.**

   a. The automatic car wash tunnel and self-serve vacuum stations shall operate between the hours of 8:00 a.m. and 7:00 p.m., daily.

   b. The self-serve wash bay stations shall operate between the hours of 7:00 a.m. and 9:00 p.m., daily.

   c. Site cleaning, sweeping, trash collection, and deliveries to the site shall be limited to the following hours: Monday through Friday, 7:00 am to 7:00 pm and Saturday and Sunday 8:00 am to 5:00 pm. Notwithstanding the above, trash collection shall not be allowed on Sundays or legal holidays.

4. **Automobile Parking.**

   a. **Automobile parking.** No deviation from parking requirements has been granted herein. Parking shall comply with LAMC Chapter 1 Section 12.21 A.4.

   b. **Electric Vehicle Parking.** All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Section 99.05.106 of Article 9, Chapter IX of the LAMC.

   c. **Bicycle parking** shall be provided in conformance with the Municipal Code.

5. **Vacuum Stations.**

   a. Patrons using vacuum stations shall be prohibited from parking with all or portions of the vehicles in the alleyway area.

   b. The vacuum station equipped shall be placed at least 9 feet from the rear property line.

c. Signage and stripping on the asphalt shall be used to indicate the rear property line and indicate where cars should park to use the vacuum stations. The signs and stripping should prevent patrons from parking their vehicles partly within the alley while they use the vacuum station.

6. After Hours Gates. The property shall be gated after hours.

7. Landscaping. The project shall provide 984 square feet of landscaping, in substantial conformance with Exhibit "A". Trees shall be provided on-site as shown in Exhibit "A." Proposed trees shall have a minimum trunk diameter of two inches and a height of eight feet at the time of planting. Palm trees shall not be considered in meeting this requirement.

8. Street Trees. Street trees shall be provided to the satisfaction of the Urban Forestry Division.

9. Roof Structures. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view from any abutting properties.

10. Circulation Plan. Prior to the issuance of any building permit, final driveway dimensions and internal circulation schemes shall be approved by Los Angeles Department of Transportation Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, 818-374-4699) (**DOT**).

Note: DOT provided initial review of a circulation plan as documented in their letter to Planning dated May 5, 2026 which included a circulation diagram titled "Attachment B REVISED Vehicle Routing to and from Car Wash Facilities" dated 03/2023.

11. Any one way driveway or prohibited left turn as determined by the Department of Transportation shall post a sign clearly visible from the right of way affected.

12. Vehicle Queuing Lane Attendant. At least one queuing attendant shall be on site between 7:45 a.m. and 7:15 p.m. to direct vehicles from the vehicle queuing lane to enter the automatic car wash tunnel and to direct vehicles exiting the manual wash bays stations and vacuum stations onto the public alley. The attendant shall ensure there is no entry to the automatic car wash tunnel by cars traveling in the alley in the northerly direction.

13. Windows. The exterior walls and doors of any building, excluding bay doors and/or security grills, housing an automotive use, which are parallel to a street, shall consist of at least 50 percent transparent windows, unless otherwise prohibited by law.

14. New Signs.

a. In addition to the requirements set forth in LAMC Chapter 9, Sections 91.6201 et seq., no person shall erect a pole sign or projecting sign, as defined in Section 91.6203 of the LAMC, on the lot or lots without first obtaining a conditional use permit pursuant to LAMC Section 12.24.W.4.

b. Monument signs and information signs may only be located within the landscape-planted areas of the lot or lots.

c. Existing signs with permits issued prior to this approval shall not be required to adhere to this condition.

15. Hours of Operation shall be posted on the site.

16. All windows and glass doors shall be maintained free of any signs.

17. **Good Neighbor Program.** A telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations: entry, visible to pedestrians and/or a customer service desk, front desk or near the reception area. Complaints shall be responded to within 24 hours. The applicant shall maintain a log of all calls and emails, detailing: (1) date complaint received; (2) nature of complaint, and (3) the manner in which the complaint was resolved.

18. **Fences.** Fences or walls erected along the front lot line shall not exceed 36-inches in height.

19. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not available at the time the application is submitted and fees paid for plan check, then provisions should be made for future underground service to the satisfaction of the Bureau of Engineering, if determined necessary by the Department of Water and Power.

20. **Trash Storage.** All trash storage bins shall be located within a gated enclosure constructed of solid masonry and finished to match the exterior wall materials of the main building.

21. **Landscaping.** All landscaping shall comply with LAMC Chapter 1, Sections 12.41, 12.42, and 12.43 and the following requirements:

a. Landscaping - Setback. A landscaped, planted area having a minimum width of four feet shall be required along the Balboa Boulevard property line, as shown in Exhibit "A".

b. **Irrigation System.** An automatic irrigation system shall not be required.

c. Six months after the installation of landscaping, a "Certificate of Completion of Landscape Installation" (Form No. CP-7813) shall be submitted to the City Planning Department to be included in the case file.

22. **Lighting.** All exterior and flood lighting shall be directed onto the lot or lots and shall be designed to eliminate any glare to adjoining properties.

