

ATTACHMENT C

CONDITIONAL USE PERMIT FINDINGS COMMERCIAL CORNER DEVELOPMENT (CUZ)

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.

With respect to the instant request, 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, in connection with the operations of the proposed new automobile dealership and ancillary automobile services. Specifically, the Applicant requests the following deviations related to the Commercial Corner Development Standards:

- a. Deviation from the “Windows” Development Standard of LAMC Section 12.22.A.23.(a).(3), to allow the exterior walls and doors of the ground floors containing non-residential uses and fronting Oxnard Street, Aetna Street, and Vesper Avenue to consist of 43%, 42%, and 8% transparent windows, respectively, in lieu of the 50% transparent windows required.
- b. Deviation from the “Landscaping - Setback” Development Standard of LAMC Section 12.22.A.23.(a).(10).(i), to allow a 0-foot landscape buffer for the Project Site’s frontage along the south side of Aetna Street, in lieu of the 5 feet required.

ADDITIONAL INFORMATION/FINDINGS

The following information has been developed pursuant to LAMC Sections 12.22.A.23. and 12.24.W.27, Form CP-7767: “*Special Instructions for Conditional Use Permit (CUZ) Commercial Corner Developments and Mini-Shopping Center*”, and Form CP-7755: “*Exhibit:*

Mini-Shopping Center Commercial Corner Development”.

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

The proposed Project is for the construction, use, and maintenance of an approximately 82,273-square foot, new Honda dealership, with incidental automobile repair/service located on Van Nuys Auto Row. The proposed Project will replace an existing outdated and functionally obsolete car dealership and service facility, which is currently used for vehicle inventory storage, display and parking serving the Keyes Chevrolet car dealership located on the south side of Oxnard Street, opposite the Project Site. The Project will enhance the built environment by constructing a new automobile dealership in place of the functionally obsolete dealership, and will provide new and used automobile sales and ancillary services/repairs, an essential and beneficial service conveniently located on the established Van Nuys Auto Row. As previously noted, the Project Site is located at the northern gateway to Van Nuys Auto Row, generally located to the south, which 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 proposed Project will enhance the built environment by improving the Project Site with a new automobile dealership, featuring a new building, associated parking, and landscaping. The existing automobile dealership building and automobile storage building on the Project Site are unsuited to the needs of a modern-day automobile dealership, and have not been actively used as a dealership in recent years, but rather as parking and vehicle storage. The redevelopment of the Project Site and replacement of an underutilized building with an updated car dealership will better serve the community and spur greater commercial activity on this portion of Van Nuys Boulevard.

The proposed Project will provide an essential and beneficial service to the community by providing a new Honda dealership in a convenient, compatible, and appropriate location on Van Nuys Auto Row. The proposed Project presents the community with a high quality dealership for new automobile sales with a range of price points, and competitive purchase opportunities in one location. Van Nuys Auto Row is an established and well-known destination for those seeking to purchase a car, and as such, the proposed Project will be conveniently located as an addition to this commercial corridor. Furthermore, through its location on Van Nuys Auto Row, the proposed Project will provide the added benefit of minimizing the number of miles driven and fuel consumption by potential customers since many different car choices will be available in one place. The proposed Project will also attract and potentially increase the number of patrons visiting the area, which in turn may help boost the economic viability of this commercial corner and surrounding businesses and services, and will generate additional tax revenue for the City of Los Angeles.

The instant request to provide relief from certain Development Standards applicable to Commercial Corner Developments will allow the proposed Project to function effectively as a new automobile dealership in a convenient and appropriate location, which provides an essential and beneficial use to the community and to the existing Van Nuys Auto Row. The request for less than 50% transparent windows on the proposed Project's frontage along Oxnard Street, Vesper Avenue, and Aetna Street will not detract from the significant aesthetic and physical improvements that will be made to the Project Site, and will instead allow the service bay and parts storage areas of the proposed Project to function effectively and not within the public view. Similarly, the request to waive the 5-foot landscape buffer on the northern street frontage of the Project Site on the south side of Aetna Street does not represent a significant reduction in the landscaped area of the Project Site, as approximately 7.8% of the Project Site will be landscaped. Furthermore, the north side of the proposed dealership structure is the least publically visible portion of the entire property (as Aetna Street is minimally used by the general public) and, in the instance that the Aetna Street merger and re-subdivision (as described in *Attachment A – Background Information*) is fulfilled upon recordation of the Final Map, the landscape provision of the Commercial Corner requirements will be in full compliance.

