

FINDINGS

1. General Plan/Charter Findings

- a. **General Plan Land Use Designation.** The subject property is located within the Van Nuys – North Sherman Oaks Community Plan area which was updated by the City Council on September 9, 1998 and designates the subject property for Limited Industrial land uses corresponding to the CM, MR1, and M1 Zones. The site is zoned [T][Q]MR1-1VL, [Q]MR1-1, [T][Q]P-1, and [Q]P-1. The zone change and height district change to the (T)(Q)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 and auxiliary truck rental services are industrial/commercial uses that are consistent with development permitted in the proposed (T)(Q)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.
- b. **Plan Text (Community Plan).** The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Van Nuys - North Sherman Oaks Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City’s General Plan is divided into 35 Community Plans. The subject property is located within the Van Nuys - North Sherman Oaks Community Plan, which designates the site for Limited Industrial land uses corresponding to the CM, MR1, and M1 Zones.

Van Nuys - North Sherman Oaks Community Plan. 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 zone and height district changes will accommodate the proposed use by allowing for the redevelopment of a presently underutilized site. 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 140,000 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.

- c. **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 underutilized site with a new self-storage with auxiliary truck rental services. Removal of the existing P Zone will allow the project to be built up to the street, thereby facilitating the development of new uses that will bring new storage services to the Van Nuys/Lake Balboa community. The project is directly served by Metro Local Lines 237 and 165 and is located within approximately 0.6 miles of the Metro Gold Line Woodley Station. Proximity to these transit options may help reduce vehicular trips to and from the project, vehicle miles travelled, and reduce air pollution. Further, the site's location within an existing under-utilized industrial district fronting on an Avenue II (Woodley

Avenue) and being approximately 430 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 MR1-1VL, MR1-1, and P-1 to M1-2.

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, while improving a presently underutilized site. 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 140,000 square-foot self-storage use with auxiliary truck rental services will add updated landscaping, improved sidewalks, and will maintain the general character of the existing industrial district.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street improvements surrounding the project site. 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 40-foot roadway, and 10-foot sidewalk.

The Bureau of Engineering (BOE) is requiring Woodley Avenue (Avenue II) to provide additional sidewalk easement across driveways (as necessary) to comply with ADA requirements, to construct a new 10-foot wide concrete sidewalk along the property frontage, repair all broken and off-grade concrete curb and gutter, and upgrade all driveways to comply with ADA requirements or close unused driveway with 10-foot concrete sidewalk, curb, and 2-foot gutter. Conditions for improvements have been imposed under the (T) Tentative Classification conditions in accordance with Avenue II standards of Mobility Plan 2035.

The dedication and improvement requirement would continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. New street trees will be planted along the project's street frontage and a new 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 proposed project will construct a new 10-foot wide concrete sidewalk along the property frontage to create a quality, safe and comfortable walking environment. The new sidewalk facilities will improve transit accessibility to and from local bus stops. The self-storage building will benefit from this public improvement by orienting the front entrances to be in line with a direct pedestrian path of travel from the sidewalk. The project will take vehicular access off of one driveway on Woodley Avenue. The curb cut (entrance) have been placed at the northern portion of the site to reduce any impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists. 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).

- e. **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.
- f. **Charter Finding – City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission’s findings and recommendations, the Council shall make its own findings.

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 Community Plan designates the four subject lots fronting Woodley Avenue for Limited Industrial land uses, corresponding to the CM, MR1, and M1 Zones. Both the existing MR1 and P zoning of the lots and the requested (T)(Q)M1-2D Zone are consistent with this land use designation. The requested height district change from Height District No. 1VL and 1 to Height District No. 2D for the project site is consistent with the community plan.

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 Findings Sections a-c above. Moreover, as also noted above, the subject property is zoned [T][Q]MR1-1VL, [Q]MR1-1, [T][Q]P-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 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 (T)(Q)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 and the environmental and visual impacts of manufacturing uses.

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 eliminate the large field of parking behind iron gates along Woodley Avenue and instead 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 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 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 prepared. 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.

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.

- g. **Charter Finding – City Charter Finding 558.** The proposed zone change and height district change will be in conformance with public necessity, convenience, general welfare and good zoning practice.

- a. Public Necessity – The requested zone and height district changes will be consistent with public necessity as it will allow the project to be developed in the Van Nuys – North Sherman Oaks community of Los Angeles by providing a new self-storage facility within an industrial zoned area. As designed and conditioned, the project will enhance the neighborhood and will contribute to the revitalization of this portion of Woodley Avenue. The development of the project represents an opportunity to achieve the overarching goals of the Van Nuys – North Sherman Oaks Community Plan, which include encouraging the maintenance of existing industrial uses in this area. As such, the proposed zone and height district changes would optimize commercial and industrial opportunities in the Community Plan area.

