

ATTACHMENT A

BACKGROUND INFORMATION

KEYES HONDA VAN NUYS
6001 Van Nuys Boulevard
Van Nuys, CA 91411

PROJECT OVERVIEW

The Applicant, Keyes Motors, Inc., seeks to demolish approximately 48,530 square feet of existing structures and associated improvements for the construction, use, and maintenance of an automobile dealership (including the sale of new and used automobiles and incidental automobile service/repair), which is comprised of a new, 2-story plus roof deck, maximum 45-foot high (excluding rooftop solar panels and other rooftop structures) commercial building with approximately 82,273 square feet of Floor Area and associated parking, automobile inventory storage/display parking, landscaping, signage, and exterior display/security lighting (the proposed “Project”) on an approximately 173,216-square foot property in the CM-1VL Zone located at 6001 Van Nuys Boulevard (the “Project Site”), generally bounded by Van Nuys Boulevard on the east, Oxnard Street on the south, Vesper Avenue on the west, the Metro Orange Line Busway on the north, and bisected by Aetna Street.

The Applicant is requesting a **CONDITIONAL USE PERMIT**, pursuant to Los Angeles Municipal Code (“LAMC”) Section 12.24.W.27, to allow deviations from the Commercial Corner Development Standards enumerated in LAMC Section 12.22.A.23 for the proposed automobile dealership and ancillary automobile services, and a **WAIVER OF DEDICATION OR IMPROVEMENT**, pursuant to LAMC Section 12.37.I.3, to permit the waiver of the **Local Street – Standard** dedication and improvement requirements on the portion of Aetna Street bisecting the Project Site, as further described in *Attachment B – Entitlement Requests*.

BACKGROUND

Project Site

The Project Site is level and rectangular-shaped, and is comprised of six lots and two Assessor’s parcels (APNs 2241-027-004 and -001) with a total lot area of approximately 173,216 square feet (\pm 3.98 acres)¹, located in the CM-1VL Zone in the Van Nuys – North Sherman Oaks Community Plan area of the City of Los Angeles. A portion of Aetna Street currently bisects the Project Site: the portion of the Project Site located north of Aetna Street contains approximately 56,249 square feet of lot area, while the portion located south of Aetna Street contains approximately 116,967 square feet of lot area. The portion of the Project Site located north of Aetna Street has approximately 100 feet of street frontage along the westerly side of Van Nuys

¹ Lot area is after the anticipated dedication for Vesper Avenue by the property owner under Vesting Tentative Tract Map No. 73682, but does not include the required dedication for the portion of Aetna Street adjoining and bisecting the Project Site. Please see the next paragraph on Page 2 for additional information.

Boulevard and along the easterly side of Vesper Avenue, and approximately 565 feet of street frontage along the northerly side of Aetna Street. The portion of the Project Site located south of Aetna Street has approximately 169 feet of street frontage along the westerly side of Van Nuys Boulevard, approximately 172 feet of street frontage along the easterly side of Vesper Avenue, approximately 530 feet of street frontage along the southerly side of Aetna Street, and approximately 526 feet of street frontage along the northerly side of Oxnard Street. The Project Site is legally described as Lots 1, 2, 3, 4 and 5 in Block 35 of Tract 1200 (M.B. 19-35) and Lot 1 of Tract 27724 (M.B. 709-45).

It should be noted that there is a Vesting Tentative Tract Map (Planning Case No. VTT-73682), which has been submitted by the property owner, and which was conditionally approved on April 18, 2017 by the Deputy Advisory Agency to merge and re-subdivide the Project Site and the portion of Aetna Street where it bisects the Project Site into one ground lot. The scope of work for VTT-73682 also includes the relocation and undergrounding of the overhead utility lines currently lining Aetna Street from the east side of Van Nuys Boulevard to Vesper Avenue. Although VTT-73682 was conditionally approved by the Advisory Agency, the merger and closure of Aetna Street will not go into effect until the Final Map records.