It should also be noted that the relocation of the Keyes Honda dealership to a new and significantly enhanced facility is expected to result in increased new automobile sales, translating to significantly increased sales tax revenue to the City of Los Angeles. This will be of substantial benefit to the community, city and region.

None of the instant requests to deviate from the Development Standards for Commercial Corner Developments will detract from the proposed Project's overall improvements to the built environment and benefits to the surrounding properties and community, but will allow the proposed new automobile dealership to function and operate efficiently and effectively. As previously stated in *Attachment A – Background Information*, the request to deviate from the "Windows" and the "Landscaping - Setback" Development Standards along Aetna Street will no longer be necessary once this portion of Aetna Street is merged and closed with the Project Site upon recordation of the final map under VTT-73682.

b. That the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The proposed Project is an approximately 82,273-square foot new Honda automobile dealership that requires the instant request to deviate from certain Development Standards for Commercial Corner Developments. Although the proposed Project does fall within the strict definition of a Commercial Corner Development as defined in LAMC Section 12.03 because the Project Site is located on a corner lot within a C Zone and Height District 1 across the street from properties in an R Zone to the south/southwest, the proposed Project is not the type of strip mall development which Commercial Corner Development regulations were intended to address. Rather, the proposed Project is a well-designed new automobile

dealership that will enhance the built environment and provide a beneficial service to the community, which will be compatible with surrounding uses. The proposed Project is in substantial conformance with the Commercial Corner regulations enumerated in LAMC Section 12.22.A.23, except where relief is requested herein with respect to the “Windows” and “Landscaping - Setback” standards on one portion of the Project Site along Aetna Street.

The proposed Project will not degrade neighboring properties or adversely affect public health, welfare, and safety, but rather will improve the Project Site and surrounding community in several ways. The proposed Project will develop the Project Site with an active commercial use that will help boost the economic viability of the local area, by attracting additional patronage to neighboring businesses, creating new jobs, and generating additional tax revenue. By replacing an outdated and functionally obsolete automobile showroom building with a new, well-designed automobile dealership and landscaping, the proposed Project will significantly improve the built environment. These improvements and landscaping will in turn make the Project Site’s street frontages more pedestrian-friendly, and will overall enhance the aesthetics of this portion of Van Nuys Auto Row. Furthermore, the proposed Project will promote greater public safety by deterring less desirable activity along the Project Site, such as homeless encampments, which have proliferated along Aetna Street in recent years.

With regard to location, the Project Site is located along Van Nuys Auto Row, which is a well-known and established location for automobile dealerships, and a destination for automobile buyers throughout the greater Los Angeles region. Van Nuys Auto Row is generally located along both sides of Van Nuys Boulevard, bounded by Calvert Street to the north, and Magnolia Boulevard to the south. The Project Site is located towards the northern portion of the Van Nuys Auto Row, which features several new and used automobile dealerships and service centers, among other commercial, light industrial, retail, and restaurant uses. The proposed Project provides a use that is compatible with existing uses and surrounding properties, which include several other automobile dealerships or similar developments and properties that have historically provided automobile-related uses, including the Project Site. The proposed Project will be symbiotic with other automobile uses, as greater consumer choice and competition will attract more automobile buyers/users to Van Nuys Auto Row, and other nearby commercial, retail, and restaurant uses will also benefit from increased patronage and commercial activity. The proposed Project’s ideal location on the Van Nuys Boulevard commercial corridor in the heart of Van Nuys Auto Row makes it compatible with adjacent uses and developments.

