



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: JULY 25, 2023

Case No. CPC-2022-4641-ZC-HD-CU-BL-SPR

Council District: 6

CEQA: ENV-2018-4247-MND-REC1

Plan Area: Van Nuys – North Sherman Oaks

Project Site: 6839 – 6845 North Woodley Avenue

Applicant: Gregg Buskett

Representative: Johnathan Razbannia, JMR Land Use Consultants

At its meeting of **May 25, 2023** the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Demolition of existing non-conforming residential uses and the construction, use, and maintenance of a new three-story self-storage facility. The proposed building is 37 feet in height and 80,000 square feet. The building is set back approximately 70 feet from the Woodley Avenue right-of-way to allow for a surface parking lot as well as landscaping and trees. Vehicle access is provided from one two-way driveway from Woodley Avenue. A total of 21 parking spaces will be provided (nine within the subject site and 12 on the abutting self-storage site to the north under the same ownership).

1. **Found**, based on the whole of the administrative record, that the Project was assessed in Mitigated Negative Declaration, No. ENV-2018-4247-MND adopted on February 13, 2019; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the Addendum dated February 2023, no major revisions are required to the Mitigated Declaration; and no subsequent EIR or negative declaration is required for approval of the Project;
2. **Approved and Recommended**, that the City Council **adopt**, pursuant to Section 12.32 F of the Los Angeles Municipal Code (LAMC), a Zone Change from [Q]MR1-1 and [Q]P-1 to (Q)(T) M1-2D and a Height District Change from Height District 1 to Height District 2D;
3. **Approved and Recommended**, that the City Council **adopt**, pursuant to LAMC Section 12.32 R, a Building Line Removal to remove a 15-foot Building Line along Woodley Avenue for portions of the subject property, established under Ordinance No. 105,718;
4. **Approved**, pursuant to LAMC Section 12.24 W.50, a Conditional Use to allow a self-storage facility within 500 feet of a Residential Zone;
5. **Approved**, pursuant to LAMC Section 12.24 S, up to a 20 percent reduction in required parking in conjunction with the approved Conditional Use;
6. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a development project which creates or results in an increase of 50,000 square feet or more of non-residential floor area;
7. **Adopted** the attached Conditions of Approvals; and
8. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Mack
Second: Lawshe
Ayes: Choe, Noonan, Zamora
Absent: Cabildo, Leung, Millman

Vote: 5 – 0



Cecilia Lamas, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission as it relates to the Zone Change, Height District Change and Building Line Removal, is appealable by the Applicant only, if disapproved in whole or in part by the Commission. The decision of the Los Angeles City Planning Commission, regarding the remaining approvals, is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: AUGUST 14, 2023

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Zone Change Ordinance, Building Line Ordinance, Maps, Conditions of Approval, Findings, Appeal Filing Procedures

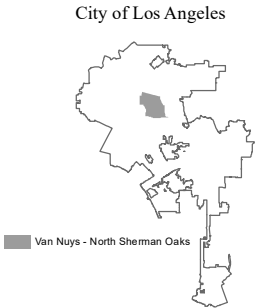
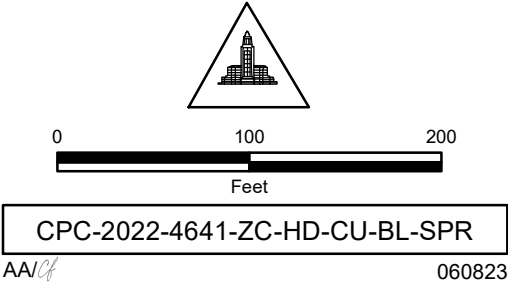
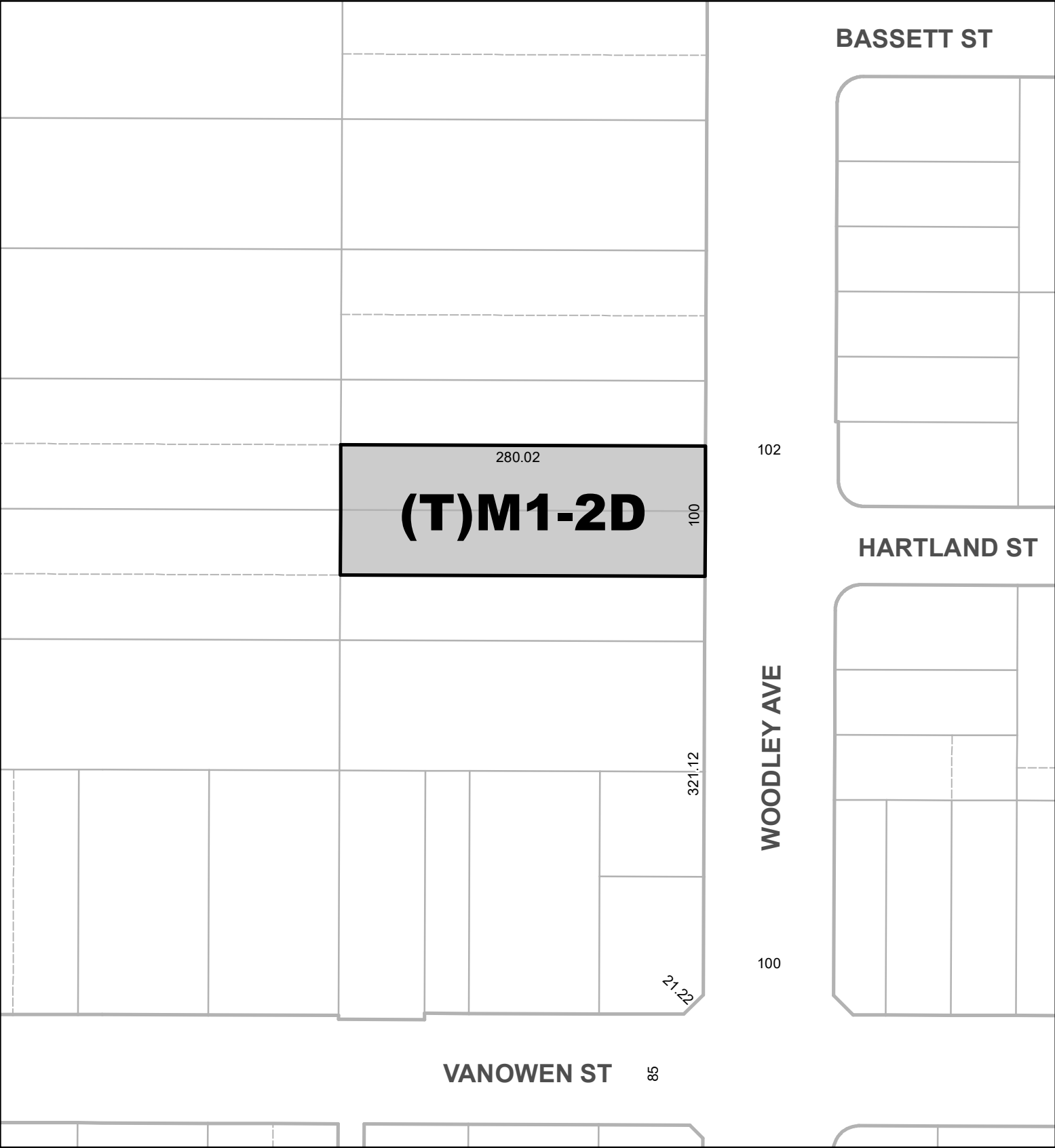
c: Heather Bleemers, Senior City Planner
Renata Ooms, City Planner
Stephanie Escobar, City Planning Associate