The project site is located in the Los Angeles State Enterprise Zone and is improved with an existing 11,225 square feet of single-family and light industrial/manufacturing land uses, which include single-family homes, an air conditioning business, office space, a vehicle engine intake and exhaust manifold fabrication business, and a sheet metal fabrication business. The project will demolish existing improvements and construct a new 140,000 square-foot self-storage building with auxiliary truck rental services. 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 an under-utilized and restricted industrially zoned property that is located within close proximity to the Van Nuys Airport and commercial and residential neighborhoods. The project will repurpose presently underutilized lots with a single-use development that includes self-storage. 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 (T)(Q)M1-2D Zone allows for the redevelopment of an underutilized site. The project will enhance the urban environment by encouraging activity on an under-utilized 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 [T][Q]MR1-1VL, [T][Q]P-1, [Q]MR1-1, and [Q]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 (T)(Q)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.

For the reasons stated above, the zone/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.

2. Entitlement Findings

- a. **Zone Change/Height District Change Findings; "T", "Q", D Classification Findings.** Pursuant to Section 12.32-C of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice:
 - i. 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 an existing 11,225 square feet of single-family and light industrial/manufacturing land uses, which include single-family homes, an air conditioning business, office space, a vehicle engine intake and exhaust manifold fabrication business, and a sheet metal fabrication business. The project will demolish existing improvements and construct a new 140,000

square-foot self-storage building with auxiliary truck rental services. 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.

- ii. Convenience: The project will redevelop an under-utilized and restricted industrially zoned property that is located within close proximity to the Van Nuys Airport and commercial and residential neighborhoods. The project will repurpose presently underutilized lots with a single-use development that includes self-storage. Public convenience will be served by the addition of viable low-impact industrial development at the site that will add needed self-storage uses.
- iii. General Welfare: Granting the Zone Change and Height District Change to the (T)(Q)M1-2D Zone allows for the redevelopment of an underutilized site. The project will enhance the urban environment by encouraging activity on an underutilized 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.
- iv. Good Zoning Practices: The project site is zoned [T][Q]MR1-1VL, [T][Q]P-1, [Q]MR1-1, and [Q]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 (T)(Q)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 requested 2D Height District would permit the proposed project to make better use of the property while also protecting the best interests of the surrounding properties and neighborhood. The D Limitation would restrict the proposed development to the floor area ratio and vertical height to the current design. The existing height district 1 and 1VL allows for a 1.5:1 FAR and unlimited height while the desired height district allows for a 6:1 FAR and unlimited height, however, the D Limitation condition will ensure the proposed project does not exceed an FAR of 2:1 and a 37-foot height limit required pursuant to LAMC Section 12.17.6-A, 10.

The proposed project will demolish existing buildings and surface parking, the view of which is largely characterized by wrought iron fencing and surface parking. The new self-storage facility will revitalize the property by locating surface parking to the northerly side of the property and providing a building that abuts Woodley Avenue. The proposed building will include breaks in façade colors and materials, thereby creating more attractive development than what currently exists. Granting the requested 2D Height District makes this development feasible, which is in line with the spirit and intent of the Zone.

- v. “T”, “Q” and “D” Classification Findings. Pursuant to LAMC Sections 12.32-G, 1, 12.32-G, 2(a), and 12.32-G, 4, the current action, as recommended, has been made contingent upon compliance with new “T”, “Q”, 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.

b. Building Line Removal Finding.

- i. **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 25-foot Building Line along the east side of Woodley Avenue was established by Ordinance No. 105,718.¹ (approved on June 17, 1955). Since that time, it has been removed from nine parcels on this block, two of which are part of the project site and were removed by Ordinance No. 156,084.² (effective on December 23, 1981). 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.

Furthermore, a 10-foot dedication has been completed since the creation of the building line and has reduced the 25-foot building line to a 15-foot building line. 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.

¹ On June 17, 1955, an Ordinance establishing a 25-foot building line on both sides of Woodley Avenue between Hart Avenue and a line approximately 180 feet northerly of Vanowen Street became effective. A 10-foot dedication has been completed since and has reduced the 25-foot building line to a 15-foot building line.

² On December 23, 1981, an Ordinance establishing a building line map correction for a portion of Woodley Avenue became effective. The building line correction removed existing 15-foot building line for a portion of Woodley Avenue and the project site (Lot FR 25-26, Tract TR 6148).

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 additional sidewalk easement across driveways (as necessary) to comply with ADA requirements, to construct a new 10-foot wide concrete sidewalk along the property frontage, repair all broken and off-grade concrete curb and gutter, and upgrade all driveways to comply with ADA requirements or close unused driveway with 10-foot concrete sidewalk, curb, and 2-foot gutter. The subject site is already dedicated and does not require additional dedication per the Mobility Plan, thus the Building Line is unnecessary. 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.