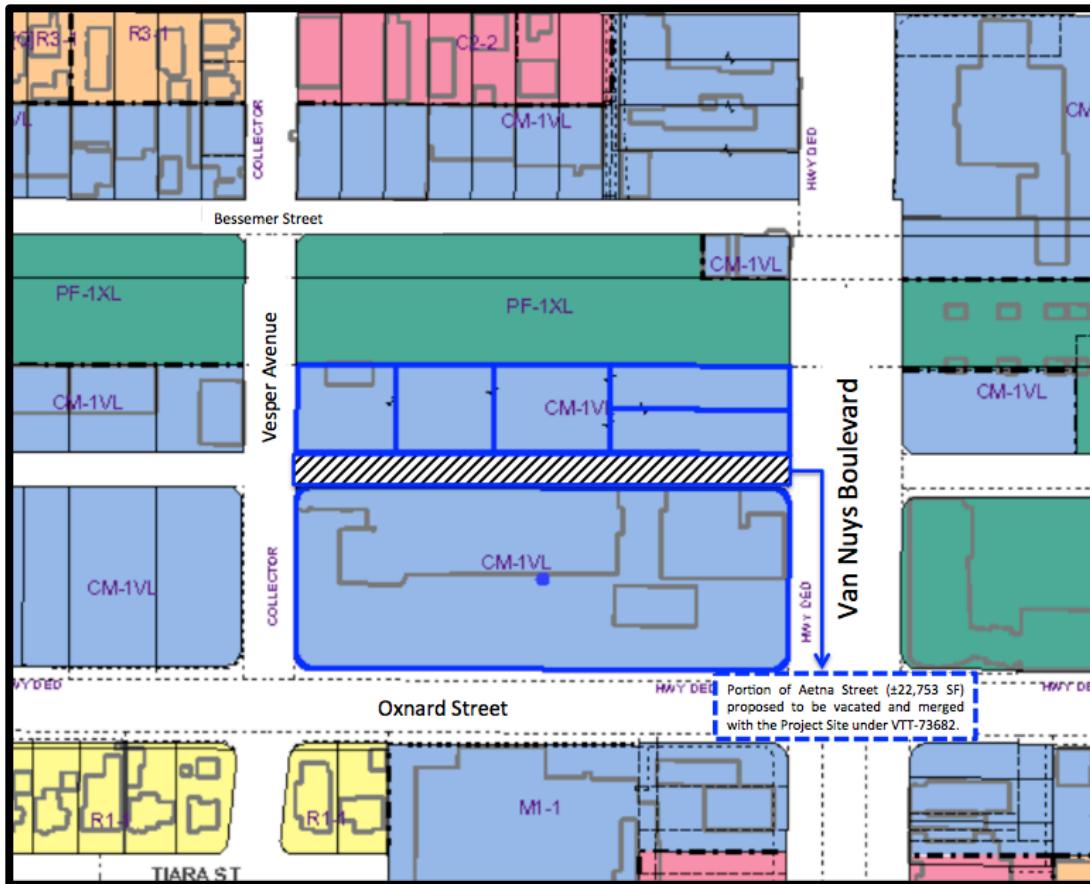
Since the Applicant is pursuing a new automobile dealership regardless of the merger of the street, the entitlement requests herein assume the retention of Aetna Street until such time that the Final Map records. Upon recordation of the Final Map, Aetna Street will be incorporated into the Project Site and the following requests related to the Project will no longer be necessary: the deviation from the “Windows” Development Standard to allow the exterior walls and doors of the ground floor containing non-residential uses fronting Aetna Street to consist of 42% transparent windows, in lieu of the 50% transparent windows required, and the deviation from the “Landscaping - Setback” Development Standard to allow a 0-foot landscape setback along the north side of the proposed building fronting the south side of Aetna Street, in lieu of the 5-foot landscape setback otherwise required, and the Waiver of Dedication or Improvement of the Local Street – Standard dedication and improvement requirements on the portion of Aetna Street adjoining and bisecting the Project Site. For additional information, please see *Attachment C – Commercial Corner Development Findings*, and *Attachment D – Waiver of Dedication or Improvement Findings*.

