

APPLICATIONS

APPEAL APPLICATION Instructions and Checklist



THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: \$ 229 -

Reviewed & Accepted by (DSC Planner): J. CHAN

Case No.: CPC-2025-5194-HD-CU2-PR-ZC-1A Date: 8/19/26

☒ Determination authority notified ☒ Receipt Number: 2026231003-74

PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC. For California Environmental Quality Act Appeals use form CP13-7840. For Building and Safety Appeals and Housing Department Appeals, use form CP13-7854.

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- ☐ Area Planning Commission (APC) ☒ City Planning Commission (CPC) ☐ City Council
- ☐ Zoning Administrator (ZA)

CASE INFORMATION

Case Number: CPC-2025-5194-HD-CU2-PR-ZC

APN: 5070004026

Project Address: 4802-4828 W. San Vicente Blvd.

Final Date to Appeal: August 24, 2026

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part?

☒ Entire ☐ Part

Are specific Conditions of Approval being appealed?

☒ YES ☐ NO

If Yes, list the Condition Number(s) here: #1...#2...#3

On a separate sheet, provide the following:

☒ Reason(s) for the appeal

☒ Specific points at issue

☒ How you are aggrieved by the decision

APPELLANT

Check all that apply:

☒ Person, other than the applicant, Owner or Operator claiming to be aggrieved

☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

APPELLANT INFORMATION

Appellant Name: Curtis Clark

Company/Organization: N/A

Mailing Address: 8306 Wilshire Blvd. #557

City: Beverly Hills State: Ca. Zip Code: 90211

Telephone: 310-620-3944 E-mail: trumproad@gmail.com

Is the appeal being filed on behalf or on behalf of another party, organization, or company?

☒ Self ☐ Other: _____

Is the appeal being filed to support the original applicant's position?

☐ YES ☒ NO

REPRESENTATIVE / AGENT INFORMATION

Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: _____ E-mail: _____

APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

Appellant Signature: _____

Date: 8/18/2026

August 10, 2026

To Whom It May Concern:

Los Angeles City Planning Commission

Monique Lawshe, President
Caroline Choe, Vice President
Priscilla Chavez, Commissioner
Martina Diaz, Commissioner
Sarah Johnson, Commissioner
Phyllis Klein, Commissioner
Brian Rosenstein, Commissioner
Jacob Saitman, Commissioner
Elizabeth Zamora, Commissioner

Los Angeles City Planning Department

Vincent P. Bertoni, AICP, Director
Kevin J. Keller, AICP, Executive Officer
Shana M. M. Bonstin, Deputy Director
Haydee Urita-Lopez, Deputy Director
Arthi L. Varma, AICP, Deputy Director
Lisa M. Webber, AICP, Deputy Director
Craig R. Weber, Deputy Director

RE: FORMAL COMPLAINT AND REQUEST FOR INVESTIGATION — CASE NO. CPC-2025-5194-HD-CU2-PR-ZC

Dear Members of the Los Angeles City Planning Commission and Los Angeles City Planning Department:

I am writing to formally object to and request an investigation into the Planning Commission's approval of **Case No. CPC-2025-5194-HD-CU2-PR-ZC**, including the circumstances surrounding the July 9, 2026 hearing, the representations made to the Commission and the community, the adequacy of the City's due diligence, the project's claimed public benefits, and the treatment of affected Black American homeowners.

The City's **Racial Equity Value Statement** declares that the Los Angeles City Planning Commission prioritizes a planning process that centers the needs of those most harmed by systemic racism and seeks to create affordable, prosperous, resilient, and healthy communities where all Angelenos experience a sense of belonging.

Respectfully, my experience with this project causes me to question whether those principles were meaningfully applied in this case.

RACIAL EQUITY AND COMMUNITY IMPACT

It is particularly troubling that a project of this magnitude is being approved in a neighborhood containing a historically significant concentration of Black American homeowners and Black-owned real estate.

Los Angeles has a well-documented history of racial exclusion in housing and property ownership, including racially restrictive covenants, redlining, discriminatory lending practices, and displacement. The preservation of established Black homeownership and Black-owned property is therefore not merely a private concern; it is an important component of the City's stated racial-equity objectives.

I am deeply concerned that the approval of a proposed **seven-story storage facility** in this historically significant neighborhood may contribute to continued displacement and gentrification pressures while placing existing homeowners at risk of diminished property values, loss of economic opportunity, interference with quiet enjoyment, and other adverse impacts.

I am not asserting that the racial composition of a governmental board, standing alone, establishes unlawful discrimination. However, when a historically significant Black homeowner community is directly affected by a major land-use decision, the City has a responsibility to ensure that those residents receive meaningful, timely, and equitable participation in the process.

I do not believe that occurred here.

CONCERNS REGARDING THE JULY 9, 2026 HEARING

I personally witnessed the July 9, 2026 Planning Commission hearing concerning this project. The proceedings raised serious concerns regarding the preparation of the Commission, the information available to Commissioners, the adequacy of the studies supporting the project, and whether the Commission had sufficient evidence upon which to approve the requested entitlements.

I respectfully request an independent review of the complete administrative record and the evidence relied upon in approving this project.

1. ALLEY AND ACCESS REPRESENTATIONS

Representations were made concerning an alley and proposed access/reconstruction.

My understanding is that the area identified as an alley has **only one entry/driveway**, leading toward the adjoining Edge Studios business, and does not have a separate exit or function as a conventional through-alley.

I therefore request that Planning independently verify:

- the legal status and configuration of the alleged alley;
- ownership and access rights;
- whether the area actually constitutes an alley under applicable City standards;
- whether any reconstruction is required;
- whether any reconstruction was requested or approved by Planning; and
- what representations concerning the alley were presented to the Commission.

This issue should be resolved through official records and site verification rather than competing statements from interested parties.

2. COMMUNITY OUTREACH

Representations were also made concerning community outreach.

However, affected neighboring residents did not receive what I understand to have been meaningful and comprehensive outreach concerning important project characteristics, including the proposed **hours of operation and building height**.

I respectfully request production and review of the complete community-outreach record, including:

- notices;
- mailing lists;
- emails;
- meeting invitations;
- presentation materials;
- dates of outreach;
- attendance records;
- communications with neighborhood stakeholders; and
- documentation showing when and how affected Black homeowners were notified.

If the City believes adequate outreach occurred, I respectfully request that the City identify the specific evidence supporting that conclusion.

3. CONSTRUCTION ENGINEERING AND TECHNICAL STUDIES

I am also concerned that no construction engineering survey or comparable technical documentation concerning a development of this size and height was disclosed to the affected community before approval.

If such studies were performed, I request that they be identified and made available for review.