23. Spray painting shall not be conducted.

24. Junkyard or automobile dismantling activities shall not be conducted.

25. Public address systems shall not be permitted.

26. All loading, including those of vehicles, shall occur on-site.

27. Vehicles shall not be stored on-site over-night. Any off-site parking shall comply with LAMC Chapter 1, Section 12.21.A.6.

28. Accessory sales activities shall not occur outside a fully enclosed building.

29. Trailers and/or temporary modular buildings shall not be permitted as a work area.

30. Arcades or game machines shall not be permitted.

31. Temporary canopy tents shall not be permitted when the tents are visible from the street.

32. The site shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times. One trash receptacle shall be located for every 200 square feet of open space and shall be uniformly distributed throughout the open areas of the site.

33. Any power driven or steam cleaning machinery used shall maintain noise levels below the levels provided in Table II of LAMC Chapter 11, Section 111.03. The comparison between the noise emanating from the automotive laundry or wash rack and from Table II shall be made in the manner set forth in LAMC Chapter 11, Section 111.02(a).

34. On-site pennants, banners, ribbons, streamers, spinners, balloons and supergraphic signs are prohibited.

Design Review Board Conditions

35. Replace the existing T1-11 mansard roof on the car wash tunnel with Spanish tile to match the tile on the roof of the other bays. (Guideline 16 - Architectural Details: Buildings should use multiple architectural details to maintain and enhance the traditional, Spanish Colonial architectural style.)

36. Buildings shall be repainted in earth tone colors as described in the Guidelines. (Guideline 13 - Preferred Colors: The primary colors for wall surfaces should not be harsh, glaring, or bright. White, ivory, and earth tones are the preferred colors. The main color should be light; and trim colors, including ironwork, should be dark.)

37. A “No Trespassing” sign shall be displayed onsite and registered with LAPD on a yearly basis.

38. The applicant shall be responsible for maintaining the premises over which they have control, including the adjoining sidewalk and any public or temporarily closed alleys abutting the site, free of debris and litter.

39. Landscaping:

a. The Applicant shall adhere to the Landscaping Maintenance Schedule and watering plan as shown in the Landscape Plan sheet L-1.

b. The Applicant shall replace any dead plant material on an ongoing basis.

Administrative Conditions

40. **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.

41. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

42. **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.

43. 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.

44. 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.

45. Building Plans. Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

46. 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 City 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.

47. <u>Indemnification and Reimbursement of Litigation Costs.</u>

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 <u>but not limited to</u>, 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 North Valley Area Planning Commission at its meeting of May 7, 2026)

General Plan/Charter Findings (Charter 556)

1. General Plan.

a. **General Plan Land Use Designation.** The subject site is within the Northridge Community Plan Area, which was updated by the Los Angeles City Council on February 24, 1998. The subject site consists of two parcels separated by a 20-foot wide public alley.

The parcel located at 10113 & 10125 N Balboa Boulevard consists of two zones: C2-1VL and P-1VL and is designated for Community Commercial with corresponding zones of CR, C2, C4, and RAS3. The proposed Zone Change from P-1VL and C2-1VL to (Q)(T)C2-1VL will provide consistency with the site's zoning and general plan land use designation of Community Commercial as the site's current P Zone is not a corresponding zone. The proposed car wash is a commercial use permitted in the C2 Zone with a Conditional Use Permit approval.

The parcel located at 17022 W Romar Street is zoned RE11-1 and has a land use designation of Very Low II Residential within the Northridge Community Plan area. The general plan designation is consistent with the zoning for this parcel as the general plan's corresponding zones are RE15 and RE11. The proposed vehicle queuing use proposed at this site is not permitted by-right in this zone and requires approval of a Zone Variance.

Therefore, as approved, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

b. **Land Use Element.** As proposed, the project complies with applicable provisions of the Los Angeles Municipal Code and the Northridge 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 34 Community Plans. The car wash parcel (10113 & 10125 N Balboa Boulevard) is designated the site for Community Commercial land uses with corresponding zones of CR, C2, C4, and RAS3 The proposed Zone Change from P-1VL and C2-1VL to (Q)(T)C2-1VL will provide consistency with the site's zoning and general plan land use designation of Community Commercial as the site's current P1 Zone is not a corresponding zone.

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

> *Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique character of the community.*

The project as proposed will continue to serve the needs of the local community by providing a service that has existed since 1967. The project includes a minor expansion and renovation of an existing car wash that will remain. Such improvements include: a

new 1,879 square foot durable shade structures; demolition of an approximately 400 square foot office and storage area located within the existing wash bay area; the construction of approximately 495 square foot equipment housing area along the south boundary of the site; and removal and replacement of an approximately 300 square foot equipment housing area. The improvements will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being for the surrounding businesses and support public convenience in the community.

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

Goal 3H: Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.

Objective 3.12: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.

The project as proposed will maintain the existing character of the surrounding commercial district, while improving an existing car wash site. Surrounding properties along Balboa Boulevard are generally developed with shopping centers and stand alone retail businesses. The project adheres to floor area and height limitations of the requested C2-1VL zone. The addition and remodel of the car wash includes new landscaping, improved sidewalks, and will maintain the general character of the existing local commercial district along Balboa Boulevard.

d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street improvements surrounding the project site. Balboa Boulevard is a designated Boulevard II under Mobility Plan 2035, dedicated to a width of 110 feet and is improved with asphalt roadway, concrete curb, gutter, and 10-foot existing sidewalk.