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



“D” DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, as shown on the attached Zoning Map, and subject to the “D” Development Limitations:

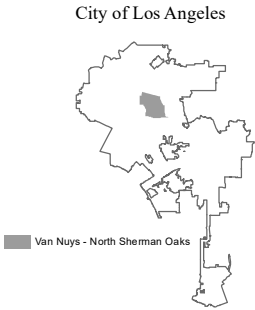
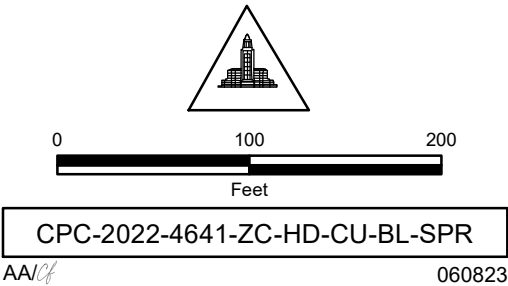
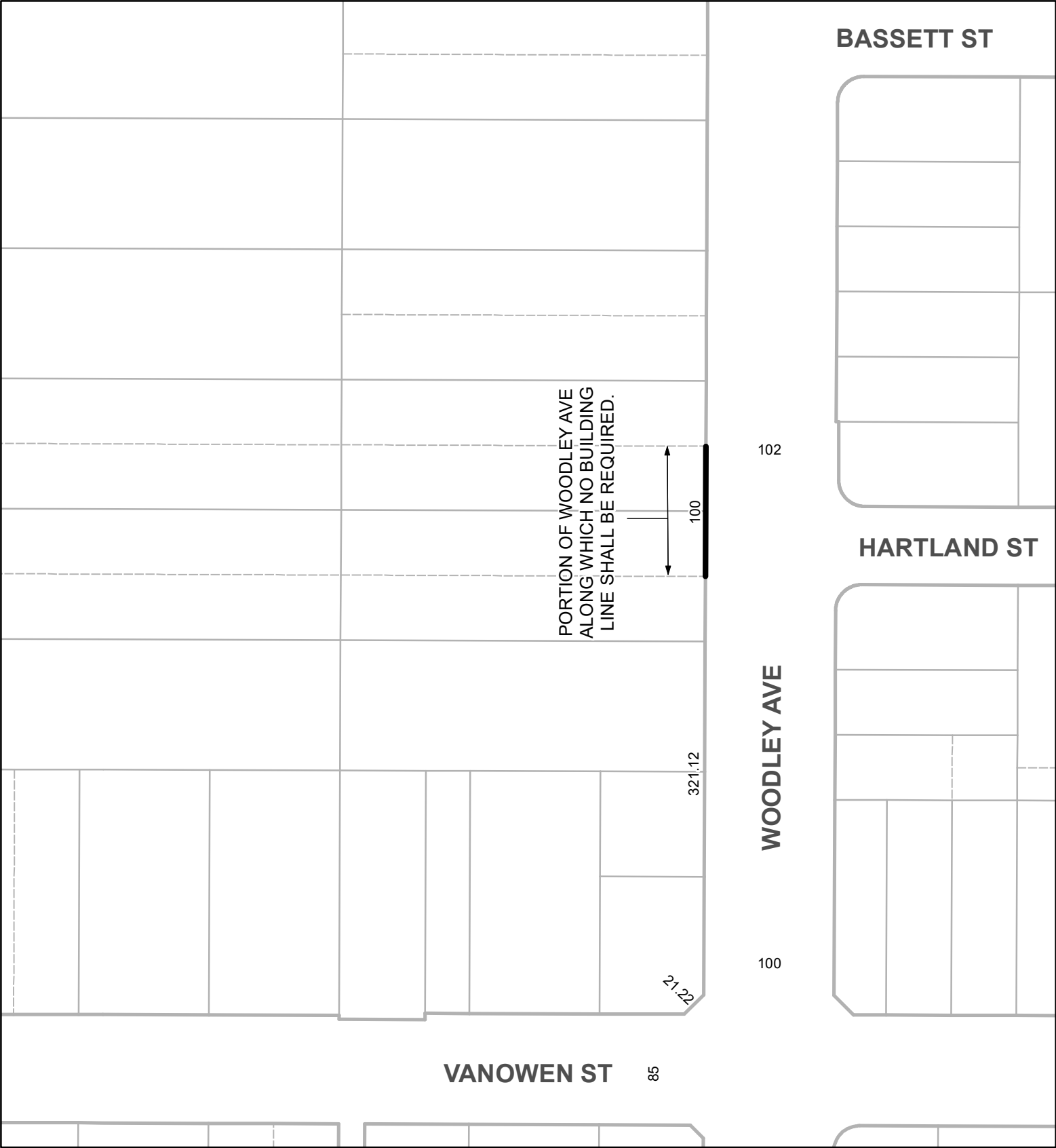
1. **Floor Area Ratio (FAR).** The building shall be developed in substantial conformance with Exhibit A, and not exceed a Floor Area Ratio of 2:1, or 80,000 square feet.

ORDINANCE NO. _____

An Ordinance amending Ordinance No.105,718 establishing a building line.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 105,718; entitled . . . An Ordinance ordering the establishment of a building line on the both sides of Woodley Avenue between Victory Boulevard and Rinaldi Street . . . was passed by the City Council of the City of Los Angeles at its meeting of June 7, 1955, . . . and became effective on June 17, 1955, . . . is hereby amended by repealing the provisions establishing the building line on that portion of Woodley Avenue, as depicted on the following diagram:



CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications and Improvements. Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary). Dedications and improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering.

Responsibilities/Guarantees:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. **Bureau of Engineering**

- a. Street Dedications:

Woodley Avenue (Avenue II) – A 5-foot sidewalk easement along the property frontage to complete a 15-foot full-width concrete sidewalk in accordance to sidewalk standard of Avenue II under Mobility Plan 2035.