If they were not performed, the City should explain what technical information and professional analysis were relied upon in determining that the project could safely and appropriately proceed.

4. ON-SITE SECURITY

I also question representations concerning on-site security staffing.

To my knowledge, on-site security staffing was **not discussed at the neighborhood council meeting** in the manner subsequently represented.

The City should therefore identify:

- what security commitments the applicant actually made;
- when those commitments were made;
- whether they were presented to the neighborhood;

- whether they were presented to the Planning Commission;
- whether security staffing is a binding condition of approval; and
- how compliance will be monitored.

5. AVIATION AND HELIPAD SAFETY

Another serious issue requiring independent verification involves the project's proximity to the **LAPD Wilshire station helipad**.

The proposed project is approximately **0.3–0.4 miles from the helipad**, and I am concerned that the proposed building height may implicate applicable protected airspace, imaginary surfaces, or other aviation safety requirements.

I am specifically requesting that the City determine whether all required aviation and FAA-related analysis was completed before approval.

If a precise aviation survey, FAA determination, obstruction evaluation, or other applicable analysis exists, I request that it be identified and included in the administrative record.

If no such analysis was performed, I request that the City explain why approval proceeded without it.

This is a matter that should be resolved through documented technical analysis—not assumptions.

6. REPRESENTATIONS BY THE DEVELOPER'S REPRESENTATIVE

I am particularly concerned about several representations attributed to **Dana Sayles/three6ixty**, acting as a representative of the developer.

I believe several representations presented to the community or Commission were inaccurate or materially incomplete.

I respectfully request that the City independently verify the following:

First: The representation concerning the alley and access, as discussed above.

Second: The representation concerning selective community outreach regarding the proposed hours of operation and building height.

Third: The availability and disclosure of construction engineering or other technical surveys relating to the proposed seven-story structure.

Fourth: Representations concerning on-site security staffing.

I am deliberately asking the City to **investigate and verify these matters rather than simply accepting my characterization or the applicant's characterization**.

If the representations were accurate, the administrative record should establish that fact. If they were inaccurate, the City should determine whether those inaccuracies materially affected the Commission's decision.

7. PUBLIC BENEFIT AND ENTITLEMENT CONCESSIONS

The hearing transcript also raises significant questions concerning the public benefit supporting the requested entitlement concessions.

Commissioner **Brian Rosenstein** raised concerns regarding the absence of a demonstrated public benefit in exchange for the concessions being considered. His comments appeared to question what the surrounding community was receiving in return for the benefits being provided to the project.

That concern deserves serious examination.

If the project receives substantial benefits through increased height, density, use, or other entitlement concessions, the City should clearly identify:

1. What concessions were granted;
2. What public benefits were promised;
3. What measurable benefits will be provided to the surrounding community;
4. Whether those benefits are enforceable conditions of approval; and
5. How the City will ensure that the promised benefits are actually delivered.

A project should not be characterized as providing a public benefit merely because it represents an investment in the City or a particular Council District. The affected community should be able to identify the concrete benefits it receives.

8. COMMISSIONER QUESTIONS AND UNANSWERED ISSUES

My review of the hearing audio/transcript further causes concern about the extent of the Commission's substantive examination.

Commissioner Rosenstein raised questions concerning the lack of public benefit.

Commissioner Johnson indicated that studies had not been performed.

Commissioner Diaz raised questions concerning rooftop solar.

Commissioner Saitman raised questions concerning stormwater infiltration.

Commissioners Klein and Zamora did not, to my recollection, raise substantive questions concerning the issues most concerning affected homeowners.

I respectfully request that the City review the hearing record to determine whether the Commission possessed sufficient evidence to make the required findings before approving the requested entitlements.

9. RACIAL EQUITY MUST BE IMPLEMENTED, NOT MERELY STATED

The City's Racial Equity Value Statement should have practical meaning when an established Black American homeowner community is directly affected by a major development decision.

Community engagement cannot merely consist of procedural notice.

Meaningful engagement requires that affected residents have a genuine opportunity to understand the project, review relevant information, raise concerns, receive substantive responses, and have their concerns meaningfully considered before the decision is made.

The concerns raised here involve much more than opposition to development.

They involve whether the City's planning process adequately protected the interests of an established Black American homeowner community that has historically faced discriminatory housing practices and displacement.

If the City is serious about racial equity, this is precisely the type of circumstance in which that commitment should be demonstrated.

FORMAL REQUEST FOR INVESTIGATION AND CORRECTIVE ACTION

Accordingly, I respectfully request that the City of Los Angeles:

1. **Conduct an independent investigation** into the approval of Case No. CPC-2025-5194-HD-CU2-PR-ZC;
2. **Review the complete administrative record**, including all staff reports, applicant submissions, studies, communications, public comments, hearing recordings, transcripts, outreach materials, and conditions of approval;
3. **Verify the accuracy of the representations** concerning the alley, access, community outreach, hours of operation, project height, engineering studies, security staffing, and other material project issues;
4. **Determine whether all required technical and safety studies were completed**, including any applicable aviation, FAA, helipad, engineering, traffic, stormwater, environmental, and structural analyses;
5. **Determine whether the requested entitlement concessions were supported by legally sufficient findings and demonstrated public benefits**;
6. **Evaluate whether affected Black American homeowners received meaningful, timely, and equitable community engagement**;
7. **Determine whether the concerns of affected Black homeowners were given appropriate consideration in comparison with other development interests**;
8. **Investigate whether any material misrepresentations or omissions affected the Commission's decision**;
9. **Review the role and actions of Council District 10 in connection with this project and the community-engagement process, as appropriate**;
10. **Suspend further implementation of the project, to the extent legally permissible, pending completion of the requested investigation, particularly if required studies or approvals remain outstanding; and**
11. **Provide the affected community with a written response identifying the evidence and findings upon which the City relies.**

NOTICE OF FURTHER ACTION

I respectfully request that this letter and the concerns raised herein be preserved as part of the official administrative record.

I also intend to pursue all lawful administrative and judicial remedies available to me if these concerns are not adequately investigated and addressed. This may include submitting complaints to appropriate federal, state, and local oversight authorities and pursuing appropriate proceedings in Los Angeles Superior Court.

I am not making this request lightly.

The issues raised concern governmental accountability, procedural fairness, public safety, racial equity, meaningful community participation, and the protection of an established Black American homeowner community.

The City's stated commitment to racial equity must be reflected in its actual decisions and processes.

I therefore respectfully ask the Planning Commission, Planning Department, Council District 10, and all appropriate oversight authorities to take these concerns seriously, conduct the necessary investigation, preserve the relevant records, and provide a substantive written response.