The Bureau of Engineering (BOE) requires a 5-foot dedication along the property frontage to complete a 15-foot wide Boulevard II sidewalk standard in accordance with Boulevard II standards of Mobility Plan 2035. The applicant requests to waive the 5-foot dedication (the Waiver of Dedication finding is made later in this report).

BOE also requires the project to replace any broken or damaged sidewalk, curb, gutter, and pavement on Balboa Boulevard and the public alley. Conditions for improvements have been imposed under the (T) Tentative Classification conditions in accordance with Boulevard II standards of Mobility Plan 2035.

The implementation of such public improvements would continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. The project as designed and conditioned will meet the following goals and objectives of Mobility Plan 2035:

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

The proposed project will replace any broken, off grade, or damaged sidewalk to create a quality, safe and comfortable walking environment. The maintained sidewalk facilities will improve pedestrian walkability along Balboa Boulevard. Also, any improved sidewalk along the driveways on Balboa Boulevard, or alley improvements, will enhance vehicle accessibility and experience going onto and out of the site.

Zone Change Findings; "T", "Q" Classification Findings

2. Pursuant to Section 12.32-F 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 from P-1VL and C2-1VL to (Q)(T)C2-1VL will bring consistency with the site's zoning and General Plan land use designation of Community Commercial. The proposed Zone Change would also allow the subject site to be developed consistent with the goals and objectives of the General Plan Framework Element and the Northridge Community Plan as outlined above. The applicant proposes new 1,879 square foot durable shade structures; demolition of an approximately 400 square foot office and storage area located within the existing wash bay area; the construction of approximately 495 square foot equipment housing area along the south boundary of the site; and removal and replacement of an approximately 300 square foot equipment housing area. The project will provide upgrades to an existing commercial car wash that provides a service for the Northridge Plan community. Additionally, the enhanced site circulation will improve traffic in the alley and along Balboa Boulevard. Thus, the proposed Zone Change will bring conformance with the public necessity.

b. Convenience: The proposed Zone change will allow for the improvements to the site, as listed in the paragraph above, will contribute to the overall convenience of visiting the site and using Balboa Boulevard. The site access and circulation would result in an orderly conduct of vehicles entering and existing the subject site, which would minimize the potential of traffic overflowing onto the abutting public alley that abuts the site or to Balboa Boulevard. The Zone Change will allow for the zoning to be consistent with the general plan designation, as well as allow for the car wash as a permitted use. As the existing P-1VL Zone restricts land use to parking only. Additionally, the required sidewalk and street improvements will enhance the existing public right-of-way along the Balboa Boulevard frontage. Therefore, the project will provide for public convenience.

c. General Welfare: Granting the Zone Change from P-1VL and C2-1VL to (Q)(T)C2-1VL will allow for a commercial use that has been existing since 1967 to be upgraded and maintained. The project will enhance the urban environment as the site will provide landscaping areas along the Balboa Boulevard frontage and will improve the public right-of-way fronting Balboa Boulevard surrounding the site. Given the project's proximity to existing job centers and transit services, the project will continue to provide a desirable commercial use to serve the Northridge community, thereby advancing the general welfare.

d. Good Zoning Practices: The portion of the site that is seeking a Zone Change is presently zoned C2-1VL and P-1VL and is located within the Community Commercial land use designation, which includes the following corresponding zones CR, C2, C4, and RAS3. The P Zone is not a corresponding zone of the Community Commercial land use designation. Approval of the Zone Change from P-1VL and C2-1VL to (Q)(T)C2-1VL will make the site's zoning consistent with the land use designation, in keeping with good zoning practice. The Zone Change will also accommodate the proposed addition and renovation to the car wash and is consistent with the type of development encouraged by the General Plan Framework Element and the Northridge Community Plan.

e. "T" and "Q" Classification Findings. Pursuant to LAMC Chapter 1 Sections 12.32-G.1 and G.2, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified improvements, and construction notices are issued to meet the public's needs, convenience and general welfare served by the required actions. The conditions that limit the operations, scale and scope of development, are also necessary to protect the best interests of 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.

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.

Zone Variance Findings

3. The strict application of the provisions of the Zoning Ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.

The subject property consists of the main parcel (addressed 10113 & 10125 N. Balboa Boulevard), which is zoned for commercial and parking uses and houses an existing car wash, known as Denny's Car Wash. The subject site also includes a second parcel (addressed 17022 West Romar Street) which is zoned RE11-1 and that is across a 20-foot wide public alley to the west from the car wash. A 20-foot wide portion of the second parcel is currently used for the queuing of vehicles awaiting to enter the car wash and use the automatic car wash tunnel. Queuing of vehicles is prohibited in the RE11 zone.

Authorized herein is the provision to allow the continued use of vehicle queuing on a 20-foot wide portion of RE11 zoned site (on the lot located at 17022 Romar Street, across the public alley to the west from the car wash) in association with an existing car wash that has been in operation since 1967.