- b. Street Improvements.

Woodley Avenue – Construct a new full-width concrete sidewalk with tree wells. Repair all broken, off-grade or bad order concrete curb, gutter and roadway pavement. Close all unused driveways with full-width concrete sidewalk and concrete curb. Upgrade all open driveways to comply with ADA requirements.

Notes:

Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non- ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

The Department of Transportation may have additional requirements for dedication and improvements.

- c. Provide proper site and street drainages for all streets being improved. Roof drainage and surface run-off from the property shall be collected and treated at the site and drained to the streets through drain pipes constructed under the sidewalk through curb drains or connection to the catch basins.
 - d. Sewer line exists in Woodley Avenue. Extension of the house connection laterals to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
 - e. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.
- 3. Street Lighting.** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights; two (2) on Woodley Avenue.

4. Street Trees

- a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
- b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at (213)847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at (213) 847-3077 for tree removal permit information.

5. Los Angeles Fire Department.

- a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- b. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

- c. One or more Knox Boxes will be required to be installed for LAFD access to project.
- d. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
- e. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- f. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- g. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- h. Entrance to the main lobby shall be located off the address side of the building.
- i. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- j. Site plans shall include all overhead utility lines adjacent to the site.
- k. Fire Lane Requirements:
 - i. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - ii. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - iii. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - iv. Submit plot plans indicating access road and turning area for Fire Department approval.
 - v. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - vi. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - vii. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - viii. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
 - ix. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

- l. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
- m. Private streets shall be recorded as Private Streets, **AND** Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.
- n. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- o. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
- p. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- q. Standard cut-corners will be used on all turns.
- r. Private roadways for general access use shall have a minimum width of 20 feet.
- s. All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 503 of the City of Los Angeles Municipal Code.
- t. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- u. FPB #105 - 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- v. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:
 - i. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
 - ii. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.

- iii. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
- iv. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
- v. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
- w. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.
- x. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

CONDITIONS OF APPROVAL

Pursuant to Section 12.24 W.50, 12.24 S, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property.

Entitlement Conditions

1. **Use.** Authorized herein is a 80,000 square-foot self-storage facility (storage building for household goods) as authorized by LAMC Section 12.24 W.50.
2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan, and elevations labeled Exhibit "A" attached to the subject case file. The location, type, and size of signage is not a part of this approval. Minor deviations may be allowed in order to comply with provisions of the Municipal Code and the conditions of approval.
3. **Hours of Operation.** The self-storage use may operate from 6 a.m. to 10 p.m., daily.
4. **Automobile Parking.**
 - a. A minimum of nine (9) automobile parking spaces shall be provided on-site (6839-6845 North Woodley Avenue) and 12 automobile parking may be provided off-site on the property to the north (6847-6875 North Woodley Avenue). The applicant shall either record an off-site parking covenant in conformance with LAMC Section 12.21 A.4(g) for the 12 off-site spaces or record a lot-tie between the subject property and any properties where parking is provided.
 - b. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC. All EV parking spaces required of this project shall be provided on site (6839-6845 North Woodley Avenue). Revised plans showing compliance with the on-site provisions of this Condition shall be provided to Planning.
 - c. Bicycle parking shall be provided in conformance with the LAMC. Any bicycle parking provided in accordance with the vehicle parking replacement provisions of LAMC Section 12.22 A.4 shall be provided on-site.
5. **Solar.** The project shall provide a minimum of 2,936 square feet of solar panels on the roof of the self-storage building and comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

Site Plan Review Conditions

6. **Materials.** A variety of high-quality exterior building materials, consistent with Exhibit A, shall be used. The variety of materials used shall include at least the following: concrete, metal finishes, stucco finishes, stone veneer, and clear glass glazing. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.
7. **Lighting.** Lighting shall be installed in all areas within the business in conformance with the Los Angeles Municipal Code. The lighting shall be such that it renders all objects and persons clearly visible within the establishment.

8. **Litter.** The applicant shall be responsible for maintaining free of debris or litter the area adjacent to the premises over which they have control, including the sidewalk in front of the establishment.
9. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
10. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape development plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
 - a. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.
 - b. In compliance with LAMC 46.02, the applicant shall replace the existing California Black Walnut protected tree with four (4) California Bay Laurel (*Umbellularia Californica*) trees or equivalent species with a minimum 24-inch box size, subject to review and approval by Urban Forestry.
11. **Signage.** On-site signs shall be limited to the maximum allowable under the Los Angeles Municipal Code.
12. **Pedestrian Path of Travel.** A direct pedestrian path of travel shall be provided from the office and lobby entrances to Woodley Avenue, as shown in Exhibit A.
13. **Roof Structures.** Any structures on the roof, such as air conditioning units and other mechanical equipment, shall be fully screened (with such screening material incorporated in the design of the project) from public right of way and set back as far as possible from any adjoining residential uses or zones. The building parapet may be used to screen mechanical equipment as long as it fully obstructs the view of the mechanical equipment from abutting properties.
14. **Transformer.** Any on-site transformer shall be screened with landscaping, subject to LADWP review and approval.
15. **Trash Enclosure.** The subject building may use the enclosed and screened trash area located on the abutting property to the north (6847-6875 North Woodley Avenue) so long as a lot-tie is recorded tying the two sites together. Should a lot-tie not be approved, a trash enclosure or fully enclosed trash room shall be provided on-site (6839-6845 North Woodley Avenue) and revised plans shall be submitted to Planning for review and approval.

Environmental Conditions – Project Design Features (PDF)

16. **BIO-PDF-1.** The Project is required to comply with Protected Tree Regulations Section 46.02 (Ordinance 186,873) of the Los Angeles Municipal Code. Specifically, the Project is required to develop a Tree Maintenance and Replacement Plan including irrigation. The Tree Maintenance and Replacement Plan is required to include the following: Protected trees removed as part of a project must be mitigated at a 4:1 ratio; Protected trees must be replaced with quality, nursery stock of like native

species; and Removed native species should be replaced with 15-gallon (at least), “protected” native species selected from quality nursery stock.

Enforcement Agency: City of Los Angeles Department of Public Works, Urban Forestry Division

Monitoring Agency: City of Los Angeles Department of Public Works, Urban Forestry Division

Monitoring Phase: Construction

Monitoring Frequency: Once during plan check and one during field inspection

Action Indicating Compliance: Building Permit Clearances and Field inspection sign-off

17. **AES-PDF-1.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent residential properties and the night sky, unless otherwise required for other safety purposes as determined by the City of Los Angeles during permitting.

Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

18. **GEO-PDF-1.** The project shall be designed and constructed in accordance with the requirements provided in the Geotechnical Investigations, which shall be approved by the Department of Building and Safety prior to issuance of building and grading permits.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at plan check

Action Indicating Compliance: Plan check approval and issuance of applicable building permit

19. **NOI-PDF-1.** The project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators where feasible.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once at plan check; Periodic field inspections

Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Quarterly compliance report submitted by the Project contractor

20. **TRA-PDF-1.** Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Once at plan check; Periodic field inspections
Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Quarterly compliance report submitted by the Project contractor

21. **TRA-PDF-2.** Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Once at plan check; Periodic field inspections
Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Quarterly compliance report submitted by the Project contractor

22. **TRA-PDF-3.** Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Once at plan check; Periodic field inspections
Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Quarterly compliance report submitted by the Project contractor

23. **TRA-PDF-4.** Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Pre-construction; Construction
Monitoring Frequency: Once at plan check; Periodic field inspections
Action Indicating Compliance: Plan check approval and issuance of applicable building permit; Quarterly compliance report submitted by the Project contractor

A. Environmental Conditions – Mitigation Measures (MM)

24. **CUL-MM-1.** Prior to the issuance of a demolition permit, the Applicant shall retain a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction activities on the Project Site such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The activities to be monitored shall also include off-site improvements in the vicinity of the Project Site, such as utility, sidewalk, or road improvements. The monitor shall have the authority to direct the pace of construction equipment in areas of higher sensitivity. The frequency of monitoring shall be based on the rate of excavation and grading activities, the

materials being excavated (younger sediments vs. older sediments), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, shall be carried out by the qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with archaeologist if resource(s) are discovered

Action Indicating Compliance: If unanticipated discoveries are found, submittal of compliance report by a qualified archaeologist

25. **CUL-MM-2.** In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 50-foot buffer shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. If any prehistoric archaeological sites are encountered within the project area, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with archaeologist if resource(s) are discovered

Action Indicating Compliance: If unanticipated discoveries are found, submittal of compliance report by a qualified archaeologist

26. **CUL-MM-3.** The qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Project applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with archaeologist if resource(s) are discovered

Action Indicating Compliance: If unanticipated discoveries are found, submittal of compliance report by a qualified archaeologist

27. **CUL-MM-4.** If human remains are encountered unexpectedly during implementation of the Project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains

with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with archaeologist if resource(s) are discovered

Action Indicating Compliance: If unanticipated discoveries are found, submittal of compliance report by a qualified archaeologist

Administrative Conditions

28. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
29. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
30. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
31. **Department of Building & Safety.** The granting of this determination does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
32. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
33. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any

subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

34. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
36. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
37. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
38. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.
39. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit

does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan/Charter

General Plan Land Use Designation.

The project site is located within the Van Nuys – North Sherman Oaks Community Plan, which is one of 35 community plans comprising the Land Use Element of the General Plan. The site is zoned [Q]MR1-1 and [Q]P-1. The zone change and height district change to the (T)M1-2D Zone is warranted as the site's proposed zoning corresponds to the range of zones of the Limited Industrial land use designation. The proposed self-storage are industrial/commercial uses that are consistent with development permitted in the proposed M1-2D Zone. Therefore, 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.

- 1. General Plan Text.** The development of the project represents an opportunity to achieve the overarching goals of the Van Nuys – North Sherman Oaks Community Plan, as discussed in the findings above. Moreover, as also noted above, the subject property is zoned [Q]MR1-1 and [Q]P-1 in a neighborhood that contains medium-density residential, commercial, and light manufacturing zones and uses all within a small radius. The requested Zone Change and Height District Change maintains the character of the neighborhood, and even the character of the current zoning, but is necessary for the proposed project to be developed. The proposed project and requested M1-2D Zone is consistent with the Limited Industrial Land Use Designation and meets several of the policies, goals, and objectives of the Van Nuys – North Sherman Oaks Community Plan.

The Community Plan designates the project site as being in one of two major non-contiguous areas of industrial uses, which are to be preserved because they form the industrial base for the San Fernando Valley. The proposed project helps achieve several of the objectives and policies stated in the Community Plan, such as the following:

Objective 3-1: To provide for existing and future industrial uses which contribute job opportunities for residents, and which minimize environmental and visual impacts to the community.

The proposed self-storage use is the ideal non-impactful use to provide this buffer between the residential community to the east and the environmental and visual impacts of manufacturing uses to the west.

Policy 3-1.3: Require that any proposed development be designed to enhance and be compatible with adjacent development.

Again, the low-impact nature of self-storage will provide design treatments and a buffer where the manufacturing zoning and land use designation meets residential uses and zoning in this neighborhood. The proposed development will provide a varied building façade with visual treatments and colors that are designed to be compatible with the surrounding development and enhance the aesthetics of the area.

Objective 3-2: To retain industrial plan designations to maintain the industrial employment base in the community.

The requested Zone Change and Height District Change is in conformance with the existing Limited Industrial Land Use Designation.

Objective 3-3: To assure mitigation of potential negative impacts generated by industrial uses when they are located in proximity to residential neighborhoods. The Plan proposes design guidelines for new industrial uses when so located.

Self-storage uses are by nature not intensive land uses, nor do they generate effluent, excessive noise, noxious fumes, heavy traffic, or other environmental problems generally associated with industrial and manufacturing uses. Any possible environmental effects of the requested Zone Change and Height District change have been identified and mitigated to less than significant through the implementation of conditions of approval or mitigation measures established through the associated MND and Addendum prepared for the subject site. The proposed project acts as a buffer between the residential uses and the industrial and manufacturing uses that coexist in this multifaceted neighborhood.

Policy 3-3.1: Encourage new industrial uses located adjacent to residential neighborhoods to mitigate their impact on the residential neighborhoods to the extent feasible.

The proposed Zone Change and Height District Change will permit a new low-impact industrial use to be located adjacent to an existing residential neighborhood (across Woodley Avenue to the east). It will act as a buffer for that neighborhood between the residential neighborhood and the M1-1 Zone to the west.

The zone and height district changes will accommodate the proposed use by allowing for the redevelopment of the present use to fit with the character of the surrounding uses. The new development and improvements to the pedestrian public right of way will substantially upgrade the aesthetic and functional qualities of the site. The project will result in the addition of a three-story 80,000 square-foot self-storage building. The project will add neighborhood serving uses that will promote economic well-being through the creation of jobs and public convenience through the provision of new services at the site. The proposed project will act as a transitional buffer between residential and industrial uses. The project will also widen the sidewalks along the street frontages to create a more pedestrian friendly area. The improvements will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being and public convenience in the community. Therefore, the requested project with Zone Change and Height District Change requests is in harmony with the objectives and policies of the General Plan and Community Plan.