If the City concludes that the project was properly evaluated and approved, I respectfully request that the City provide the documentary evidence supporting that conclusion.

If the investigation instead establishes that material information was inaccurate or omitted, required studies were not completed, community engagement was inadequate, or the applicable legal and procedural requirements were not satisfied, then appropriate corrective action should follow.

Respectfully submitted,

Curtis Clark
8306 Wilshire Blvd., #557
Beverly Hills, CA 90211
310-620-3944
trumproad@gmail.com

August 10, 2026







LOS ANGELES CITY PLANNING COMMISSION

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

LETTER OF DETERMINATION

MAILING DATE: AUGUST 3, 2026

Case No.: CPC-2025-5194-HD-CU2-PR-ZC
CEQA: ENV-2025-5195-MND
Plan Area: Wilshire

Council District: 10 – Hutt

Project Site: 4802 – 4828 West San Vicente Boulevard

Applicant: David Kelly, Westport Properties Inc.
Representative: Dana Sayles, three6ixty

At its meeting **July 9, 2026**, the Los Angeles City Planning Commission took the actions below in conjunction with the following Project:

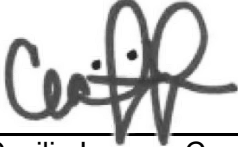
Demolition and removal of the existing one-story warehouse building and two surface parking lots for the construction, use, and maintenance of a seven-story self-storage facility for household goods encompassing a floor area of 161,645 square feet. The self-storage facility would feature storage units across each floor level, a 954-square-foot office area, a 608-square-foot lobby, a 376-square-foot community room/multi-purpose room, five vehicular parking spaces, 36 bicycle parking spaces, and two loading spaces and would operate between 7:00 a.m. to 10:00 p.m., daily.

1. **Found**, pursuant to Sections 21082.1(c)(3) and 21081.6 of the California Public Resources Code and CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2025-5195-MND ("Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment; **Found** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **Found** the mitigation measures have been made enforceable conditions on the Project; and **adopted** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Approved** and **recommended** that City Council **adopt** the attached ordinance, pursuant to Chapter 1A Section 13B.1.4 of the Los Angeles Municipal Code (LAMC), a Change and Height District Change Ordinance, from C2-1-O to (T)(Q)C2-2D-O, in order to permit additional floor area up to a maximum Floor Area Ratio of 6:1 in lieu of 1.5:1, including a waiver of the requirement to dedicate and improve an additional 2.5 feet of the existing public alley;
3. **Approved**, pursuant to LAMC Chapter 1A Section 13B.2.2, a Class 2 Conditional Use to permit storage uses within 500 feet of a R Zone;
4. **Approved**, pursuant to LAMC Chapter 1A Section 13B.2.4, a Project Review for a development project which creates, or results in, an increase of 50,000 gross square feet or more of non-residential floor area;
5. **Adopted** the attached Modified Conditions of Approval; and
6. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Rosenstein
Second: Chavez
Ayes: Choe, Diaz, Johnson, Klein, Saitman, Zamora
Absent: Lawshe

Vote: 8 – 0



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

APPEAL PERIOD - EFFECTIVE DATE

The decision of the Los Angeles City Planning Commission as it relates to the Vesting Zone Change and Height District Change is appealable by the Applicant only if disapproved in whole or in part by the Commission. The remaining entitlements are appealable to City Council within **20 days** after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council.

FINAL APPEAL DATE: AUGUST 24, 2026

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination on the CEQA clearance is an appealable clearance under Section 13F.11.1.F.2. (EIR, ND, MND, SCEA, Exemption/No Project) made by a decisionmaker other than the City Council; all available appeals on the entitlement approval(s) have been taken; and the Determination on the entitlement(s) is final and not further appealable.

WHO CAN FILE AN APPEAL

An applicant or any other person aggrieved by the Decision Maker's decision may file an appeal.

HOW TO FILE AN APPEAL

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment. Appeals may be filed either online or in person as referenced below:

Forms are available online at <http://planning.lacity.gov/development-services/forms>.

ONLINE APPEAL FILINGS THROUGH ONLINE APPLICATION SYSTEM (OAS)



Online Application System (OAS): The OAS (<https://planning.lacity.gov/oas>) allows entitlement appeals to be submitted entirely online. Appeal fees may be paid for by credit card or e-check.

QR Code to
Online Appeal Filing

IN PERSON APPEAL FILINGS



QR Code to Forms
for In-Person Appeal
Filing

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, as well as the South Los Angeles DSC on Tuesdays and Thursdays only, and payment can be made by credit card or check.

- a. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications;
- b. Alternatively, appeal applications can be filed with staff at DSC public counters.

CITY PLANNING DEVELOPMENT SERVICES CENTERS – PUBLIC COUNTERS

Office	Address	Phone Number	Email
Metro DSC	201 N. Figueroa St 4th Floor Los Angeles, CA 90012	(213) 482-7077	planning.figcounter@lacity.org
Van Nuys DSC	6262 Van Nuys Blvd Suite 251 Van Nuys, CA 91401	(818) 374-5050	planning.mbc2@lacity.org
South LA DSC <i>Tuesday and Thursday Only</i>	8475 S. Vermont Ave, 1st Floor Los Angeles, CA 90044	(213) 978-1465	planning.southla@lacity.org

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

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

DETERMINATION EFFECTIVE DATE

This determination will become effective after the end of the appeal period date on the first page of this document unless an appeal is filed with the Department of City Planning.

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

SCHEDULING CASE CONDITION CLEARANCE AND BUILDING PERMIT SIGN-OFFS



QR Code to BuildLA
Appointment Portal for
Condition Clearance

In order to clear conditions and/or obtain building permit sign-offs, you must make an [appointment](#) with the Department of City Planning's Development Services Center (DSC). You may schedule a Case Condition Clearance Appointment with the DSC at appointments.lacity.org after the effective date of the determination..

