

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 dwelling¹. 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 dwelling². 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 dwelling³. 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 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.