To access the automatic car wash, vehicles enter the public alley through Balboa Boulevard, approximately 185 feet north of the subject site. The public alley wraps around an automotive repair shop and extends to the subject car wash and empties out 125 feet south of the subject site into Mayall Street.

Through the public alley, customers can access the queuing lane carved out of the RE11-1 zoned parcel. Up to five vehicles can wait in the queuing lane until a car wash attendant directs a vehicle to enter the automatic car wash tunnel. This is in lieu of vehicles queuing in the public alley potentially creating traffic impacts or unsafe conditions resulting in vehicle collisions.

Disapproval of the Zone Variance request would create disorderly and unsafe conditions in the public alley and on Balboa Boulevard. Vehicles trying to access the automatic car wash tunnel from the public alley would queue in the alley, blocking through traffic. The alley provides access to the commercial businesses north of the car wash and to the rear of the single-family neighborhood south of the car wash site. Queuing in the alley would block access to the other nearby homes and businesses.

The Department of Transportation's (DOT) reviewed and approved the project's site plan and site circulation exhibit, which demonstrates the route of vehicles to and from the car wash. In their letter, issued on April 30, 2025, DOT found the proposed site access, circulation, and queuing lane in the RE11 zoned property acceptable.

As conditioned, vehicles will be restricted to only enter the automated car wash tunnel from the vehicle queuing lane and exit to Balboa Boulevard. To access the self-serve wash stations and self-serve vacuum stations, vehicles are also restricted to enter from Balboa Boulevard and exit to the public alley, to the rear of the car wash site. As a result, the Zone Variance will provide controlled access in-and-out of the site and thereby encourage a safe path of travel along the public alley for customers of the site and for drivers who use the public alley for travel. It is not the intent of the zoning regulation to create practical difficulties for local commercial businesses who provide a service to the local community, especially for business operators who ensure safe conditions. Therefore, the strict application of the provisions of the Zoning Ordinance would result in practical difficulties inconsistent with the general purpose and intent of the zoning regulations.

4. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

The subject site consists of two parcels separated by a 20 foot wide public alley. The main parcel ("car wash parcel") is zoned C2-1VL and P1-1VL and houses Denny's Car Wash, located at 10113 & 10125 N Balboa Boulevard and is a rectangular-shaped, 14,383 square foot lot. There are 120 linear feet of frontage along Balboa Boulevard and approximately 120 feet along the rear, facing the public alley. The second parcel ("vehicle queuing lane parcel"), is zoned RE11-1 and houses the vehicle queuing lane, is located at 17022 West Romar Street and is developed with a single-family dwelling[1]. However, only the easterly portion of this parcel that runs parallel to the public alley is part of the project. This area houses the vehicle queuing lane. This parcel is zoned RE11. There is a retaining wall and landscape buffer that separates the single-family dwelling from the vehicle queuing lane. The queuing lane generally fits four to five vehicles.

Surrounding uses include a mix of commercial, public facility, and single-family residential uses. Properties to the north of the subject site are zoned C2-1VL, P-1VL, and RE11-1. They have general plan land use designations of Community Commercial and Very Low II Residential, respectively. The sites to the north are developed with an automotive body shop/retail storefront and a single-family dwelling.

Properties to the east of the subject site, across Balboa Boulevard, are zoned PF-1L and C2-1VL. They have general plan land use designations of Public Facilities and Community Commercial, respectively. These sites are developed with the Los Angeles Fire Department Station No. 87 and a community center.

[1] The single-family dwelling is not part of the project.

Properties to the south of the subject site are zoned C2-1VL and RE11-1. They have general plan land use designations of Community Commercial and Very Low II Residential, respectively. The sites to the south are developed with a gasoline station and a single-family dwelling.

Properties to the west of the subject site, across the 20-foot wide public alley are zoned RE11-1 and have general plan land use designation of Very Low II Residential. The sites to the west are developed with single-family dwellings.

There are special circumstances applicable to the subject property that do not apply generally to other property in the same vicinity. The proposed project consists of the upgrade, continued use, and continued maintenance of an existing car wash (Denny's Car Wash). The existing car wash consists of five self-service wash bays, one automated car wash tunnel, and six vacuum stations covered by fabric shade covers. As described above, the Zone Variance request will allow the continued use of vehicle queuing in the RE11 Zone (on the lot located at 17022 Romar Street) in association with the existing car wash that has been in operation since 1967. As described in Finding No. 4, it would result in practical difficulties inconsistent with the general purpose and intent of the zoning regulations to disapprove the vehicle queuing on the RE11 zoned site, that runs parallel to the public alley across the car wash site.

The existing car wash has been operating since 1967 and have been good neighbors throughout this time. The zoning of the main site in which the car wash is housed is unique with two different zones: C2-1VL and P1-1VL. The concurrent Zone Change will allow for the zoning to be consistent with the general plan designation and allow for the car wash use as the P1 Zone limits land use to parking only. Therefore, the location, site zoning, history of the site as a car wash, and surroundings are special circumstances applicable to the property that do not apply generally to other property in the same zone and vicinity.