See instructions on how to prepare for your appointment at planning.lacity.gov/project-review/case-filings

Attachments: Zone Change Ordinance, Map, Modified Conditions of Approval, Findings

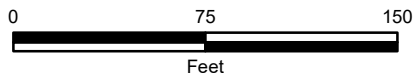
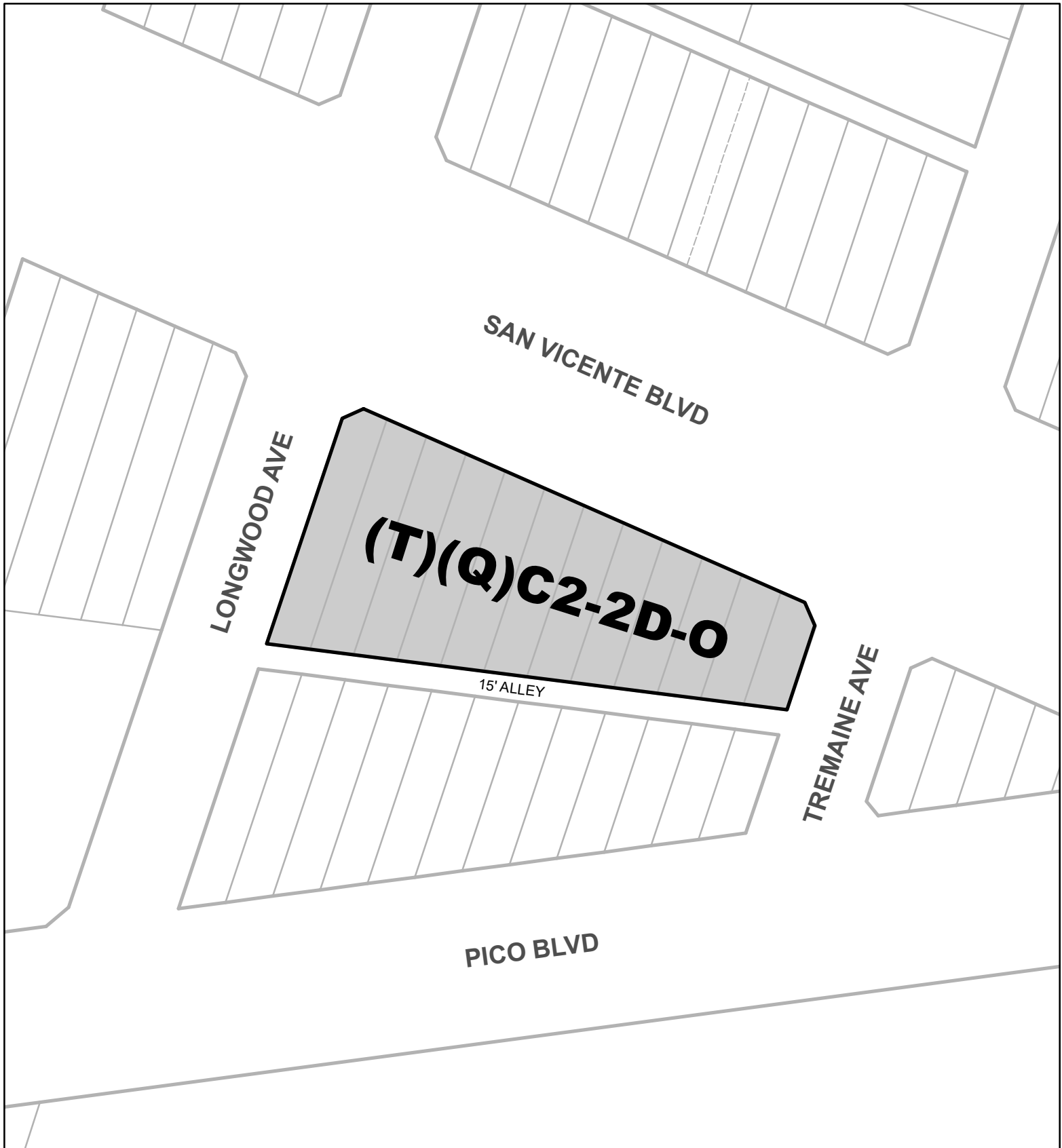
cc: Milena Zasadzien, Principal City Planner
Esther Ahn, City Planner
David Woon, Planning Assistant

ORDINANCE NO. _____

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

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

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

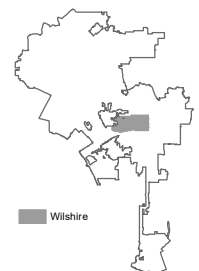


CPC-2025-5194-HD-CU2-PR-ZC

AA/Cf

072826

City of Los Angeles



(Q) QUALIFIED CONDITIONS

Pursuant to LAMC Section 12.32 G, the following limitations are hereby imposed upon the use of the project site, subject to the "Q" Qualified Classification:

1. **Site Plan.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A", dated June 23, 2026, and attached to the subject case file. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the Project conditions.:
2. **Use.** The use and area regulations for the new development on-site shall be developed for the uses as permitted in the C2 Zone as defined in LAMC Section 12.14, except as modified by the conditions herein or subsequent action.

“D” DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

1. **Floor Area.** The total floor area permitted on the subject property shall not exceed a Floor Area Ratio of 6:1.
2. **Height.** The project shall be limited to seven stories and 85 feet. Roof structures and equipment shall not exceed the height limit by more than what is permitted in LAMC Section 12.21.1 B.3.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

(As Modified by the City Planning Commission at its meeting on July 9, 2026)

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

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

Responsibilities/Guarantees

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

2. **Bureau of Engineering.**

- A. Dedication Required:

Longwood Avenue (Local Street) – A 15-foot by 15-foot cut corner or a 20-foot radius property line return is required at the northerly corner of the property at the intersection of Longwood Avenue and San Vicente Boulevard.

San Vicente Boulevard (Boulevard II) – None.

Tremaine Avenue (Local Street) – A 15-foot by 15-foot cut corner or a 20-foot radius property line return is required at the northerly corner of the property at the intersection of Tremaine Avenue and San Vicente Boulevard.

First Alley South of San Vicente Boulevard (Alley) – None

- B. Improvements Required:

Longwood Avenue – Remove and replace the existing curb ramp and alley intersection; any existing broken curb, gutter, and roadway pavement. These improvements should suitably transition to join the existing improvements satisfactory to the City Engineer.

San Vicente Boulevard – Remove and replace any existing broken curb, gutter, roadway pavement, and sidewalk. These improvements should suitably transition to join the existing improvements satisfactory to the City Engineer.

Tremaine Avenue – Remove and replace the existing curb ramp and alley intersection; any existing broken curb, gutter, and roadway pavement. These improvements should suitably transition to join the existing improvements satisfactory to the City Engineer.

First Alley South of San Vicente Boulevard – None

Notes:

Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than $\frac{1}{4}$ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than $\frac{1}{8}$ inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than $\frac{1}{4}$ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than $\frac{1}{8}$ inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

Upgrade all driveways and curb ramps to comply with ADA requirements.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551 or via <https://appointments.lacity.org/apptsys/Public/Account>.

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

Refer to the Department of Transportation regarding traffic signals, signs and equipment (818) 374-4699 or
via <https://appointments.lacity.org/apptsys/Public/Account>.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715 or via
<https://appointments.lacity.org/apptsys/Public/Account>.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (818) 374-5005 or via <https://appointments.lacity.org/apptsys/Public/Account>.