The Mobility Plan seeks to "recognize walking as a component of every trip, and [seeks to] ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment." Thus, the removal of the Building Line will allow for the project to be built closer to the street, ensuring high quality pedestrian access to the site.

c. Conditional Use Findings (Self-Storage Use and Parking)

i. General Conditional Use Findings:

- 1) 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. In fact, a self-storage facility was approved on the subject property under Case No. ZA-2008-1745-ZV. The letter of determination of such case states that there was no opposition from the community. That project was of a similar height and also three stories. 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 replacing the existing surface parking lots behind locked gates that predominate this portion of Woodley Avenue. 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: from 46 spaces to 37 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 with the existing industrial and commercial uses surrounding the project site. The proposed project will provide the surrounding community with a new 140,000 square-foot self-storage facility and will continue to provide a service that is beneficial to the community.

- 2) **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 site consists of four internal lots with approximately 70,132 square feet (1.61 acres) of lot area. The site has a frontage of approximately 265 feet along the west side of Woodley Avenue. The site is presently improved with approximately 11,225 square feet of single-family and light industrial/manufacturing land uses, which include single-family homes, an air conditioning business, office space, a vehicle engine intake and exhaust manifold fabrication business, and a sheet metal fabrication business.

The project will demolish existing improvements in order to construct a new 140,000 square-foot self-storage building. With the concurrent Zone Change/Height District request, the project will be located on a site zoned M1-2, which permits self-storage uses through the granting of a conditional use permit. The M1-2 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 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: from 46 spaces to 37 spaces. The LAMC provides for this 20% reduction to be included as ancillary to the requested Zone Change and 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 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 140,000 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, multi-family residential uses and self-storage facility 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.

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

The project site is comprised of four internal lots with approximately 70,132 square feet (1.61 acres) 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 [T][Q]MR1-1VL and [Q]MR1-1 with a 50-foot strip of [T][Q]P-1 and [Q]P-1 along both street frontages. 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 [T][Q]MR1-1VL, [T][Q]P-1, [Q]MR1-1, and [Q]P-1 to M1-2.

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 140,000 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.

The requested 20% reduction in required parking spaces from 46 spaces to 37 spaces 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 (T)(Q)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 and auxiliary truck rental services are industrial/commercial uses that are consistent with development permitted in the proposed (T)(Q)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) 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 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.

ii. **Self-Storage Conditional Use Finding:**

- 1) **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, loading areas, lighting, landscaping, trash collection, 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.

Immediately surrounding the project site are industrial and commercial buildings at 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 and surface parking lot which will further enhance the street experience. A trash collection area will be located near the northeast corner of the project site, enclosed with landscaping to not be seen from Woodley Avenue. Lighting will be positioned downward and will be 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.

d. Site Plan Review Findings

- i. 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 four internal lots with approximately 70,132 square feet (1.61 acres) 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 [T][Q]MR1-1VL and [Q]MR1-1 with a 50-foot strip of [T][Q]P-1 and [Q]P-1 along both street frontages. 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 [T][Q]MR1-1VL, [T][Q]P-1, [Q]MR1-1, and [Q]P-1 to M1-2.

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, by widening the public sidewalk, and by separating vehicular and pedestrian access points to the site. The project will improve and provide street trees, close extraneous curb cuts, 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 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.

- ii. **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. 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, multi-family residential uses and self-storage facility 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.

The project will demolish existing improvements in order to construct a new three-story, 140,000 square-foot self-storage. The 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 has been designed and will function similarly to the nearby self-storage use to the 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, including truck rentals, 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 limits 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, and it is sufficiently setback and includes articulation and landscaping to minimize the appearance of bulk and massing. 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. Internal pedestrian circulation is accommodated through sidewalks along building frontages.

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 37 vehicle parking spaces, 28 bicycle parking spaces, a loading zone, and a dedicated trash enclosure area. The project will include one EV parking stall and eight future EV-ready parking stalls. The loading zone will be provided along the northern portion of the property in front of the lobby to serve the self-storage. The project will also include on-site trash collection for both refuse and recyclable materials, in conformance with the L.A.M.C. The trash enclosure is located on the northeastern side of the property.

Landscaping

The project will include approximately 1,015 square feet of landscaping and open space. The proposed landscaping plan would provide a mix of ground cover and 13 trees along the perimeter of the project site. Plant material 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 at a ratio of one tree per four

parking spaces. Moreover, the project is conditioned to comply with the Los Angeles Landscape Ordinance the canopy/shade requirements are met.

Lighting

The proposed project's lighting scheme will be compatible with surrounding development. Exterior lighting will illuminate on-site facilities in order to provide sufficient lighting for circulation and security, while minimizing impacts on adjacent properties. Ground level lighting will activate and enhance the pedestrian environment at night. Furthermore, the project has been conditioned to require shielded lighting such that the proposed lighting does not illuminate adjacent properties or the above night skies.

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.

- iii. **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 proposed project is not subject to the City's open space requirements pursuant to LAMC Section 12.21-G,2, however, 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.

3. Environmental Findings

- a. A Mitigated Negative Declaration (ENV-2018-4247-MND), 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.

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.

- b. **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.