The Project Site is conveniently located in close proximity to public transit and is strategically located adjacent to a significant hub of jobs, businesses, and services. Most notably, the Metro Orange Line services are located adjacent to the Project Site, including the Van Nuys Orange Line Station located just opposite the Project Site on the easterly side of Van Nuys Boulevard. The Project Site is located at the southern gateway to the Van Nuys Civic Center, which is a few blocks to the northeast, and the northern gateway to Van Nuys Auto Row to the south. Auto Row stretches approximately from the properties just north of the Project Site to the southerly boundary of Magnolia Boulevard, featuring several new and used automobile dealerships and service centers including Keyes Dealerships, among other commercial, light industrial, retail, and restaurant uses.

The portion of the Project Site located to the south of Aetna Street is improved with an approximately 48,530-square foot car dealership and service facility that is currently utilized as vehicle inventory storage, display and parking by the Keyes dealership located on the south side

of Oxnard Street. The portion of the Project Site located to the north of Aetna Street is currently improved with a surface parking/auto storage lot and is also currently used by the same Keys dealership for additional vehicle inventory storage. As shown in **Figure 1** below, the Project Site is located within the CM-1VL Zone and is bisected, from east to west, by a portion of Aetna Street.

FIGURE 1. PROJECT SITE (WITH ZONING)



Project Description

The Applicant proposes to redevelop the Project Site with a new 2-story plus roof deck, maximum 45-foot in height (excluding rooftop solar panels and other rooftop structures) automobile dealership consisting of approximately 82,273 square feet of Floor Area for the sale of new Honda brand automobiles. As shown on the associated Site Plan, the portion of the Project Site located to the north of Aetna Street will be primarily utilized for ancillary surface parking (for both required parking and vehicle inventory display), while the dealership and parking garage and service structure and surface parking will be located on the portion of the Project Site south of Aetna Street, including additional surface parking for vehicle inventory display oriented towards Van Nuys Boulevard. As the 82,273 square feet of Floor Area will be located on the approximately 116,967-square foot parcel south of Aetna Street, the Project will

result in a Floor Area Ratio (“FAR”) of approximately 0.7:1, well below the 1.5:1 FAR permitted.

The proposed Project consists of approximately 71,407 square feet of Floor Area on the ground level, 3,700 square feet of Floor Area on the mezzanine level, and 7,166 square feet of Floor Area on the second level, for a total of 82,273 square feet of Floor Area. The ground floor and mezzanine level uses consist of typical uses associated with an automobile dealership, including a sales floor/showroom, offices, customer lounge, service shop, and automobile service bays. The proposed automobile repair and service areas will be wholly contained within a building. The second floor level contains additional offices, an employee training room, and uses typical to an automobile dealership. The remainder of the area contained within the second floor will consist of automobile parking areas, which will provide both required parking spaces and additional spaces for new automobile inventory storage (shown as dashed spaces on the enclosed plans). The proposed Project’s hours of operation for the sales associated with the dealership are from 7:30 AM to 9:00 PM, Monday through Saturday, and 9:30 AM to 9:00 PM on Sunday. The proposed hours of operation for the service department are from 7:30 AM to 6:00 PM, Monday through Friday, 7:30 AM to 5:00 PM on Saturday, and 10:00 AM to 5:00 PM on Sunday. Please note that the Applicant wishes to maintain flexibility in the hours of operation, within the limits of LAMC Section 12.22.A.23, to assure meeting the needs of customers and community need.

The proposed Project will reach a maximum height of 45 feet to the top of the parapet, in compliance with the applicable height limitations of the CM-1VL Zone. The proposed Project includes solar panels on top of the building with a maximum height not to exceed 60 feet to the top of the panel, in compliance with the 60-foot maximum height limit for solar panels (15 feet above the underlying height limit of 45 feet, pursuant to LAMC 12.21.1.B.3.(c).2). The southwest portion of the proposed dealership building is also subject to the Transitional Height regulations enumerated in LAMC Section 12.21.1.A.10 due to its proximity to a property within the R1-1 Zone, located at the southeastern corner of the intersection of Vesper Avenue and Oxnard Street. As shown on the associated Plans and Elevations, the proposed Project has been designed to comply with the Transitional Height regulations, as it limits this portion of the dealership building to a height of approximately 33 feet.