- C. Provide proper drainage for streets being improved and for the site being developed. Sewer mainlines exist in the first alley south of San Vicente Boulevard. Construction of sewer laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit <https://engpermits.lacity.org/public> or
<https://appointments.lacity.org/apptsys/Public/Account>.

Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. **Bureau of Street Lighting.**

- A. Prior to the issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
- B. Construct new street light: one (1) on Longwood Ave. If street widening per BOE improvement conditions, relocate and upgrade street lights: three (3) on San Vicente Blvd. And one (1) on Tremaine Ave.

4. **Urban Forestry Division.**

A. Street Trees

- i. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2: 1 as approved by the Board of Public Works and Urban Forestry Division.
- ii. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.
- iii. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

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

5. **Los Angeles Fire Department.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit, and the following:.

- A. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- B. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
- C. One or more Knox Boxes will be required to be installed for LAFD access to the project.

- D. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
- E. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- F. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- G. Fire Lane Requirements:
 - i. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - ii. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - iii. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - iv. Submit plot plans indicating access road and turning area for Fire Department approval.
 - v. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - vi. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - vii. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - viii. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
 - ix. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- H. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
- I. On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".
- J. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- K. Standard cut-corners will be used on all turns.

- L. The Fire Department may require additional vehicular access where buildings exceed 30 feet in height.
 - M. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided.
 - N. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
 - O. Site plans shall include all overhead utility lines adjacent to the site.
 - P. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
 - Q. FPB #105 – 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
 - R. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
 - S. Entrance to the main lobby shall be located off the address side of the building.
 - T. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
 - U. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
 - V. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
6. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

CONDITIONS OF APPROVAL

(As Modified by the City Planning Commission at its meeting on July 9, 2026)

Pursuant to Sections 13B.2.2 and 13B.2.4 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Class 2 Conditional Use for Storage Use within 500 feet of an R Zone

1. **Authorization.** Approved herein is the construction, use, and maintenance of a seven-story 161,645 square-foot self-storage facility.
2. **Use.** All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
3. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A", dated June 23, 2026 and attached to the subject case file. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the Project conditions
4. **Hours of Operation.** Hours of operation of the self-storage facility shall be limited from 7:00 a.m. to 10:00 p.m., daily.

Project Review

5. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A", dated June 23, 2026 and attached to the subject case file. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the Project conditions
6. **Parking.** Automobile parking shall be provided consistent with the LAMC and/or Assembly Bill (AB) 2097. A greater number than the minimum required may be provided at the applicant's discretion.
7. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval. Review and approval of the driveways should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024).
8. **Materials.** A variety of high-quality exterior building materials, consistent with Exhibit A, dated June 23, 2026, shall be used. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.
9. **Pedestrian Access.** The project shall maintain at least one pedestrian pathway to and from the building entrance. There shall be a direct, linear pathway from the street to the entrance.

10. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
11. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
12. **Landscaping.**
 - A. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
 - B. **Soil depths.** The project shall conform with the minimum soil depth and volume requirements for trees and other plants as outlined in the Soil Depths Design Resource published by the Los Angeles City Planning Urban Design Studio.
 - i. Shrubs, perennials, and ground cover shall require a minimum soil depth of as follows:
 - (1) A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
 - (2) A minimum depth with a height ranging from 9 to 15 feet shall be 36 inches.
 - (3) A minimum depth with a height ranging from 1 to 8 feet shall be 24 inches.
 - (4) A minimum depth with a height less than 1 foot shall be 18 inches.
 - (5) A minimum depth of an extensive green roof shall be 3 inches.
 - ii. Trees shall have a minimum soil depth of 42 inches.
13. **Street Trees.** Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The contractor shall notify Urban Forestry Division at 213-847-3077 upon completion of construction for tree planting direction and instructions.
14. **Tree Replacement.** Street trees and replacement trees shall be provided to the satisfaction of the Urban Forestry Division.
15. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
16. **Trash/Storage.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way. Trash and recycle receptacles shall be stored within a fully enclosed portion of the building at all times.
17. **Mechanical and Rooftop Equipment Screening.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

18. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
19. **Solar.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety. The Project shall install solar panels prior to the issuance of the Certificate of Occupancy.

Environmental Conditions

Mitigation Measure Monitoring Program

20. **Implementation.** The Mitigation Monitoring Program (MMP) (**Conditions 19-22**), shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.
21. **Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

22. **Substantial Conformance and Modification.** After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer

needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

23. Tribal Cultural Resources.

A. MM-TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

- i. The Applicant shall retain a Native American Monitor from or approved by the Gabrieleno Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the Project at all Project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- ii. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- iii. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the City upon written request to the Tribe.
- iv. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Gabrieleno Band of Mission Indians – Kizh Nation from a designated point of contact for the Project Applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Gabrieleno Band of Mission Indians – Kizh Nation to the City that no future, planned construction activity and/or development/construction phase at the Project Site possesses the potential to impact Gabrieleno Band of Mission Indians – Kizh Nation tribal cultural resources.

B. MM-TCR-2 Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

- i. Upon discovery of any tribal cultural resources, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered tribal cultural resource has been fully assessed by the Gabrieleno Band of Mission Indians – Kizh Nation monitor and/or archaeologist. The Gabrieleno Band of Mission Indians – Kizh Nation will recover and retain all discovered tribal cultural resources in the form and/or manner

the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

C. **MM-TCR-3** Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

- i. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- ii. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- iii. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- iv. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Administrative Conditions

24. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
25. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
26. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
27. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

28. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
29. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
30. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
31. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
32. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
33. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

ZONE CHANGE FINDINGS PURSUANT TO SECTION 13B.1.4.E.1 OF CHAPTER 1A OF THE LOS ANGELES MUNICIPAL CODE AND SECTION 556 OF THE CITY OF LOS ANGELES CHARTER

1. The action is in substantial conformance with the purposes, intent, and provisions of the General Plan.

a. General Plan Land Use Designation.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Wilshire Community Plan area and is zoned C2-1-O. The property has a General Plan Land Use Designation of Community Commercial which has corresponding zones CR, C2, C4, P, PB, RAS3, and RAS4.

The Applicant requests a zone and height district change from C2-1-O to (T)(Q)C2-2D-O to increase the maximum floor area permitted on the Project site from 1.5:1 to 6:1. The proposed zoning of the site will remain consistent with the Community Commercial land use designation as it will maintain the C2 zoning of the site. Therefore, the proposed construction of a self-storage building at the Project site will be in substantial conformance with the purposes, intent and provisions of the General Plan land use designation.

b. Land Use Element.