With regard to size and height, the proposed Project complies with all applicable regulations of the LAMC, with the exception of the instant requests for relief from certain Development Standards for Commercial Corner Developments. The proposed Project has also been designed to comply with the Transitional Height regulations of LAMC Section 12.21.1.A.10, as the southwestern portion of the proposed dealership building is located within the range of 50 to 99 feet of an R1 Zone. This portion of the dealership building will be limited to a maximum of 33 feet in height, further protecting the nearby residential uses. The proposed Project’s size of approximately 82,273 square feet and maximum height of 45 feet to the top of the parapet (with a maximum of two stories) will be compatible with

surrounding properties and existing uses, including neighboring automobile dealerships, which are of a comparable size and height.

The proposed Project will provide setbacks that meet or exceed those required by the LAMC, with an approximately 14-foot setback along the Project Site's Van Nuys Boulevard frontage, and an approximately 5-foot setback along all other street frontages, except along a portion of the south side of Aetna Street. These setbacks will be landscaped with a variety of ground cover, shrubs, and trees, and as shown on the associated Conceptual Landscape Plans (Sheet L1-L2), the proposed Project will plant approximately 27 trees along the Project Site's frontage on Oxnard Street. The extensive plantings on the southwestern portion of the Project Site, in combination with the landscaped setbacks, will function as an additional buffer for the neighboring residential uses to the south/southwest. The Project proposes the installation of solar panels to a maximum height not to exceed 60 feet, as permitted by LAMC Section 12.21.1.B.3.(c).(2)., in order to create a more environmentally friendly Project. These panels will be located towards the northern portion of the dealership building, closest to Aetna Street and the proposed parking area serving the proposed dealership opposite Aetna Street, in order to reduce any potentially adverse impacts to the neighboring residential community to the south. These well-designed features ensure that the residential neighborhoods in proximity of the Project Site are not highly impacted by the operations of the proposed new automobile dealership.

With regard to operations, those of the automobile dealership will be compatible with the uses and operations of surrounding properties, which predominantly include light manufacturing, commercial retail and restaurant uses, utilities and public facilities, and automobile dealerships, because the proposed Project will operate in a manner similar to these existing uses. It is also important to note that the Project Site has historically been utilized for automobile dealership and related services, and the proposed Project will not be introducing a new use to the Project Site. As such, the use of the Project Site as a car dealership with ancillary services/repairs has been established as a compatible and beneficial function for this location and the broader community. The proposed Project will comply with all of the Operating Conditions set forth for Commercial Corner Developments in LAMC Section 12.22.A.23, and will operate similarly to the many existing automobile dealerships along Van Nuys Auto Row.

With regard to signage, 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, which is in compliance with applicable LAMC requirements and Commercial Corner Development Standards, and which may include directional, informational, and monument signs. As such, the proposed Project's signage component will not detract or degrade adjacent properties, but will provide necessary wayfinding and directional information as permitted by the LAMC.

The proposed well-designed automobile dealership located on Van Nuys Auto Row and the Van Nuys Boulevard Commercial Corridor will be compatible with uses existing on

surrounding properties, and will enhance and not degrade or adversely affect the neighborhood, or the public health, welfare, and safety. In truth, the proposed new dealership will serve to further boost the economic viability of the local community by revitalizing the Project Site, as well as improve the aesthetic and built environment of this portion of the Van Nuys Auto Row. The instant request to deviate from the “Windows” and “Landscaping - Setback” Development Standards for Commercial Corner Developments will allow the proposed Project to function effectively and compatibly.

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

The various elements of the General Plan seek to ensure public safety and well being, and promote compatibility of use and design. The City’s Community Plans generally address all the Elements of the General Plan and are internally consistent with the Citywide Elements of the General Plan. The Project Site is located within the adopted Van Nuys-North Sherman Oaks Community Plan (the “Community Plan”) area. The Project Site is designated for Commercial Manufacturing land uses corresponding to the CM Zone, and is currently zoned CM-1VL, a zone that permits automobile dealerships by-right. The proposed Project is consistent with the purpose, intent, and provisions of the General Plan as implemented through the applicable Community Plan, as described below.