5. Such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied the property in question.

Denny’s Car Wash has operated and has been providing a service to the Northridge Community Plan area for almost 60 years. The proposed project includes an upgrade, continued use, and continued maintenance of an existing car wash. The existing car wash consists of five self-service wash bays, one automated car wash tunnel, and six vacuum stations covered by fabric shade covers. The work to be completed involves: replacing the existing fabric shade covers over the vacuum cleaner stations with durable shade structures; demolition of an approximately 400 square foot office and storage area; the construction of approximately 495 square foot equipment housing area; and removal and replacement of an approximately 300 square foot equipment housing area.

To keep up with automated systems, at some point during this time the automated car wash tunnel was converted from a self-service car wash bay and the need for a vehicle queuing lane grew as more vehicles switched from using the self-service bays to the automated car wash providing more ease and time savings. The main car wash site is unique with split zoning of C2-1VL and P-1VL. Concurrent to the Zone Variance request, the project includes a Zone Change from P-1VL and C2-1VL to (Q)(T)C2-1VL which will bring the site’s zone into conformance with the general plan designation of Community Commercial and allow for the car wash use, as the P Zone limits land use to parking only.

As demonstrated on Exhibit "A", the vehicle queuing lane in the RE11 Zone only includes a 20-foot wide portion of the RE11 zoned site (17022 Romar Street). The remaining portion of this parcel, which includes a single-family dwelling, is separated from the vehicle queuing lane by a retaining wall and landscaped area.

The car wash has been providing a service to the local and surrounding community since 1967. The Zone Variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances of the site's zoning, site layout and location to a public alley, is denied the property in question.

6. **The granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located**.

The existing car wash has operated at the subject property for almost six decades. Herein is an approval of a Zone Variance to allow vehicle queuing to occur in a 20-foot wide portion of the RE11 zoned site to the west of the main carwash site.

Disapproval of the Zone Variance request would be detrimental to the public welfare by creating disorderly and unsafe conditions in the public alley and on Balboa Boulevard. Without approval of the Zone Variance, vehicles trying to access the automatic car wash tunnel from the public alley would queue in the alley, blocking through traffic. The alley provides access to the commercial businesses north of the car wash and to the rear of the single-family neighborhood south of the car wash site. Queuing in the alley would block access to the other nearby homes and businesses. Therefore, granting variance will not be materially detrimental to the public welfare. To the contrary granting the variance is aligned with public welfare.

Furthermore, the project is conditioned to provide one attendant in front of the vehicle queuing lane to ensure vehicles do not block the public alley and that vehicles that exit the car wash site do not travel southbound on the public alley to Mayall Street - into a single-family residential neighborhood. Therefore, the Zone Variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

7. **The granting of the variance will not adversely affect any element of the General Plan**.

The General Plan is the City's roadmap for future growth and development. The General Plan elements establish goals, policies, purposes, and programs 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 LAMC requirements. Except for the entitlement described herein, the project does not propose to deviate from any other LAMC requirements. The General Plan consists of the Framework Element and 11 additional elements including the Land Use Element which is broken down into Community Plan Areas. The subject site is within the Northridge Community Plan.

The granting of the Zone Variance to allow the continued use of vehicle queuing in the RE11 Zone (on the lot located at 17022 Romar Street, across the public alley to the west from the car wash) in association with an existing car wash is substantially consistent with the following Northridge Community Plan Goals and Objectives:

> *Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique character of the community.*

Policy 2-1.2: Conserve and strengthen viable commercial development throughout the community.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Improve the landscaping of commercial properties.

The above objectives and policies seek to strengthen existing commercial businesses which help to benefit the local and surrounding community. The proposed project, an existing car wash, provides and will continue to provide a service to the local and surrounding community. The project will include the upgrade, continued use, and continued maintenance of an existing car wash. The project includes: replacing the existing fabric shade covers over the vacuum cleaner stations with durable shade structures; demolition of an approximately 400 square foot office and storage area; the construction of approximately 495 square foot equipment housing area; and removal and replacement of an approximately 300 square foot equipment housing area. The proposed upgrades and minor additions, along with the granting of the Zone Variance to allow the continued use of vehicle queuing in the RE11 Zone will allow this business to stay as a viable commercial development in the Northridge Community.

In summary, the approval of the Zone Variance substantially conforms to the purpose, intent, and provisions of the Framework Element and the Northridge Community Plan. Approval is thereby consistent with the General Plan and its elements. The granting of the variance thus will not adversely affect any element of the General Plan.

Conditional Use Findings

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

The proposed project consists of the renovation and minor expansion of an existing car wash. The subject site consists of two parcels separated by a 20 foot wide public alley. The main parcel ("car wash parcel") houses Denny's Car Wash, located at 10113 & 10125 N Balboa Boulevard and is a rectangular-shaped, 14,383 square foot lot. There are 120 linear feet of frontage along Balboa Boulevard and approximately 120 feet along the rear, facing the public alley.

The second parcel ("vehicle queuing lane parcel"), which houses the vehicle queuing lane, is located at 17022 West Romar Street and is developed with a single-family dwelling[2]. However, only the easterly portion of this parcel that runs parallel to the public alley is part of the project. This parcel is zoned RE11. There is a retaining wall and landscape buffer that separates the single-family dwelling from the vehicle queuing lane. The queuing lane generally fits four to five vehicles.