The City's General Plan establishes the overarching policy framework for managing growth and development across Los Angeles. Its Land Use Element is implemented through 35 localized Community Plans, including the Wilshire Community Plan, which define specific goals, policies, and objectives for land use decisions within distinct subareas. While these plans outline broader policy goals, they are codified and enforced through the specific zoning regulations of the Los Angeles Municipal Code (LAMC). As designed, the proposed Project complies with all applicable provisions of both the Wilshire Community Plan and the LAMC.

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

Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire Community through well-designed, safe and accessible areas, while preserving historic and cultural character.

Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

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

Objective 2-3: Promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage pedestrian-oriented design in designated areas and in new development.

The requested Zone and Height District Change to permit the increase in floor area of a self-storage facility from 1.5:1 to 6:1 will promote a strong and competitive commercial sector as it will replace an existing warehouse building and associated parking areas with a new commercial use that will contribute to the variety of commercial services in the neighborhood. The Project proposes a seven-story self-storage facility that will rise to a maximum height of 84 feet and 8 inches. The self-storage facility will encompass a floor area of 161,645 square feet and will comprise of: storage units across all seven floors, 954 square feet of office space, 608 square-foot lobby, 376 square-foot community/multi-purpose room, five vehicular parking spaces and two loading spaces within an enclosed parking garage, and 36 bicycle parking spaces. Approval of the Project will attract commercial activity and contribute to the economic well-being of the surrounding neighborhood through the creation of jobs and public convenience.

In addition, the Project's design will be compatible with the surrounding residential and commercial use properties in the vicinity. The Project will incorporate façade articulation and various building materials to reduce the bulk and massing of the self-storage facility, particularly along the San Vicente Boulevard frontage which face residential properties across the street. The Project will activate the street frontage and enhance the pedestrian experience with eight street trees and install a landscape buffer beside the sidewalk fronting San Vicente Boulevard. The street trees will provide shade coverage and relief from excessive sunlight exposure and heat. The landscape buffer will function as a buffer between roadway and pedestrian traffic thereby improving walkability and safety along the corridor. In addition, the Project will install lighting and surveillance cameras to create a safe and comfortable pedestrian experience. Pedestrian access to the Project site will be provided along the corner of San Vicente Boulevard and Longwood Avenue, and vehicular access to the site will be fulfilled through a new two-way driveway along Longwood Avenue. The driveway will provide sole access to the Project's parking and loading zone and therefore will not contribute to congestion along major corridors such as San Vicente Boulevard and West Pico Boulevard. Therefore, these improvements will complement nearby land uses 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:

Chapter 3: Land Use

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.

Chapter 7: Economic Development

Goal 7B: A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.

Goal 7H: A distribution of economic opportunity throughout the City.

The requested Zone and Height District Change will help facilitate the City's long-term fiscal and economic viability by constructing a new seven-story self-storage facility. The Project site is located within an urbanized neighborhood comprised of commercial, public facilities, and residential uses. Properties located east, west, and south of the Project site are developed with commercial and public facilities uses including an auto service facility, commercial-warehouse buildings consisting of photo studios and market, and the LADWP Distributing Station No. 8. Properties located north of the Project site, across San Vicente Boulevard, are two-story apartment buildings. The Project will be compatible with the surrounding neighborhood as it will provide a beneficial commercial service and respect the adjacent properties through its design. The Project site is located in the C2 Zone and self-storage uses are permitted in the commercial zone. The Project will serve as a needed self-storage service providing individuals the opportunity to lease storage units to store household goods. The self-storage facility will feature security gates, lighting, and landscaping to provide a safe and comfortable environment for customers and adjacent property owners. The site will be accessible through a two-way driveway and pedestrian entrance along Longwood Avenue and therefore will not contribute to traffic congestion along nearby major corridors including San Vicente Boulevard and Pico Boulevard. The aforementioned corridors provide local access to communities across the City and may attract commercial activity to the vicinity. As such, the Project will complement the character of the surrounding neighborhood and contribute to the community's economic viability.

The Project substantially conforms with goals, objectives, and policies of the General Plan Framework Element. Therefore, the requested Zone and Height District Change will contribute to the general character of the existing uses in the area.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein including the waiver of the requirement to dedicate and improve the southern adjoining alley. Based on the Bureau of Engineering's (BOE) recommendation report dated May 6, 2026 (see Exhibit D), the Project is required to provide dedications and/or improvements along adjacent streets and alleys including Longwood Avenue, San Vicente Boulevard, Tremaine Avenue, and the southern adjoining alley. The Applicant will comply with all of BOE's requirements with the exception of a 2.5-foot dedication, and improvements for additional surfacing, and a new concrete gutter along the southern adjoining alley. Strict compliance to the dedication and improvement requirements along the alley will not promote the City's mobility needs as depicted in the Mobility Plan 2035 as they would require the relocation of substantial utilities (i.e. power poles) along the alley and would solely impact an approximately 330-foot mid-block path between two street blocks, Tremaine Avenue and Longwood Avenue. Both streets can be accessed via San Vicente Boulevard and Pico Boulevard approximately 155 feet north and south of the alley. Since regional and local circulation is

already efficiently absorbed by these primary streets, widening this isolated alley segment would fail to yield a significant or measurable improvement to the local circulation network.. In addition, the project does not propose any building or site access from the alley, and of the existing commercial uses to the south, only one requires alley access to its business' surface parking, loading, and rear entrance. The existing alley is also partially physically obstructed by privately-owned structures by an adjacent southern property owner which prohibit east-west travel between Tremaine Avenue and Longwood Avenue. These structures are not part of the Project site and would need to be removed or relocated.

The Project will continue to advance the Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. Along San Vicente Boulevard, eight trees will be provided along the Project's street frontage to provide an accessible, safe, and comfortable pedestrian experience. The Project will construct a new two-way driveway along Longwood Avenue with access to the Project's on-site garage.

The Project as designed and conditioned will meet the following policies of Mobility Plan 2035:

Policy 2.10: Facilitate the provision of adequate on- and off-street loading areas.

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The Project will feature a single, two-way driveway along Longwood avenue as the sole vehicular access point to the Project's enclosed garage with five parking spaces and two loading spaces. The Project's loading area is adjacent to the self-storage facility's elevators and storage units providing patrons direct and secure movement of household goods.

Per LAMC Section 12.21 A.16, the Project is also required to provide one short-term and one long-term bicycle space for every 10,000 square feet of area. The Project will provide 18 short-term and 18 long-term bicycle parking spaces for a project encompassing a total floor area of approximately 161,645 square feet. The short-term spaces will be located on the sidewalk along Longwood Avenue and the long-term spaces will be located within a bicycle storage room located adjacent to the facility's office area. Additionally, the Project site is located 300 feet west from public transit stops located along Pico Boulevard and San Vicente Boulevard. These bus stops serve Metro Local Line 30, Santa Monica Big Blue Bus 7 and Rapid, which connect commuters to communities between Downtown Los Angeles, Koreatown, and the City of Santa Monica.