The Community Plan identifies specific issues and opportunities for different types of uses, in addition to provisions and policies for development. Included within the “Commercial Issues” addressed in the Community Plan area are the “Deterioration of streetscape” (Page I-3), and the “Lack of cohesiveness and continuity along commercial frontages” (Page I-4). The proposed Project helps to address these issues, as it will improve the streetscape with physical improvements to the Project Site, including new landscaping and improvements to the built environment with a new automobile dealership building. The proposed new automobile dealership will also create greater commercial continuity and cohesion along the Van Nuys commercial corridor/Van Nuys Auto Row. The proposed Project’s building design and site layout will be similar to these existing dealerships owned and operated by Keyes Motors, Inc., creating greater commercial and aesthetic cohesion. In addition, the proposed Project is consistent with the following goals, objectives, and policies for commercial uses within the Community Plan area:

GOAL 2: ***A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.***

Objective 2-1: *To conserve and strengthen viable commercial development.*

Policy 2-1.1: *New commercial uses shall be located in existing established commercial areas or existing shopping centers.*

- Policy 2-1.2:** *Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.*
- Objective 2-2:** *To enhance the identity of distinctive commercial districts.*
- Policy 2-2.2:** *Ensure that commercial in-fill projects achieve harmony in design with the best of existing development.*
- Policy 2-2.3:** *Require that older commercial business areas with pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.*

The proposed Project achieves the Community Plan’s vision for commercial uses because it will maintain the existing land use of an automobile dealership located within an established commercial corridor, but more importantly, will upgrade this existing use with a new, modern and state of the art dealership facility. The proposed Project will be located on Van Nuys Auto Row, a well-known destination for automobile dealerships that provide new and used automobile sales and maintenance services. The proposed Project’s location on Van Nuys Auto Row provides greater accessibility and consumer choice for new automobile purchases, and also helps to enhance the identity and visual environment of this commercial district with high-quality in-fill development. The proposed new Honda automobile dealership will be operated by Keyes Motors, Inc., a prominent automobile dealership company throughout the Los Angeles region that operates several dealerships on Van Nuys Auto Row. As a leading operator of Van Nuys Auto Row with a vested interest in the economic viability and quality of this corridor, Keyes Motors, Inc. will ensure that the proposed Project will be designed with a high level of quality, distinctive character, and compatibility with the surrounding uses and developments.

The proposed Project will be compatible with the current uses of properties in the vicinity of the Project Site, as these uses predominantly include automobile dealerships, commercial and light industrial uses, governmental/public facility uses, and specialized automobile services such as an automobile body and paint service shop. The proposed Project design will be in harmony with existing developments, and will enhance the existing commercial corridor by replacing the existing automobile storage building and surface parking lots with a new, active automobile dealership building with landscaping throughout the Project Site. The proposed Project will reactivate this portion of Van Nuys Auto Row with renewed commercial activity, while also contributing to the economic viability of this commercial corridor. The proposed new Honda automobile dealership will improve the aesthetic and built environment with a use that is compatible with and contributes to the distinctive automobile-focused commercial district in which it is located.

The instant application will not impact the proposed Project’s compatibility with the Community Plan, as the proposed new automobile dealership use is consistent with the Community Plan’s vision for commercial development within this commercial corridor. The proposed Project will be a compatible and desirable use that will provide benefits and

necessary services to the local community.

d. That based on data provided by the City Department of Transportation or by a licensed traffic engineer, that ingress to and egress from the project will not create a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.

The circulation and access associated with the proposed Project will be analyzed as part of the Environmental Review process, and is subject to review by the Los Angeles Department of Transportation (“LADOT”). The instant request to deviate from certain Development Standards for Commercial Corner Developments is necessary to permit efficient and effective operations of a new automobile dealership, and does not pertain to or impact vehicular circulation adjacent to the Project Site.