The proposed Project also complies with all applicable regulations of LAMC Section 12.21.A.6 for Automobile Parking and Sales Areas, and with the Commercial Corner Development Standards of LAMC Section 12.22.A.23, except where deviations are requested herein. As shown on the associated Plans (Sheet A1.01), the Project proposes a building footprint that will cover approximately 41.9% of the lot, paving and hardscape that will cover approximately 50.3% of the lot, and landscaping that will cover approximately 7.8% of the lot. As shown on the associated Conceptual Landscape Plan (Sheets L-1 and L-2), the proposed Project will provide a range of trees, plants, and groundcover in order to create an attractive and aesthetically pleasing site, and to improve upon the existing streetscape.

The proposed Project requires 165 parking spaces for all uses on site, and pursuant to the bicycle parking replacement allowances in LAMC Section 12.21.A.4, this requirement may be reduced by 4 automobile parking spaces for a net required total of 161 parking spaces. The Project provides 161 parking spaces on site, which does not include the additional area or spaces

to be used for automobile inventory display and storage parking, denoted as dashed spaces instead of solid spaces on the associated plans. Required parking is provided as such: 102 parking spaces on the ground floor, 40 parking spaces on the second floor, and 19 spaces on the roof level of the proposed structures. In addition to the automobile parking spaces, the proposed Project also provides a total of 16 bicycle parking spaces (8 Long-Term, and 8 Short-Term), in compliance with LAMC Section 12.21.A.16. Please refer to **Table 1** below for a breakdown of the required and proposed parking for the proposed Project.

TABLE 1. AUTOMOBILE AND BICYCLE PARKING

	Use	Square Footage	Required Ratio	Number of Spaces
Automobile Parking	Commercial	82,273 SF	1 per 500 SF	165 spaces
			– Bicycle Parking Reduction	– 4 spaces
			Total Project Automobile Parking Proposed	161 spaces
Short-Term Bicycle Parking	Commercial	82,273 SF	1 per 10,000 SF (2 minimum)	8 spaces
Long-Term Bicycle Parking	Commercial	82,273 SF	1 per 10,000 SF (2 minimum)	8 spaces
			Total Bicycle Parking Required	16 spaces
			Total Bicycle Parking Proposed	16 spaces

Pedestrian access will be provided on the east side of the proposed dealership building. Vehicular access to the southern parcel of the Project Site will be provided via two driveways located off of Oxnard Street to the south and four driveways off of Aetna Street to the north. From east to west, the four driveways proposed off of Aetna Street will provide access to the surface parking area, the service area for customers, the service and detail area that houses the service bays, and the above-grade parking levels. Vehicular access to the northern parcel (containing additional surface parking) will be provided via three driveways off of Aetna Street to the south. It should be noted that an existing traffic signal is located at the intersection of Van Nuys Boulevard and Aetna Street. In the event that the previously described Final Map records and Aetna Street is closed, it is the desire and intent of the Applicant to retain that existing traffic signal and create a main vehicle driveway entrance at the intersection of Aetna Street and Van Nuys Boulevard and at the intersection of Aetna Street and Vesper Avenue.

There are several existing pole signs, directional signs, and information signs on the Project Site. The Project proposes to maintain only two existing pole signs: the pole sign located at the southeast corner of the southern parcel (adjacent to the northwest intersection of Van Nuys Boulevard and Oxnard Street), and the pole sign located mid-block along the Project Site’s Oxnard Street frontage (approximately 190 feet to the west of the Project Site’s eastern property line). Additionally, the Project proposes signage located within the landscaped areas of the

Project Site, in compliance with applicable LAMC requirements and Commercial Corner Development Standards, and which may include directional, informational, and monument signs.

Surrounding Properties

Surrounding properties are characterized by a mix of commercial, residential and governmental uses located within the CM-1VL, PF-1XL, M1-1, R1-1, R3-1, C2-2, C2-1L and C2-1VL Zones, as further described below:

The adjacent property located to the north of the Project Site is within the PF-1XL Zone and is improved with the Metro Orange Line and bike path. To the north of that are properties zoned CM-1VL and C2-2 and improved with commercial, light industrial and automobile uses, including a 7-Eleven, the Volkswagon Van Nuys dealership, an auto body and paint service facility, and a light industrial use.

