

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.