The proposed Project will replace an existing automobile dealership building and parking garage, which is currently underutilized for automobile inventory display/storage parking by a neighboring Keyes dealership. As shown on the associated Site Plan (Sheet A1.01), the proposed Project’s circulation plan includes the removal and relocation of several driveways located throughout the Project Site, as well as the construction of new driveways. The proposed Project’s new circulation layout would include ingress and egress through the use of the following: two driveways off of Oxnard Street, four driveways off of the southern parcel on Aetna Street, and three driveways off of the northern parcel on Aetna Street. The driveways on Oxnard Street will provide access to the main customer parking area, located in close proximity to the showroom and offices. The driveways along the southern portion of Aetna Street will provide (from east to west) access to surface parking, the service area for customers, the service and detail area, and the second-floor and rooftop parking areas within the dealership building located on the southern parcel, while the driveways along the northern portion of Aetna Street will provide access to the parking, including vehicle display and storage parking, located on the northern parcel. The Project Site will provide 161 parking spaces for all uses on site, and short-term and long-term bicycle parking spaces, in compliance with LAMC requirements, and not including additional parking provided for automobile inventory display/storage.

The proposed Project’s layout will concentrate the driveways and points of ingress and egress towards the internal areas of the property, along Aetna Street. As such, the proposed Project will reduce the number of curb cuts on the more heavily trafficked streets by 4, with only two driveways proposed for Oxnard Street. As previously discussed in *Attachment A – Background Information*, the portion of Aetna Street bisecting the Project Site is proposed to be vacated and merged with the Project Site by the property owner, pending the recordation of the Final Map for Vesting Tentative Tract Map No. 73682. Regardless of whether or not Aetna Street will become part of the Project Site or remain public, the proposed Project’s access and circulation is intended to function by primarily utilizing Aetna Street (or the location of Aetna Street upon its closure). The currently proposed plan locates the main flow of traffic on Aetna Street, a less trafficked street, and between the northern and southern portions of the Project Site. Upon recordation of the Final

Map, Aetna Street will be closed with the area proposed as a driveway accessed from both Van Nuys Boulevard and Vesper Street.

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 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.

As described above, the proposed Project's reconfiguration of the existing site circulation concentrates the ingress and egress points towards the internal areas of the Project Site on Aetna Street, which is not a heavily trafficked street, with only two driveways on Oxnard Street otherwise. As such, the proposed Project's circulation pattern is not anticipated to create a traffic hazard or cause significant traffic disruption or congestion on adjacent streets, but is subject to review and confirmation in the traffic study to be prepared for the proposed Project by LADOT.

e. That project approval will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity of the proposed project.

The proposed Project will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity of the proposed Project, since the uses contained on surrounding properties do not typically fall within the traditional definition of a Mini-Shopping Center or Commercial Corner Development, such as a strip-mall development. The proposed new Honda automobile dealership is located along Van Nuys Auto Row, which is characterized by developments similar in size, scale, and use to the proposed Project.

The Project Site has historically been utilized for an automobile dealership with ancillary repair services, and more recently has been used for automobile inventory display/storage parking for a neighboring Keyes dealership. This use has proven compatible with adjacent uses, and due to the Project Site's history of automobile-related uses, the proposed Project does not present the type of potentially adverse impacts to surrounding properties that the Mini-Shopping Center or Commercial Corner Development provisions intend to regulate.

Uses of the properties surrounding the Project Site include commercial, residential, light manufacturing and industrial, and governmental (public facilities) uses, with the Metro Orange Line Transitway and Bike Path directly abutting the Project Site to the north. While several properties adjacent to the Project Site technically fall within the strict definition of a Mini-Shopping Center or Commercial Corner Development, as they are located within the C or M Zones and Height District 1 and adjoin or are located across the street from any portion of a lot zoned R or improved with any residential use, these properties are also not improved with the types of developments that the Commercial Corner Development provisions intend to regulate, such as a strip-mall development. Although these properties are technically defined as Commercial Corner Developments and as such, may be concentrated in this

location, this concentration is not detrimental since these uses are not the types of uses for which LAMC Section 12.22.A.23 provides conditions and regulations.