The properties located across the street to the east of the Project Site, on the east side of Van Nuys Boulevard, are within the PF-1XL and CM-1VL Zones and are improved with the Metro Orange Line and bike path, the Van Nuys Station for the Orange Line, as well as the Station's surface parking lot. To the north of the Orange Line is the Van Nuys Chrysler dealership. To the south of the Orange Line is property zoned PF-1XL and improved with the Los Angeles Department of Water and Power's power distribution facilities and associated surface parking.

The properties located to the southeast, south and southwest of the Project Site, across Oxnard Street, are zoned CM-1, M-1, C2-1L, C2-1VL, P-1VL and R1-1. Caddy corner to the Project Site to the southeast are one- and two-story light industrial buildings occupied by a paint store, bail bond agency, and mortuary within the CM-1 and C2-1L Zones. The properties immediately to the south of the Project Site are within the M1-1 and R1-1 Zones. The M1-1-zoned property, extending to the west from Van Nuys Boulevard for a distance of approximately 450 feet, is improved and occupied with a new car dealership (Keyes Chevrolet) and service facility. Two R1-1-zoned properties are located at the corner of Vesper Avenue and Oxnard Street, to the west of the new car dealership, and improved with single-family dwellings with their front yards fronting on Tiara Street. To the south of the new car dealership and service facility is property zoned C2-1VL and improved with a Keyes Lexus dealership.

Across the street to the west of the Project Site, across Vesper Avenue, are properties zoned CM-1VL Zone. South of Aetna Street is improved with a surface parking lot, which is the planned location of Los Angeles Fire Department Station No. 39. North of Aetna Avenue is improved with a two-story, former municipal office building, now occupied by general office uses.

STREETS AND CIRCULATION

Van Nuys Boulevard, adjoining the Project Site on the east, is a designated **Boulevard II** under the Mobility Plan 2035 (formerly a Major Highway Class II.) Street standards for a Boulevard II require a public right-of-way width of 110 feet (and a half-width of 55 feet), including a 40-foot half roadway and 15-foot sidewalks. Currently, where it adjoins the Project

Site, Van Nuys Boulevard is dedicated to a public right-of-way half-width of 65 feet, as measured from the street center line to the Project Site, including a 52-foot half roadway width and 13-foot sidewalk (north of Aetna Street) and a 43-foot half roadway, 10-foot sidewalk and 12-foot wide raised median in the center of the street (south of Aetna Street.)

Oxnard Street, adjoining the Project Site on the south, is a designated **Avenue II** under the Mobility Plan 2035 (formerly a Secondary Highway.) Street standards for an Avenue II require a public right-of-way width of 86 feet (and a half-width of 43 feet), including a 28-foot half roadway and 15-foot sidewalks. Currently, where it adjoins the Project Site, Oxnard Street is dedicated to a public right-of-way half-width of 43 feet, as measured from the street centerline to the Project Site, and is improved with a 33-foot half roadway and an approximately 10-foot sidewalk.

Vesper Avenue, adjoining the Project Site on the west, is a designated **Collector Street**. Street standards for Collector Streets require a public right-of-way width of 66 feet (and a half-width of 33 feet), including a 20-foot half roadway and 13-foot sidewalks. Currently, where it adjoins the Project Site, Vesper Avenue is dedicated to a public right-of-way half-width of 30 feet, as measured from the street centerline to the Project Site, including an 18-foot half roadway and a 12-foot sidewalk.

Aetna Street, adjoining and bisecting the Project Site and running east-west, is a designated **Local Street – Standard** under the Mobility Plan 2035. Street standards for a Local Street – Standard require a public right-of-way width of 60 feet (and a half-width of 30 feet), including a 36-foot half roadway and 12-foot sidewalks. Currently, where it adjoins the Project Site, Aetna is dedicated to a full public right-of-way width of 40 feet (and public right-of-way half-widths of 20 feet as measured from the street centerline to the Project Site), including an approximately 27.9-30.4-foot roadway and approximately 4.7-4.9-foot sidewalks.