- 2. Framework Element.** 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 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services,

reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).

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

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

The project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping a presently non-conforming site with a self-storage facility that is allowed in the existing zone and proposed zone. The four properties to the north have removed the P Zone, therefore removal of the existing P zone will allow the subject site to align with the surrounding area. The proposed project is an infill development adjacent to Metro bus service along Woodley Avenue with stops 0.1-mile to the north at the Woodley Avenue/Hart Street intersection and 0.1-mile to the south at the Woodley Avenue/Vanowen Street intersection. In addition, the project would include bicycle parking facilities. Proximity to transit and the encouragement of alternative modes of transportation would reduce the need for passenger vehicle trips. Further, the site's location within an existing industrial district fronting on an Avenue II (Woodley Avenue) and being approximately 345 feet from a second Avenue II (Vanowen Street), enables the city to conserve nearby stable residential neighborhoods and lower-intensity commercial and industrial districts. Such attributes support the requested zone change from MR1-1, P-1 to M1-2D.

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

Objective 3.1: 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.

Policy 3.12.1: Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and

densities/intensities of uses permitted in any area shall be identified in the community plans.

The project will maintain the character of the existing low-intensity industrial district. Surrounding properties are generally developed with industrial warehouses, apartments, and manufacturing uses. The project adheres to floor area and height limitations of the zone. The introduction of new neighborhood serving uses such as self-storage will provide an additional amenity and viable uses that will serve the surrounding neighborhoods. The new 80,000 square-foot self-storage use will add updated landscaping, improved sidewalks, and will maintain the general character of the existing industrial district.

- 3. Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein through the imposition of street improvements surrounding the project site. Woodley Avenue is a designated Avenue II under Mobility Plan 2035, dedicated to a right-of-way width of 100 feet and improved with asphalt roadway, concrete curb, gutters, and a sidewalk. The half right-of-way includes a 40-foot roadway, and 10-foot sidewalk.

New street trees will be planted along the project's street frontage and a direct pedestrian path of travel has been designated from the sidewalk to the main entrance to the self-storage building. 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 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

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.

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

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The self-storage building will contribute to the City's Mobility Plan 2023, by implementing a direct pedestrian path of travel from the sidewalk resulting in safe access from the street from pedestrians. The proposed project is conditioned to provide bicycle parking which will enable local pedestrians to utilize different modes of transportation. Additionally, the project is located within 0.6 miles of the Metro Gold Line Woodley station, which offers access to local and regional destinations.

Furthermore, in support of the City's Mobility Plan 2035, the requested project has been conditioned to require the installation of solar panels and electric vehicle charging, which in turn will support the site's electrical uses and help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. The solar and electric vehicle conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel

sources, new mobility technology and supporting infrastructure).

4. **Sewerage Facilities Element.** The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Zone Change, Height District Change, and “T” and D Classification Findings

5. **Pursuant to Section 12.32 of the Municipal Code, the Zone Change, Height District change, and classifications are in conformity with the General Plan, public necessity, convenience, general welfare and good zoning practice:**

Pursuant to Section 12.32-F of the Municipal Code, and based on these findings, the recommended action is in conformity with the General Plan, public necessity, convenience, general welfare and good zoning practice.

The requested zone change from zones [Q]MR1-1 and [Q]P-1 to (T)M1-2D and height district change from 1 to 2D will allow development on the P Zone and a maximum FAR allowed of 6.1:1 that will facilitate the use of a new three-story self-storage facility with an FAR of 2.1 to 1 in lieu of the otherwise permitted 1.5:1 FAR.

- a. Public Necessity – Approval of the Zone Change and Height District Change removes the existing zoning and allows the site to be developed as a unified development that is consistent with the goals and objectives of the General Plan Framework Element and the Van Nuys - North Sherman Oaks Community Plan as outlined above. The existing P zone restricts any development on the site. The Zone Change allows for the site to be redeveloped with a viable and needed use while still providing parking that will meet the operational needs of the use. The project site is located in the Los Angeles State Enterprise Zone and is improved with existing single-family and apartment land uses. The project will demolish existing improvements and construct a new 80,000 square-foot self-storage building. The project will establish new viable self-storage services to the site and expand the availability and location of such services for the Van Nuys community. Thus, the proposed project optimizes the use of the subject property, introduces new employment opportunities and will generate increased tax revenues, thus providing a public necessity.
- b. Convenience – The objectives of the Van Nuys – North Sherman Oaks Community Plan include providing adequate land for low impact industrial uses that create a transitional use between residential uses and manufacturing industrial uses. The project will redevelop existing housing that is non-conforming to the zone and land use designation present at the subject site. The site is also located within close proximity to the Van Nuys Airport and commercial and residential neighborhoods. Public convenience will be served by the addition of viable low-impact industrial development at the site that will add needed self-storage uses.
- c. General Welfare: Granting the Zone Change and Height District Change to the M1-2D Zone will allow the site to conform with the existing zone. The project will enhance the urban environment by encouraging activity on a site within the Limited Industrial land use designation and by improving public facilities surrounding the site to be in line with Mobility Plan 2035 street standards and ADA requirements. Given the project’s proximity to existing

job centers and transit services, the project will provide a desirable commercial use to serve the Van Nuys community, thereby advancing general welfare.

- d. Good Zoning Practices: The project site is zoned MR1-1 and P-1 and is located within the Limited Industrial land use designation, which includes the following corresponding zones CM, MR1, and M1. The P Zone is not a corresponding zone of the Limited Industrial land use designation. Approval of the Zone Change to M1-2D will make the site's zoning consistent with the land use designation, in keeping with good zoning practice. The Zone Change and Height District Change will also accommodate the proposed self-storage use and is consistent with the type of development encouraged by the General Plan Framework Element and the Van Nuys - North Sherman Oaks Community Plan. The proposed height district will be limited to a FAR of 2:1 through the imposition of a Development "D" Limitation, which will allow the project to be built within the proposed building envelope and footprint, while remaining within the scale of existing surrounding development.

Approval of the Zone Change and Height District Change removes the existing zoning and allows the site to be developed as a unified development that is consistent with the goals and objectives of the General Plan Framework Element and the Van Nuys - North Sherman Oaks Community Plan as outlined above. The existing P zone restricts any development on the site. The Zone Change allows for the site to be redeveloped with a viable and needed use while still providing parking that will meet the operational needs of the use.

- e. "T" and "D" Classification Findings. Pursuant to LAMC Sections 12.32-G,1 and 12.32-G,4, the current action, as recommended, has been made contingent upon compliance with new "T" and "D" conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, 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 and height district change request is beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and is consistent with the General Plan.