The proposed changes to the site are as follows: replacing the existing fabric shade covers over the vacuum cleaner stations with new 1,879 square foot durable shade structures; demolishing an approximately 400 square foot office and storage area located within the existing wash bay area; constructing an approximately 495 square foot equipment housing area along the south boundary of the site; and removing and replacing of an approximately 300 square foot equipment housing area. Additionally, the project proposes 984 square feet of

[2] The single-family dwelling is not part of the project.

landscaping along the south east portion of the site along Balboa Boulevard, with two new Shoestring Acacia trees and various shrubs to be planted. The proposed hours of operation are as follows: automated car wash tunnel: 7:00 a.m. to 7:00 p.m. daily; self-serve vacuums: 7:00 a.m. to 7:00 p.m., daily; self-serve wash bays: 6:00 a.m. to 9:00 p.m., daily, in lieu of the hours of operation limitations of LAMC Chapter 1 Section 12.22 A.28(b) which are 7:00 a.m. to 7:00 p.m. Monday through Friday; 9:00 a.m. to 8:00 p.m. on Saturdays; 11:00 a.m. to 8:00 p.m. on Sundays. The Commission has conditioned the project to adhere to the following hours of operation: 8:00 am to 7:00 pm, daily for the automated wash tunnel and the self-serve vacuums, and 7:00 am to 9:00 pm, daily for the self-serve wash bays.

Surrounding uses include a mix of commercial, public facility, and single-family residential uses. Properties to the north of the subject site are zoned C2-1VL, P-1VL, and RE11-1. They have general plan land use designations of Community Commercial and Very Low II Residential, respectively. The sites to the north are developed with an automotive body shop/retail storefront and a single-family dwelling. Properties to the east of the subject site, across Balboa Boulevard, are zoned PF-1L and C2-1VL. They have general plan land use designations of Public Facilities and Community Commercial, respectively. These sites are developed with the Los Angeles Fire Department Station No. 87 and a community center. Properties to the south of the subject site are zoned C2-1VL and RE11-1. They have general plan land use designations of Community Commercial and Very Low II Residential, respectively. The sites to the south are developed with a gasoline station and a single-family dwelling. Properties to the west of the subject site, across the 20-foot wide public alley are zoned RE11-1 and have general plan land use designation of Very Low II Residential. The sites to the west are developed with single-family dwellings.

The existing car wash has been in operation since 1967. The business is regularly utilized by the community. The project proposes to upgrade, enhance, and maintain the existing car wash by enhancing the circulation in and around the site, improving shade at the vacuum stations, and adding landscaping to the Balboa Boulevard frontage. These improvements will benefit customers of the car wash as well as the greater Northridge community. There are options for customers to either manually or automatically wash their cars. Providing these options allows for members of the community to get a more complete array of uses. Therefore, the project will enhance the built environment in the surrounding neighborhood and will provide a service that is beneficial to the community, city, and region.

9. 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 proposed project consists of the renovation and expansion of an existing car wash. The subject site consists of two parcels separated by a 20 foot wide public alley. The main parcel ("car wash parcel") houses Denny's Car Wash, located at 10113 & 10125 N Balboa Boulevard and is a rectangular-shaped, 14,383 square foot lot. There are 120 linear feet of frontage along Balboa Boulevard and approximately 120 feet along the rear, facing the public alley. The second parcel ("vehicle queuing lane parcel"), which houses the vehicle queuing lane, is located at 17022 West Romar Street and is developed with a single-family dwelling[3]. However, only the queuing lane area, the easterly portion of this parcel that runs parallel to the public alley, is part of the project. This parcel is zoned RE11. There is a retaining wall and landscape buffer that separates the single-family dwelling from the vehicle queuing lane. The queuing lane generally fits four to five vehicles.

[3] The single-family dwelling is not part of the project.

The proposed changes to the site are as follows: replacing the existing fabric shade covers over the vacuum cleaner stations with new 1,879 square foot durable shade structures; demolishing an approximately 400 square foot office and storage area located within the existing wash bay area; constructing an approximately 495 square foot equipment housing area along the south boundary of the site; and removing and replacing of an approximately 300 square foot equipment housing area. Additionally, the project proposes 984 square feet of landscaping along the south east portion of the site along Balboa Boulevard, with two new Shoestring Acacia trees and various shrubs to be planted.

The proposed hours of operation are 7:00 am to 7:00 pm, daily for the automated wash tunnel and the self-serve vacuums, and 6:00 am to 9:00 pm, daily for the self-serve wash bays. According to information provided by the applicant, the proposed hours are reduced from a 24 hour, 7 days a week operation that had existed for decades. While the proposed hours do not conform to the LAMC automotive use standards pursuant to LAMC Chapter 1, Section 12.22.A.28, the existing car wash operator states they are responsive to neighborhood feedback when issues do arise. The Commission has conditioned the project to adhere to the following hours of operation: 8:00 am to 7:00 pm, daily for the automated wash tunnel and the self-serve vacuums, and 7:00 am to 9:00 pm, daily for the self-serve wash bays.