PUBLIC TRANSPORTATION OPPORTUNITIES

The Project Site is well served by public transit, as shown in **Figure 2** below. The following public transportation opportunities are located within an approximately 1,500-foot radius of the Project Site:

Metro Orange Line – To the east of the Project Site (directly across Van Nuys Boulevard), at the corner of Van Nuys Boulevard and the Orange Line, between Bessemer Street to the north and Aetna Street to the south, is the Metro Orange Line Van Nuys Station. This line provides Rapid Transit service to and from the North Hollywood Red Line Station (subway), serving a number of valley communities including, but not limited to, Van Nuys, Winnetka, Canoga Park, Warner Center and Chatsworth where it provides direct connections with Metrolink and Amtrak regional services.

Metro Rapid Line 744 – Immediately to the north of the Project Site, at Van Nuys Boulevard and the Orange Line Station, is a stop serviced with limited stops by the Metro Rapid Line 744 Bus, which provides service to and from Pacoima, Panorama City (Metrolink Station), Van Nuys, Tarzana, Reseda and Northridge.

Metro Local Line 233 - At the northeast corner of the intersection of Van Nuys

Boulevard and the Orange Line Station is a stop servicing Metro Local Line 233, which provides services to and from Lakeview Terrace, Pacoima, Panorama City, Van Nuys and Sherman Oaks.

Metro Rapid Valley Westside Express (Metro Line 788) – To the north of the Project Site, at Van Nuys Boulevard and Bessemer Street, is a stop servicing the Metro Rapid Valley Westside Express Bus, which provides services to and from Arleta, Panorama City, Van Nuys, Westwood and West Los Angeles.

Metro Rapid Line 761 – To the north of the Project Site, at Van Nuys Boulevard and Bessemer Street and at the northeast corner of the intersection of Van Nuys Boulevard and the Orange Line Station, are stops serviced by the Metro Rapid Line 761, which provides services to and from Westwood, Sherman Oaks, Van Nuys, Panorama City, and Pacoima.

Van Nuys DASH Line – To the north of the Project Site, at Van Nuys Boulevard and Calvert Street, is a stop servicing the Van Nuys DASH Line, which provides service to the Van Nuys, Studio City and Panorama communities.

Metro Local Line 154 – At the southwest corner of the intersection of Van Nuys Boulevard and Oxnard Street is a stop servicing Metro Local Line 154, which provides service to and from Burbank, North Hollywood, Van Nuys, Encino and Tarzana.

Metro Local Line 156 – At the northeast corner of the intersection of Van Nuys Boulevard and the Orange Line Station is a stop serviced by the Metro Local Line 156, which provides service to and from Hollywood, Studio City, North Hollywood, and Van Nuys.

Metro Local Line 656 – At the northeast corner of the intersection of Van Nuys Boulevard and the Orange Line Station is a stop serviced by the Metro Local Line 656, which provides service to and from Hollywood, Studio City, North Hollywood, and Van Nuys.

In addition, the Project Site is situated along Metro’s planned East San Fernando Valley Transit Corridor, proposed to run along Van Nuys Boulevard as part of Measure M and which is currently partially funded by the State. Based on the current and planned transit options located in close proximity to the Project Site, the proposed Project will be located near a significant transit hub with the planned connection point between two major Valley transit systems (the Orange Line and East San Fernando Valley Transit Corridor) as well as nearby local and rapid bus lines.

FIGURE 2 – TRANSIT MAP



PREVIOUS ZONING CASES

The City's Zoning Information Map Access System lists the following zoning-related actions and approvals as pertaining to the Project Site:

VTT-73682 – The property owner of the Project Site, Rodrigues Holdings LLC, recently filed an application for a Vesting Tentative Tract Map for the merger and re-subdivision of the Project Site, including the portion of Aetna Street that currently bisects it, into one ground lot. The proposed Project connected to the Vesting Tentative Tract Map is for the relocation and undergrounding of the existing overhead utility lines lining Aetna Street from the east side of Van Nuys Boulevard to Vesper Avenue. On April 18, 2017 the Advisory Agency conditionally approved VTT-73682, and the decision became effective on April 28, 2017.