Conditional Use Findings (Self-Storage Use and Parking)

- 6. 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 will provide a service to the area while it also functions as an important buffer between residential uses and more intensive manufacturing uses along Woodley Avenue. As mentioned above, properties to the north and south consist of self-storage facilities. The property to the north is under the same ownership as the proposed project "Extra Space Storage." As noted with that application, the need for self-storage is high in densely-populated urban areas, and especially in areas that are predominantly characterized by smaller apartment-type dwelling units.

There is a similar use on the same block which supports the fact that the proposed project is an appropriate use for the area. The project's design will enhance the area by creating harmony between uses. Currently, there are residential uses on the subject property which are located between two (2) self-storage facilities to the north and south.

The project site is located in close proximity to Lake Balboa, Panorama City, Van Nuys, and North Hills, which have a mix of single-family and multi-family residential uses. These communities include a large number of multi-family units that typically have a shortage of storage space, thus creating the demand for self-storage. As such, the project will be a conveniently-located alternative for residents in the area and will provide needed storage facilities for the area.

The proposed project is requesting a 20% reduction in required parking spaces as well as utilizing the by-right option to replace 20% of required parking with bicycle parking swap. The project is required to provide a total 33 parking spaces per LAMC. With the implementation of the 20% reduction in required parking and 20% bicycle parking swap the project is allowed to provide 21 parking vehicle parking spaces. The proposed project will provide nine (9) vehicle parking spaces on-site and the remaining required 12 vehicle parking spaces off-site on the abutting self-storage facility to the north which is under the same ownership and has excess parking to accommodate these 12 spaces. The LAMC provides for this 20% reduction to be included as ancillary to the requested Conditional Use Permit and the subject site is located within a Transit Study corridor as identified in the Van Nuys – North Sherman Oaks Community Plan. While the self-storage use is subject to warehouse parking requirements, it does not operate in the same way or require a great deal of parking due to the nature of the use. The reduction in parking requirements allows the project site to provide other amenities, like additional landscaping which will beautify the site while not interfering with the practical operations of the use.

The proposed self-storage use is not an intensive land use. It does not generate many trips, and those trips tend to be of a short duration. Whereas some uses such as restaurants or shopping centers can sometimes extend the duration of trips, trips to a self-storage facility tend to be short and purposeful (with the exception of moving in or moving out). This means high turnover in the parking lot. A self-storage demand is more consistent through the day which means there is not much overlap in trips that the project generates. The end result is less parking demand taking place all at one time. Granting the requested 20% parking reduction will not result in overflow parking or traffic queuing while waiting for a space to become available.

The development and operations of the proposed project will be substantially similar to the current development and operations of the existing self-storage facility on the same block as the project site, and the Extra Space Storage facility on the adjoining parcels to the north, and with the existing industrial and commercial uses surrounding the project site. The proposed project will provide the surrounding community with a new 80,000 square-foot self-storage facility and will continue to provide a service that is beneficial to the community.

7. 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 subject property is composed of two (2) adjoining parcels consisting of approximately 28,000 square feet and a frontage of approximately 350 feet along Woodley Avenue. The project site is approximately level and currently improved with single family and apartment land uses.

The project will demolish existing improvements in order to construct a new 80,000 square-foot self-storage building. With the concurrent Zone Change/Height District request, the project will be located on a site zoned M1-2D, which permits self-storage uses through the granting of a conditional use permit. The M1-2D zone permits a FAR of 6 to 1 and an unlimited maximum

height. However, the project has been conditioned with D limitations to ensure the proposed project does not exceed a maximum FAR of 2 to 1 and the underlying zoning limits building height of self-storage uses to a maximum height of 37 feet. The project will be below the floor area and height limitations of the new zone and is thus compatible with the surrounding neighborhood.

The proposed project is requesting a 20% reduction in required parking spaces in conjunction with the conditional use request and also is utilizing the by right option to replace 20% of required vehicle parking with bicycle parking at a 4:1 ratio (bicycle parking swap). The project is required to provide a total 33 parking spaces per LAMC. With the implementation of the 20% reduction in required parking and 20% bicycle parking swap the project is allowed to provide 21 parking vehicle parking spaces. The proposed project will provide nine (9) vehicle parking spaces on-site and the remaining required 12 vehicle parking spaces off-site on the abutting self-storage facility to the north. The abutting self storage use is under the same owner/operator as the proposed site and has sufficient access parking to accommodate 12 parking spaces for the proposed project. The LAMC provides for the requested 20% reduction to be included as ancillary to the requested Conditional Use Permit and the subject site is located within a Transit Study corridor as identified in the Van Nuys – North Sherman Oaks Community Plan. The additional parking reduction for the provision of additional bicycle parking spaces is permitted by-right.

The proposed self-storage use is not an intensive land use. It does not generate many trips, and those trips tend to be of a short duration. Whereas some uses such as restaurants or shopping centers can sometimes extend the duration of trips, trips to a self-storage facility tend to be short and purposeful (with the exception of moving in or moving out). This means high turnover in the parking lot. A self-storage demand is more consistent through the day which means there is not much overlap in trips that the project generates. The end result is less parking demand taking place all at one time. Granting the requested 20% parking reduction will not result in overflow parking or traffic queuing while waiting for a space to become available.

The development and operations of the proposed project will be substantially similar to the current development and operations of the existing self-storage facility and with the existing industrial and commercial uses surrounding the project site. The proposed project will provide the surrounding community with a new 80,000 square-foot self-storage facility and will continue to provide a service that is beneficial to the community.

Surrounding uses include a mix of light industrial/manufacturing, commercial, multi-family, and single-family uses. Two-story multi-family residential buildings and single-family residential uses intermixed with light industrial/manufacturing uses are located along Woodley Avenue. Land uses that immediately abut the project site include industrial/manufacturing uses with surface parking to the north, multi-family residential uses to the east across Woodley Avenue, self-storage development to the south, and industrial/manufacturing uses with surface parking to the west. Beyond the immediately abutting land uses, there are additional industrial/manufacturing uses with surface parking to the west across Valjean Avenue and to the north, a single-family residential community to the east, and multi-family residential and a commercial strip mall to the south. The Van Nuys Airport is located 0.20 mile west of the project site and the Van Nuys Golf Course is located 0.25 mile south-southwest of the project site.

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.

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

The subject property is composed of two (2) adjoining parcels consisting of approximately 28,000 square feet and a frontage of approximately 100 feet along Woodley Avenue. The project site is approximately level and currently improved with single family and apartment land uses. The project site is presently zoned [Q]MR1-1 and with a 52-foot wide strip of [Q]P-1 zoned land along the street frontage on Woodley Avenue. The property is not located within a specific plan and is not located within an interim control ordinance area. The applicant has requested a Zone Change/Height District Change of the project site from [Q]MR1-1 and [Q]P-1 to (T)M1-2D.