Since the proposed Project will not change the use of the Project Site, the proposed Project will not result in a high concentration of the type of Mini-Shopping Center or Commercial Corner Developments that may create cumulative adverse impacts within close proximity to the Project Site.

f. Are you going to develop any or all of the following Yes/No

- 1) A drive-thru fast food establishment? No
- 2) A business open any time between 11 p.m. and 7 a.m.? No
- 3) A multi-residential use? No
- 4) An amusement enterprise as enumerated in Sec. 12.14 A. of the Los Angeles Municipal Code? No
- 5) An automobile laundry or washrack? No
- 6) A commercial swimming pool? No

If yes to any of the above, please explain.

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.

g. How many parking spaces are being provided? 161 **Standard** 129
Compact? 12 **Other:** ADA Compliant 4 Low Emitting, Fuel Efficient and Carpool Stalls 16 .

h. What is the Height Maximum of ± 45' to the top of the parapet, and **maximum** ± 60' to the top of the solar panels **and number of stories** 2 **of the Project?**

i. List all the uses to be included in the development and their square footage and the percentage of the total development to be occupied by each:

The proposed Project will occupy approximately 82,273-square feet of Floor Area. The uses proposed as part of the Project are typical to an automobile dealership, and include, but are not limited to: new and used automobile sales, automobile servicing, detailing, and repair, automobile parts and inventory storage, and associated administrative offices and customer service areas. Please refer to the subject Site Plan for additional details.

j. Describe any security measures that will be taken to prevent loitering, theft, vandalism, etc.

The proposed Project will include security measures to prevent loitering, theft, and vandalism, such as lighting for all pathways and entrances, security personnel on-site during hours of operation, and security cameras on-site. As shown on the enclosed plans, the

proposed Project will provide lighting throughout both the surface parking areas and parking garages, in order to deter theft and/or vandalism of the automobile inventory storage.

k. For drive-through fast food establishments submit plans showing points of ingress and egress, the location of speakers, driveways and queuing lanes.

a. For drive-through fast food establishments submit plans showing points of ingress and egress, the location of speakers, driveways and queuing lanes.

Not applicable.

b. For all applications the following items shall be delineated on plans in accordance with the applicable Zoning Code Section:

1) Exterior walls. See Sheet A3.01 for exterior elevations.

2) Lighting plans. Not applicable. The proposed Project is in full compliance with the lighting standards in LAMC Section 12.22.A.23.(a).(5) and 12.21.A.6.(j), with all proposed lighting for the automobile sales area and parking areas and parking garages to be reflected away from the street and adjacent premises.

3) Landscaped and irrigated areas in the parking area. See Sheets L1 and L2 for Conceptual Landscape and Planting Plan on the Project Site.

4) Location of trash storage area(s). See Sheet A1.01 for the trash storage location within the northern surface parking area. The trash area is in full compliance with the regulations of LAMC Section 12.22.A.23.(a).(9).

5) Location of other storage area(s). Not applicable. The proposed Project only includes automobile inventory storage, which is incorporated within the proposed dealership building, and on portions of the surface parking lot.

6) Parking layout indicating striping, landscaping, and driveways. See Sheet A1.01, A2.01, A2.02, and A2.03 for parking areas proposed as part of the proposed Project. Please note that parking spaces shown with solid lines denote parking provided as required by the LAMC, while parking spaces shown with dashed lines denote non-required inventory display spaces.

In addition, specify each and every requirement of Section 12.22A.23. LAMC that you cannot or do not comply with, and explain.

(a) Development Standards.

(3) Windows. *The exterior walls and doors of a ground floor containing non-residential uses that front adjacent streets shall consist of at least fifty percent transparent windows, unless otherwise prohibited by law.*

As shown on Project Summary Table on Sheet A1.01 and the Elevations on Sheet A3.01, the proposed Project's Van Nuys frontage will be comprised of approximately 64% transparent windows, in compliance with this standard. However, the proposed Project's frontage on Oxnard Street will be approximately 43% transparent (3,854 square feet), the frontage on Vesper Avenue will be approximately 8% transparent (192 square feet), and the frontage on Aetna Street will be approximately 42% transparent (3,338 square feet).