Therefore, the Zone and Height Change are consistent with the Mobility Plan 2035 and the goals, objectives, and policies of the General Plan.

The approval of the Project will facilitate the development of a new seven-story self-storage facility that will provide a beneficial service to the community by contributing to the community's economic viability and offering individuals a necessary amenity for the storage of household goods that cannot be accommodated by their home's existing storage capacity. With the redevelopment of the existing site for self-storage use and overall design of the Project, the Project will complement the surrounding neighborhood and help provide a safer and more comfortable environment for the community. The Project will activate San Vicente Boulevard and enhance the existing pedestrian

experience with the sidewalk enhancements, landscaping, and lighting. Given the nature and general activities associated with self-storage uses, i.e. the loading and unloading of household goods between the patron's storage unit and vehicle, would not likely attract a high turnover of patrons visiting the site on a day-to-day basis, the project will unlikely have an adverse impact on the surrounding properties. Therefore, the Project is in substantial conformance with the goals, objectives and policies of the General Plan and the Wilshire Community Plan.

ZONE CHANGE and HEIGHT DISTRICT CHANGE and "T" AND "Q" CLASSIFICATION FINDINGS

2. Pursuant to Section 12.32 C of the LAMC, the Zone Change is in conformance with the public necessity, convenience, general welfare, and good zoning practice.

a. Public Necessity.

Approval of the Zone and Height District Change from C2-1-O to (T)(Q)C2-2D-O to increase the maximum floor area ratio (FAR) from 1.5:1 (45,290 square feet) to 6:1 (183,678 square feet) is necessary in order for the Project to develop a sufficiently-sized self-storage facility. The proposed self-storage facility will encompass 161,645 square feet with a FAR of 5.28:1. The Project is consistent with the type of development encouraged by the Wilshire Community Plan and the General Plan Framework Element, with regard to Community Commercial development. The Project will provide a commercial service that is beneficial to the community and will help facilitate the City's long-term fiscal and economic viability.

The Project involves the construction of a seven-story, self-storage building consisting of storage units across all seven floor levels, a 954 square-foot office area, 608 square-foot lobby, 376 square-foot community/multi-purpose room, five vehicle parking spaces, two loading spaces, and 36 bicycle parking spaces. Individuals will be allowed to lease a storage unit for storing household goods within a secure facility. The self-storage facility's office will operate from 7:00 a.m. to 10:00 p.m., daily. Pedestrian and vehicular access to the Project site will be provided by a new two-way driveway along Longwood Avenue. The Project will incorporate lighting, landscaping, and a surveillance camera system to create a safe and comfortable user and pedestrian experience.

Therefore, granting the Zone and Height District Change will permit a greater utilization of the Project site, will be compatible with surrounding properties, and will be of a public necessity to the growth of the community.

b. Convenience.

The Project site is located adjacent to San Vicente Boulevard to the north, and commercial and public facilities uses (i.e. auto service facility, photo studios, market, and the LADWP Distributing Station No. 8) to the east, west, and south. Across San Vicente Boulevard, approximately 130 feet, are multi-family residential buildings. The proposed construction of a new self-storage facility will provide a function that is beneficial to the community as it will offer individuals the opportunity to store their personal household goods at a secure location. The Project will incorporate landscaping, lighting, and a surveillance camera system to provide a safe and comfortable environment for patrons and pedestrians. Regional access to and from the Project site is provided through San Vicente Boulevard (adjacent to the site), Pico Boulevard (approximately 250 feet from the site), La Brea Boulevard (approximately 950 feet from the site), and the Interstate 10 freeway (approximately 1.3 miles from the site). In addition, the Project site is located

approximately 300 feet west from public transit stops located along West Pico Boulevard and West San Vicente Boulevard. These bus stops serve Metro Local Line 30, Santa Monica Big Blue Bus 7 and Rapid, which connect commuters to communities between Downtown Los Angeles, Koreatown, and the City of Santa Monica. Therefore, the Project provides a beneficial and convenient service for the community.

c. General Welfare.

Granting the Zone and Height District Change allows for the development of a more intense self-storage use that will be compatible with and beneficial to the surrounding community. The Project proposes the development of a 161,645 square-foot, seven-story self-storage facility in an urbanized community comprised of single- and multi-family residential buildings, commercial development, and public facilities. Individuals would have the opportunity to lease and store their household goods in a secure storage unit. The Project site will be regionally accessible from San Vicente Boulevard, Pico Boulevard, and the Interstate 10 Freeway which connects to communities across the City. As such, the self-storage facility will attract economic activity to the neighborhood.

The layout and design of the project will complement the character of the surrounding properties as it will incorporate high quality building materials, window treatments, and façade articulation that will create a safe, comfortable pedestrian experience and will reduce the bulk and massing of the self-storage facility. The project site's main entrance will be located at the northwest corner of the site (near the intersection of Longwood Avenue and San Vicente Boulevard) frontage and the Project will provide a total of five vehicular parking spaces, two loading spaces, and 36 bicycle parking spaces accessible from Longwood Avenue. The self-storage facility will utilize a variety of high-quality building materials such as light- and dark-colored metal panels, concrete blocks, and window glazing to create a clear and cohesive design. The Project's spandrel glazing will provide breaks and depth along the façade of the building. In addition, the proposed Project will be set back from the nearest residential properties by approximately 130 feet (located across San Vicente Boulevard) and will feature a landscape buffer with eight street trees that will provide shade coverage and relief from excessive sun exposure. These features will promote a safe and comfortable environment. With the proposed Project design, site layout, and setbacks, the height and scale of the Project will be compatible with the surrounding neighborhood. Therefore, the Project will enhance the general welfare of the community.

d. Good Zoning Practices.

Approval of the Zone and Height District Change from the C2-1-O Zone to the (T)(Q) C2-2D-O Zone to increase the maximum allowable FAR from 1.5:1 to 6:1 will be consistent with the General Plan Framework Element, the Wilshire Community Plan, and the General Plan's Community Commercial land use designation. The C2-1-O and (T)(Q)C2-2D-O Zones both permit self-storage uses of household goods on the Project site and Height District Nos. 1 and 2 provide no limitations on height or number of building stories. Encompassing a total lot area of 30,613 square feet, the existing C2-1-O zoning of the Project site would limit the maximum floor area of the proposed Project to 45,920 square feet. The proposed Zone and Height District Change to (T)(Q)C2-2D-O would permit a maximum floor area of 183,678 square feet. The Project proposes a seven-story, self-storage facility that will encompass 161,645 square feet with a FAR of 5.28:1. The Project will maintain the existing C2 zoning of the site and therefore will be compatible with the corresponding zones (CR, C2, C4, P, PB, RAS3, RAS4) of the Community Commercial land use designation.