The Community Plan text includes the following relevant land use goals, objectives, and policies:

Land Use – Industrial: The plan provides approximately 611 acres of industrial land and related parking uses. Industrial land uses have played a significant role in the economic history of the Plan Area, specifically, Van Nuys.

Goal 3: Sufficient land for a variety of industrial uses with maximum employment opportunities for the community's workforce which are safe for the environment and which have minimal adverse impact on adjacent residential uses.

Objective 3-1: To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

Policy 3-1.1: Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

The new development and improvements to the pedestrian public right of way will substantially upgrade the aesthetic and functional qualities of the site. The project will result in the addition of a three-story 80,000 square-foot self-storage building. The project will add neighborhood serving uses that will promote economic well-being through the creation of jobs and public convenience through the provision of new services at the site. The proposed project will act as a transitional buffer between residential and industrial uses.

The project is required to provide a total 33 parking spaces per LAMC. With the implementation of the requested 20% reduction in required parking in conjunction with a conditional use and the 20% by-right bicycle parking swap the project is allowed to provide 21 parking vehicle parking spaces. The proposed project will provide nine (9) vehicle parking spaces on-site and the remaining required 12 vehicle parking spaces will be provided off-site on the abutting self-storage facility to the north which has excess parking on-site and has the same ownership/operator as the proposed project.

Reduction of parking and incorporation of bicycle parking will support the Community Plan's policies to promote multi-modal transit and less car usage. In fact, the subject site is located within a Transit Study corridor as identified in the Van Nuys – North Sherman Oaks Community Plan to promote multi-modal transit and less car usage. While the self-storage use is subject to warehouse parking requirements, it does not operate in the same way or require a lot of parking due to the nature of the use. The reduction in parking requirements allows the project site to provide other amenities, like additional landscaping which will beautify the site while not interfering with the practical operations of the use.

In conjunction with the requested conditional use, the project is requesting a zone change and height district change to the M1-2D Zone. The new zone is warranted as the site's proposed zoning corresponds to the range of zones of the Limited Industrial land use designation. The proposed self-storage use is an industrial/commercial use that is consistent with development permitted in the proposed M1-2D Zone. Therefore, 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.

The condition requiring EV-ready parking spaces (installed with chargers) will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions.

Self-Storage Conditional Use Finding

9. The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

The project consists of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, lighting, landscaping, and other such pertinent improvements, that will be compatible with existing and future development on adjacent and neighboring properties. In addition, the project design will produce an aesthetic enhancement to the site.

Approximately one to three stories in height above grade. The massing and height of the proposed building will be compatible with the height of the buildings surrounding the project site. Within a half-mile radius of the project site, there are commercial, retail, office, restaurant, parking, industrial, and residential land uses ranging in height from one to three stories above grade. Therefore, the project's scale and massing at three stories and approximately 37 feet in height will be consistent with the surrounding urban form. Similar to the project site, the neighboring properties are industrially zoned, which will allow the project site to be compatible with existing and future development on neighboring properties.

The primary vehicular access will be provided from Woodley Avenue. Landscaping will be provided along Woodley between the sidewalk and the surface parking lot which will further enhance the street experience. Lighting is conditioned to be positioned downward and shielded to reduce off-site spill to neighboring properties.

As such, the project provides for an arrangement of uses, buildings, structures, open spaces, and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

Building Line Removal Finding

- 10. Pursuant to Section 12.32-R of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice because the building line is not needed to obtain a minimum uniform alignment from the street at which buildings, structures or improvements may be built or maintained, and is no longer necessary to facilitate adequate street improvements.**

A 15-foot Building Line along the east side of Woodley Avenue was established by Ordinance No. 105,718 (approved on June 17, 1955). Since that time, it has been removed from the property directly to the north of the subject site as well as from nine other parcels on this block. Therefore, removal of this Building Line from those portions of the project site on which it remains will result in a consistent development aesthetic for the neighborhood and will achieve a uniform minimum alignment from the street.

The requested Building Line removal is in conformity with public necessity, convenience, general welfare, and good zoning practice in that its retention on the subject property is no longer necessary for the purpose of reserving a portion of the property for future highway dedication and improvement. Building Lines were required before the imposition of "T" Conditions on Zone Changes, which allowed public improvements including street dedications on individual Zone Change requests.

Woodley Avenue is a designated Avenue II, dedicated to a width of 100 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk. Through the "T" Condition process, the subject property will be required to provide a 5-foot sidewalk easement along the property frontage to complete a 15-foot full-width concrete sidewalk in accordance to sidewalk standard of Avenue II under Mobility Plan 2035; construct a new 15-foot wide concrete sidewalk with tree wells; repair all broken, off-grade or bad order concrete curb, gutter and roadway pavement; close all unused driveways with full-width concrete sidewalk and concrete curb; and upgrade all open driveways to comply with ADA requirements.

Therefore, the requested building line removal is in conformity with public necessity, convenience, general welfare, and good zoning practice in that its retention on the subject property is no longer necessary for the purpose of reserving a portion of the property for future highway dedication and improvement.

Site Plan Review Findings

- 11. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan.**

The project site is comprised of two (2) lots with approximately 28,000 of lot area. The Van Nuys - North Sherman Oaks Community Plan designates the site as Limited Industrial with corresponding zones of CM, MR1, and M1. The project site is presently zoned [Q]MR1-1 and [Q]P-1 with a 52-foot strip of [Q]P-1 along Woodley Avenue. The property is not located within a specific plan and is not located within an interim control ordinance area. The applicant has requested a Zone Change/Height District Change of the project site from [Q]MR1-1 and [Q]P-1 to M1-2D.

The project is consistent with the objectives of the Community Plan in that it will continue to allocate space for viable industrial development in the area, and as discussed in more detail in above Finding No.1. The development will provide additional employment opportunities within an underdeveloped industrial site. The project includes self-storage to serve the surrounding

neighborhood. The industrial development will create a pedestrian friendly environment by linking buildings with dedicated walkways and by separating vehicular and pedestrian access points to the site. The project will improve and provide street trees and provide appropriate drought tolerant landscaping. As proposed, the project will be in substantial conformance with the provisions of the General Plan and the Van Nuys - North Sherman Oaks Community Plan.

The condition requiring EV-ready parking spaces (installed with chargers) onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policies 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policies 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions.