Surrounding uses include a mix of commercial, public facility, and single-family residential uses. Properties to the north of the subject site are zoned C2-1VL, P-1VL, and RE11-1. They have general plan land use designations of Community Commercial and Very Low II Residential, respectively. The sites to the north are developed with an automotive body shop/retail storefront and a single-family dwelling. Properties to the east of the subject site, across Balboa Boulevard, are zoned PF-1L and C2-1VL. They have general plan land use designations of Public Facilities and Community Commercial, respectively. These sites are developed with the Los Angeles Fire Department Station No. 87 and a community center. Properties to the south of the subject site are zoned C2-1VL and RE11-1. They have general plan land use designations of Community Commercial and Very Low II Residential, respectively. The sites to the south are developed with a gasoline station and a single-family dwelling. Properties to the west of the subject site, across the 20-foot wide public alley are zoned RE11-1 and have general plan land use designation of Very Low II Residential. The sites to the west are developed with single-family dwellings.

The project's main frontage is on the west side of Balboa Boulevard, a major thoroughfare and commercial corridor, and is approximately 105 feet south of a major intersection: Balboa Boulevard and Devonshire Street. This section of Balboa Boulevard is a commercial corridor with other automotive-related businesses within the immediate vicinity of the project site. Directly north of the project is an automotive repair and retailer. Directly south of the project is a gas station. The project proposes improvements and renovations that will be compatible with the neighborhood because part of the upgrades on site include improved site circulation, including a separate queuing lane adjacent to the alley, clearing circulation for other alley users. Also, the project proposes landscaping along the frontage of the site to provide for enhanced pedestrian experience along Balboa Boulevard.

The site is located across a public alley from several residential properties. Neighbors on the alley spoke at the hearing and submitted written comments with complaints related to noise, hours of operation, and cars blocking the alley. The applicant recently reduced the hours of operation from 24 hours, 7 days a week to 7:00 am to 7:00 pm, daily for the automated wash tunnel and the self-serve vacuums, and 6:00 am to 9:00 pm, daily for the self-serve wash bays. The Commenter requested the vacuum stations close at 7:00 pm and that the site be gated to prevent late night use and loitering. The project is conditioned to limit hours of operation as requested by members of the public (commencing at 8:00am and concluding vacuum station use at 7:00 pm) and requiring a gate be installed on the property to gate off the site after hours.

Additionally, there is a condition regarding signage and striping to guide vacuum station users to park their cars without nosing into the alley. The project is conditioned for an attendant to be employed onsite to manage vehicle flow and prevent alleyway obstructions. These conditions substantially lessen any potential noise impacts at night and in the morning and alley vehicle circulation issues. 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.

10. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan

The car wash parcel, 14,383 square feet in area, is located within the Northridge Community Plan. The Community Plan designates the site as Community Commercial with corresponding zones of CR, C2, C4, and RAS3. The property is currently split zoned C2-1VL and P-1VL and is partially inconsistent with the land use designation. The concurrently requested Zone Change will make the entire parcel in the C2 Zone, making it it consistent with the General Plan The Northridge Community Plan contains the following text:

> *Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique character of the community.*

The site is also located within the Granada Hills Specific Plan. The Specific Plan contains the following text:

> *"The purposes of this Specific Plan are as follows: To promote orderly, attractive and harmonious development, minimize the negative environmental effects of development, stabilize land values and investments, and promote the general welfare of the Granada Hills community.*

The project conforms with the provided goals of the applicable Community Plan and Specific Plan. The project will enhance the accessibility of the community by fixing all broken and dilapidated sidewalks and public alley, and prevent the blocking of the alley by providing a queuing area on private property (17022 West Romar Street) for vehicles waiting for the automatic car wash. The project shall promote attractive development by providing landscaping and landscaped buffers along the sidewalk. Also, by upgrading the equipment of the car wash, the project shall increase the efficiency of the service provided, subsequently benefitting the general welfare of the Granada Hills community. Therefore, the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

Supplemental Conditional Use Findings (pursuant to LAMC 12.24.W, 4(b))

11. Project approval will not create or add to a detrimental concentration of automotive uses in the vicinity of the proposed automotive use.

The proposed project is for upgrades to an existing car wash. The car wash has operated at this site since 1967. The proposed project will not add a new automotive use in the vicinity but rather will allow for continued use of an existing automotive use. Therefore, the project approval will not create a detrimental concentration of automotive uses in the vicinity.

12. 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 Department of Transportation (DOT) has reviewed the project and issued an approval letter dated May 5, 2026, accepting the proposed circulation plan, including queuing in the alley. The Project is subject to final circulation approval with DOT, but as proposed, the project reduces traffic congestion in the abutting alley by providing on-site queuing areas.

13. **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 proposed project, which involves upgrades to an existing car wash, does not propose any spray painting.

14. **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.**

The applicant submitted a complete Landscape and Planting Plan to the Department of City Planning on August 6, 2025. The Landscape Plan includes a written maintenance schedule indicating how and when maintenance will occur. Also, the Planting Plan provides all the plant materials proposed, including two new Shoestring Acacia trees. This plan has been incorporated into Exhibit “A”.