CPC-2001-2362-CDO-ZC-MSC – Not applicable to Project Site but appears on ZIMAS. On November 28, 2001, the City Planning Commission approved the establishment of the Van Nuys City Business District (CBD) Community Design Overlay District (CDO) and the related Van Nuys CBD CDO Design Guidelines and Standards, Streetscape Plan, and Zone Changes to effectuate permanent [Q] Qualified Conditions in the area roughly bounded by Vanowen Street to the north, Sylmar Street and Tyrone Avenue to the east, Calvert Street to the south, and Cedros Avenue to the west.

CPC-2000-4890-ICO (All Parcels) – Not applicable to Project Site but appears on ZIMAS. On May 17, 2001, the City Planning Commission approved an Interim Control

Ordinance to temporarily prohibit the issuance of permits and Certificates of Occupancy for multi-tenant retail uses on commercial properties along Van Nuys Boulevard within the Van Nuys Targeted Neighborhood Initiative (TNI) Boundaries, generally along the section of Van Nuys Boulevard bounded by the railroad right-of-way to the south, Sylmar Avenue on to the east, Vanowen Street to the north and Vesper Avenue to the west, until the Van Nuys Community Overlay Design Plan is completed with permanent [Q] Qualified Conditions that regulate these multi-tenant retail uses.

Ordinance No. 167,939 (SA-89 & SA-1750) – Effective June 28, 1992, this Ordinance amended LAMC Section 12.04 by amending the zoning map in connection to City Planning Case No. CPC-1986-0784-GPC. As a result of this ordinance, the zoning of the Project Site was changed from the M2-1 Zone to the CM-1VL Zone in Subarea 89 (south of Aetna Street) and was changed from the M2-2 and M2-1 Zones to the CM-1VL Zone in Subarea 1750 (north of Aetna Street.)

CPC-1986-0784-GPC – On April 3, 1990, the City Council approved several Plan Amendments and Zone Changes throughout Council District 2, 3, 5, 7 and 11 in the Van Nuys – North Sherman Oaks Community Plan area in connection with the AB-283 Program for General Plan and Zone Consistency, which permitted community-wide zone changes and community plan changes to bring the zoning into consistency with the applicable Community Plan. The changes to the Project Site’s zoning were reflected in Ordinance No. 167,989, Sub-Areas 89 and 1750 (as summarized above.)

ZAI-1981-203 – Not applicable to Project Site but appears on ZIMAS. On August 31, 1981, the Zoning Administrator determined that the sale of alcoholic beverages for on-site consumption at the restaurant located at 6077 Van Nuys Boulevard (to the north of the Project Site) is exempt from the requirements of LAMC Sections 12.21 and 12.24, based upon the affidavit filed by the applicants agreeing that the restaurants will at all times comply with certain requirements.

ZA-15823 – On July 26, 1961, in the matter of the application of The Salvation Army, a Corp., the Zoning Administrator approved a Zone Variance from the provisions of the M2-1 Zone on the property located at 6059 Van Nuys Boulevard & 6050-6060 Vesper Avenue, and modified the conditions of the existing ZA Case No. 14553, to permit the construction and maintenance of a second story addition to an existing one-story men’s hotel-dormitory building, to provide an additional 12 guest rooms, to construct a 4,260-square foot mezzanine floor in the warehouse portion of the main office-store-warehouse building, to install a sterilizer in the existing parking area, and to provide 38 automobile spaces in lieu of the required 47 automobile spaces.

ZA-14553 – On February 11, 1958, in the matter of the application of The Salvation Army, a Corp., the Zoning Administrator approved a Zone Variance on the property located at 6059 Van Nuys Boulevard & 6050-6060 Vesper Avenue, to construct a one-story, hotel-dormitory building in order to provide proper housing and recreational

facilities on the same property as that occupied by an office-store-warehouse building already constructed on site.

Ordinance No. 97,939 – Approved April 11, 1951, an ordinance ordering the establishment of a building line on both sides of Oxnard Street from Clybourn Avenue to Woodlake Avenue, as shown on the diagram incorporated in Resolution of Intention No. 1315 adopted by City Council on February 8, 1951.

GENERAL PLAN

The Project Site is located within the adopted Van Nuys - North Sherman Oaks Community Plan area and has a General Plan Land Use designation of Commercial Manufacturing, corresponding to the CM Zone.

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