- 12. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.**

Compatibility with Existing and Future Development

The proposed structures are consistent with the visual character of the area. Surrounding uses include a mix of light industrial/manufacturing, commercial, multi-family, and single-family uses. Properties to the north, adjoining the subject property are zoned (T)(Q)M1-2D and [T][Q]MR-1 with a land use designation of Limited Manufacturing and developed with a self-storage facility "Extra Space Storage," with surface level parking lot. Properties to the east, across Woodley Avenue, are zoned [Q]R3-1 with a land use designation of Medium Residential and developed with one to three story medium residential housing structures. Properties to the south, adjoining the subject property are zoned [T][Q]MR1-1 and [T][Q]P-1 with a land use designation of Limited Manufacturing and developed with a self-storage facility with surface level parking. Properties to the west, adjoining the subject property, are zoned M1-1 and P-1 with a land use designation of Limited Manufacturing and developed with large one and two-story warehouse/commercial uses with surface level parking lots. Beyond the immediately abutting land uses, there are additional industrial/manufacturing uses with surface parking to the west across Valjean Avenue and to the north, a single-family residential community to the east, and multi-family residential and a commercial strip mall to the south. The Van Nuys Airport is located 0.20 mile west of the project site and the Van Nuys Golf Course is located 0.25 mile south-southwest of the project site

The project will demolish existing non-conforming residential buildings in order to construct a new three-story, 80,000 square-foot self-storage building. The project complies with the floor area and height limitations of the proposed M1-2D Zone. While the self-storage use is taller than existing buildings, it is still within the 37-foot height limit imposed on such uses by the M1 Zone, and it is sufficiently setback and includes articulation and landscaping to minimize the appearance of bulk and massing. The proposed project will be the same height as the adjoining and recently approved self-storage facility with a height of 37 feet. The proposed project has been designed and will function similarly to the nearby self-storage use to the north and south. Furthermore, the

use serves as a buffer between the more intensive airport and industrial uses to the west and the residential development to the east. As such, the new structures will be similar in scale and use to existing buildings in the surrounding area.

Arrangement of Buildings (Height, Bulk, Setbacks)

The location of the buildings has been designed to be compatible with adjacent uses. Through the approval of the requested Height District Change, the project site is located within Height District No. 2 on an industrial infill site, which does not impose a height limit. However, storage buildings for household goods are first permitted in the M1 Zone Classification provided the building or structure is more than 500 feet from an A or R Zone or residential use as measured from the lot lines, and the building or structure is no more than 37 feet in height.

The existing MR1-1, MR-1 and P-1 zones limit the FAR at the site to 1.5 to 1 and the proposed M1-2 Zone limits F.A.R. at the site to 6 to 1. However, a D limitation has been added to ensure the proposed project does not exceed an FAR of 2 to 1. No setbacks are required for non-residential development within the M1 Zone. As stated previously, the proposed project complies with the floor area and height limitations of the proposed (T)(Q)M1-2D Zone. While the self-storage use is taller than existing buildings, it is still within the 37-foot height limit at the site, and it is sufficiently setback and includes articulation and landscaping to minimize the appearance of bulk and massing. The proposed project will be the same height as the adjoining recently approved self-storage facility with a height of 37 feet. As such, the new structures will be similar in scale to existing buildings in the surrounding area.

The self-storage building will have a customer service area/office that is positioned along Woodley Avenue to help activate the street frontage and encourage pedestrian activity. A direct pedestrian path of travel is also provided along the parking area to connect to the Woodley Avenue frontage.

Therefore, the proposed height, bulk and setbacks of the development are similar to nearby structures, and the proposed landscaping will make the site more attractive and well integrated with the surrounding neighborhood.

Parking, Loading Areas, Trash Collection

The project will include a total of nine (9) parking spaces on-site and 12 parking spaces on the abutting self-storage facility site. All code required bicycle parking is provided. The project will include on-site EV parking as required by the Green Building Code. The project is conditioned to complete a lot-tie allowing for shared use of the abutting property's trash enclosure area.

Landscaping

The project will include approximately 3,193 square feet of landscaping. The proposed landscaping plan would provide a mix of ground cover and eight (8) trees along the front of the project. Plant materials have been selected for temperature hardiness and low water use. Woodley Avenue is going to be attractively landscaped to activate the street frontage and provide visual interest and buffer. The parking lot will be planted with trees. Moreover, the project is conditioned to comply with the Los Angeles Landscape Ordinance if the canopy/shade requirements are met.

Lighting

The proposed project has been conditioned to install lighting in all areas within the business in conformance with the Los Angeles Municipal Code. The lighting shall be such that it renders all objects and persons clearly visible within the establishment.

The project has been conditioned, herein, to ensure that the proposed arrangement of buildings, off-street parking facilities, and other such pertinent improvements will be compatible with existing and future development on neighboring properties.

13. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

The proposed project involves the development of a self-storage facility. No residential uses are proposed. The project has been conditioned so that all open areas not used for buildings, driveways, and parking areas be attractively landscaped, include an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect.

The proposed building would meet and/or exceed all City Building Code and Title 24 requirements. As such, the building would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star-rated appliances, water saving/low-flow fixtures, non-volatile organic compound paints/adhesives, drought-tolerant planting, and high-performance building envelopment.

Environmental Findings

- 14.** An Addendum (dated February 2023) to a previously adopted Mitigated Negative Declaration (MND) (Case No. ENV-2018-4247-MND adopted on February 13, 2019)), along with mitigation measures and a Mitigation Monitoring Program were prepared for the proposed project. The Department found that potential negative impacts related to ENV-2018-4247-MND could occur from the project's implementation, however, these impacts would be reduced to less than significant levels with mitigation. The MND was circulated for public review from January 24, 2019 through February 13, 2019.

The Addendum describes the addition of the current self storage project and provides a comparison of the potential environmental effects associated with this addition to the impacts of the approved project as identified in the MND. The analysis demonstrates that the addition of the currently proposed self storage building to the previously approved self storage building would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the current project are within the envelope of impacts addressed in the adopted MND and do not constitute a new or substantially increased significant impact. The proposed project does not meet the requirements for preparation of a subsequent or supplemental EIR or negative declaration.

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Department of City Planning in Room 763, 200 North Spring Street.

- 15. 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. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.



LOS ANGELES CITY PLANNING APPEAL FILING PROCEDURES

Entitlement and CEQA appeals may be filed using either the Online Application System (OAS) or in person Drop Off at DSC (Development Services Center).

Online Application System: The OAS (<https://planning.lacity.org/oas>) allows appeals to be submitted entirely electronically online; fee payment is by credit card or e-check.

Drop off at DSC: Appeals of this determination can be submitted in person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

Metro DSC

(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC

(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC

(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

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

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure that DSC staff members have adequate time to review and accept the documents, and to allow appellants time to submit payment.



QR Code to Online
Appeal Filing



QR Code to Forms
for In-Person Filing