Waiver of Dedication Findings

15. **The dedication or improvement requirement does not bear a reasonable relationship to any project impact.**

The proposed project is for the upgrade, continued use, and continued maintenance of an existing car wash (Denny's Car Wash). As a part of the project, BOE submitted conditions to City Planning in a letter dated March 22, 2024. One of the conditions provided requires a five-foot dedication to complete a 15 foot sidewalk along Balboa Boulevard in accordance with Boulevard II standards. This dedication does not bear a reasonable relationship to any project impact. The project mainly affects vehicular traffic because cars are cleaned on the site. The applicant is required to maintain the abutting sidewalk and alley pursuant to the BOE conditions, but further dedication of sidewalk would worsen the vehicular circulation on the site, which would directly contribute to the existing project impacts. Therefore, a five foot dedication along Balboa Boulevard does not bear a reasonable relationship to any project impact.

Granada Hills Specific Plan Findings

16. **A recommendation was made by the Granada Hills Specific Plan Design Review Board, pursuant to Los Angeles Municipal Code Section 16.50:**

The Granada Hills Specific Plan Design Review Board (DRB) heard the project on December 3, 2025. The DRB, in a four to zero vote, recommended approval of the project, with the below conditions. The DRB’s recommended conditions were included in Conditions of Approval on the project.

- Replace the existing T1-11 mansard roof on the car wash tunnel with Spanish tile to match the tile on the roof of the other bays. (Guideline 16 - Architectural Details: Buildings should use multiple architectural details to maintain and enhance the traditional, Spanish Colonial architectural style.)
- Buildings shall be repainted in earth tone colors as described in the Guidelines. (Guideline 13 - Preferred Colors: The primary colors for wall surfaces should not be harsh, glaring, or bright. White, ivory, and earth tones are the preferred colors. The main color should be light; and trim colors, including ironwork, should be dark.)
- A “No Trespassing” sign shall be displayed onsite and registered with LAPD on a yearly basis.
- The applicant shall be responsible for maintaining the premises over which they have control, including the adjoining sidewalk and any public or temporarily closed alleys abutting the site, free of debris and litter.
- Landscaping:
    - The Applicant shall adhere to the Landscaping Maintenance Schedule and watering plan as shown in the Landscape Plan sheet L-1.
    - The Applicant shall replace any dead plant material on an ongoing basis.

17. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

Based on a review of the plans and materials submitted labeled Exhibit “A”, the proposed project, upgrades to and renovation of an existing car wash, the following findings are made in accordance with Section 11.5.7 C.2 of the Los Angeles Municipal Code and the applicable review criteria of Sections 5, 6, 7, 8, and 9, as enumerated below, the proposed project complies with all applicable regulations, findings, standards and provisions of the Granada Hills Specific Plan, as follows:

Section 5: Uses. While new automotive uses are not allowed, the project includes the renovation of the existing car wash that has been in operation since 1967 (Per building permit history). Pursuant to the Specific Plan Section 5.A., "Existing automotive uses may continue or expand as authorized under the conditional use processed in LAMC Section 12.22.A.28(c).” Therefore, the project complies with Section 5 of the Specific Plan.

Section 6: Height. The maximum height of the existing car wash is 21 feet which complies with the 45-foot maximum height limitation for projects within Sector A (Section 6, Height Limitations, of the Specific Plan). No additional height is proposed.

Section 7: Landscaping, Setbacks, and Screening. The project proposes 984 square feet of landscaping along the south east portion of the site and between the driveways along Balboa Boulevard, with two new Shoestring Acacia trees and various shrubs to be planted. Pursuant to Section 7 of the Granada Hills Specific Plan, the applicant submitted a Landscape and Planting plan, and although the use is existing and the site is built up, the applicant implemented landscaping to the extent possible, including the addition of landscaped setbacks along the Balboa Boulevard Frontage. No proposed parts of the project trigger the requirements for screening.

Section 8: Parking Requirements. The project includes several car wash and vacuum bays where visitors of the site may park, but overall, the use of the site is not designed for a long-term stay and no stand alone parking is provided.

Section 9.A: Design (All Sectors) and 9.B: Design (Commercial Projects: Sectors A and B). The project does not propose any new structures visible from the public right of way. No

changes are proposed to the existing structures which are visible from the public right of way. Therefore Section 9.A of the Specific Plan is not applicable.

Section 10: Signs. The project does not propose any new signage. Therefore Section 10 of the Specific Plan is not applicable based on the scope of work.

18. **The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

    Mitigation measures are not necessary for the subject project, and there are no potentially significant negative environmental effects associated with the project. Based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Sections 15301 (Class 1 existing facilities) 15303 (Class 3 new or small structures), and there is no substantial evidence demonstrating that an exception to a categorical exemption applies pursuant to CEQA Guidelines, Section 15300.2 applies.

Environmental Findings

19. The proposed project qualifies for a Class 1 and Class 3 Categorical Exemption ("existing facilities" and "new construction or conversion of small structures"). The Categorical Exception document attached to the subject case file provides the full analysis and justification for project conformance with the definitions of a Class 1 and Class 3 Categorical Exemption.

20. **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 outside the flood zone.