The instant request for relief from the 50% transparent window requirement along the Oxnard Street, Vesper Avenue, and Aetna Street façades of the proposed building is necessary to permit the normal and safe operations of the proposed new automobile dealership. The proposed Project includes ground floor uses typical to a new automobile dealership, including a sales floor/showroom, offices, customer lounge, service shop, and automobile service bays. While some of these ground floor uses are compatible with a design that provides a majority of transparent windows along the building façades, some uses such as the service bays and service shop cannot realistically comply with the 50% transparent windows requirement in order to perform their functions effectively. It is impractical to have a largely glass façade for the service shop, parts storage, and service bay areas, as this may not only present a safety risk as well as a security risk if valuable parts are visible from the street frontages, but may also negatively impact Project aesthetics as viewed from the street.

Further, while the proposed Project's façades along Aetna Street, Vesper Avenue, and Oxnard Street provide less than 50% transparent windows, the proposed Project meets the intent of this regulation overall. The proposed Project provides a total of approximately 7,384 square feet of transparent window area along these frontages, with an average of 39% transparency on these ground floor frontages, and over 50% transparency on the Van Nuys Boulevard frontage. In addition, the request to deviate from this standard for the Aetna Street frontage will not be necessary should the portion of Aetna Street bisecting the Project Site be successfully vacated and merged with the Project Site through VTT-73682.

(10) Landscaping. All landscaping shall comply with Sections 12.41, 12.42, and 12.43 of this Code and the following requirements:

(i) Landscaping – Setback. *A landscaped, planted area having a minimum inside width of five feet shall be required along all street frontages of the lot and on the perimeters of all parking areas of the lot or lots which abut a residential zone or use.*

The Project Site currently consists of approximately 173,216-square feet of lot area, after anticipated dedications, with an approximately 22,753-square foot portion of Aetna Street currently bisecting the Project Site. As shown on the associated Site Plan, the portion of the Project Site located to the north of Aetna Street will be utilized for ancillary surface parking (for both required parking and vehicle inventory storage), while the southern portion of the Project Site will contain the approximately 82,273-square foot dealership and parking garage building, as well as additional parking for vehicle inventory display parking located towards Van Nuys Boulevard. The proposed Project meets or exceeds the requirement for a 5-foot landscaped buffer along all street frontages of the Project Site, with the exception of a

portion of the Project Site’s street frontage adjacent to the southern side of Aetna Street and the northern side of the proposed building (approximately 422 linear feet).

The instant request for a 0-foot landscape buffer along the northern sides of the building fronting on Aetna Street is due to the location of the proposed automobile dealership on the Project Site, as well as the practical physical needs of the ancillary automobile service areas. The proposed approximately 82,273-square foot automobile dealership is of a typical size and layout, and contains ancillary uses, which are commonplace in a modern automobile dealership, such as a detailing area, automobile service bays, parts storage and sales, a service lounge, and offices. As shown on the associated Site Plan, the width of the proposed automobile dealership building, running along the north-south axis, spans almost the entirety of the southern portion of the Project Site, with only a 5-foot landscape buffer along Oxnard Street to the south and a 0-foot landscape buffer on Aetna Street to the north, in order to physically accommodate the uses and services typically provided within an automobile dealership. The proposed layout of the automobile dealership will allow for its normal functioning and operations, which also includes a vehicle inventory display parking area towards Van Nuys Boulevard, in front of the automobile dealership building.

The Project Site is currently bisected by a portion of Aetna Street that is proposed to be merged and re-subdivided into one ground lot with the Project Site by the property owner through Vesting Tentative Tract Map No. 73682, which was conditionally approved by the Advisory Agency on April 18, 2017. Upon recordation of the Final Map as approved under Case No. VTT-73682, this portion of Aetna Street would eventually be closed to the public, and would no longer be a public street. As such, upon Final Map recordation, the instant request for relief from the minimum 5-foot “Landscaping - Setback” Development Standard along the Project Site’s Aetna Street frontage would no longer be necessary.

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