“T” and “Q” Classification Findings (LAMC Section 12.32 G) and D Limitations

The requested Zone Change has been made contingent upon compliance with “Q” Qualified Classification and “T” Tentative Classification conditions of approval imposed herein. The “Q” Qualified Classification conditions will limit the scope and scale of the proposed self-storage facility to the project plans presented for a 183,678 square foot facility, and the D limitations will limit the development to a FAR of 6:1 and the 85-foot height. These “Q” and “D” limitations are also necessary to protect the best interests of community, to assure that the project is 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. The “T” Tentative conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These conditions will provide the necessary infrastructure to serve the proposed community at this site.

As such, the (T)(Q)C2-2D-O Zone will ensure that the project will be compatible with existing and future development in the surrounding neighborhood and will provide opportunities for employment and economic prosperity.

CLASS 2 CONDITIONAL USE FINDINGS**3. The project will enhance the built environment in the surrounding neighborhood or will perform a function to provide a service that is essential or beneficial to the community, city, or region.**

The Project involves the construction, use and maintenance of a seven-story, 161,645 square-foot self-storage facility consisting of storage units across all seven levels of the facility, a 954-square-foot office area, 608 square-foot lobby, 376 square-foot community/multi-purpose room, five vehicular parking spaces, 36 bicycle parking spaces, and two loading spaces. As the Project is located within a commercial zone and is located within 500 feet of a R Zone (single- and multi-family residential buildings are located approximately 130 feet north of the Project site across San Vicente Boulevard and are zoned R2-1-O and R3-1-O), a Conditional Use permit is required to allow storage buildings for household goods pursuant to LAMC Section 12.24 W.50.

The construction of a new seven-story, self-storage facility will provide a beneficial service to the community by contributing to the community’s economic viability and offering individuals a necessary amenity for the storage of excess household goods that cannot be accommodated by their home’s existing storage capacity. The Project will be designed in a manner that is compatible with the surrounding neighborhood by utilizing high-quality materials, façade articulation, landscaping, and lighting to express a clear and coherent design that is compatible with the nearby commercial, public facilities, and residential uses. Vehicular and pedestrian access to the Project site will be provided by a newly constructed two-way driveway and building entrance along Longwood Avenue. The Project will provide five vehicular parking spaces and two loading spaces within an enclosed parking garage accessible from Longwood Avenue. Bicycle parking spaces will also be provided on the sidewalk along Longwood Avenue and within a bicycle storage room adjacent to the facility’s office area. Landscaping, lighting, and a surveillance camera system will be incorporated along the perimeter of the site to promote a safe and comfortable environment for patrons and pedestrians. Individuals will have the opportunity to lease one of the many storage units at the proposed self-storage facility to store their household goods at a secure location. The self-storage facility will operate from 7:00 a.m. – 10:00 p.m., daily.

The Project is located adjacent to San Vicente Boulevard and is in close proximity to Pico Boulevard, La Brea Boulevard, and the Interstate 10 Freeway making it regionally accessible for residents and visitors. With the development of the Project site into a self-storage facility, the Project will also enhance local connectivity and pedestrian infrastructure in the vicinity through the improvement of the adjoining sidewalks and curbs and the planting of new street trees and a landscape buffer along San Vicente Boulevard. These features also promote a more pedestrian-friendly experience for the community. Therefore, approval of the Conditional Use request to permit the proposed self-storage use within 500 feet of a R Zone will be beneficial to the community as it attracts commercial activity to the neighborhood and supports the wellbeing of the community.

4. 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 Project involves the construction of a new seven-story, 161,645 square-foot self-storage facility with storage units across all seven floor levels, a 954-square-foot office area, 608 square-foot lobby, 376 square-foot community/multi-purpose room, five vehicular parking spaces, 36 bicycle parking spaces, and two loading spaces. The Project will incorporate various design features including high quality building materials, window treatments, and façade articulation that will be compatible with the surrounding neighborhood. The Project is bounded by San Vicente to the north, Longwood Avenue to the west, Tremaine Avenue to the east, and an alley to the south. Across San Vicente Boulevard, approximately 130 feet, are residential properties developed with single- and multi-family homes. The storefront entrance into the self-storage facility is located on the northwest corner of the facility near the intersection of Longwood Avenue and San Vicente Boulevard. The storefront entrance provides direct access to the facility's leasing office with hours of operation from 7:00 a.m. – 10:00 p.m., daily. Patrons' visiting their storage units will only be allowed between 7:00 a.m. – 10:00 p.m. daily therefore the facility would not contribute to any late night traffic or nuisances in the vicinity. Vehicular access to the site is located along Longwood Avenue through a newly constructed two-way driveway with secure access to a parking garage and loading area. The self-storage facility will require a unique passcode for building entry and elevator usage and will maintain logged entry and exit times, and maximum parking lot lighting. Digital security cameras will be installed to record all activity in the parking lot, loading zones, elevator lobbies and internal corridors. In addition, the Project will utilize a variety of high-quality building materials such as light- and dark-colored metal panels, concrete blocks, and window glazing to create a clear and cohesive design. The Project's spandrel glazing will provide breaks and depth along the building façade thereby reducing the Project's bulk and massing. In addition, the proposed Project will feature landscaping, lighting, window treatments, and a surveillance camera system along the perimeter of the facility to promote a safe and comfortable environment for pedestrians and patrons. A landscape buffer along San Vicente Boulevard with eight street trees will be installed to provide shade coverage and relief from excessive sun exposure. The landscape buffer will also function as a buffer between roadway and pedestrian traffic thereby improving walkability and safety along the corridor. Although the Project site is located within 500 feet of residential uses, the Project does not directly abut any homes. The nearest residential use is located across San Vicente Boulevard, approximately 130 feet north from the site. Given the nature and general activities associated with self-storage uses, i.e., the loading and unloading of household goods between the patron's storage unit and vehicle, the Project will unlikely have an adverse impact on the surrounding properties.

As conditioned, the operation of the self-storage facility in conjunction with the Project's proximity to residential uses will not adversely affect or further degrade adjacent properties,

the surrounding neighborhood, or the public health, welfare and safety and the development of the community.

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

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to General Plan/Charter Finding No. 1 and is hereby incorporated by reference.

Additional Findings for Storage Buildings for Household Goods in the C2 Zone (LAMC 12.24.W.50)

6. 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 involves the construction of a new seven-story, 161,645 square-foot self-storage facility. The self-storage facility will front San Vicente Boulevard to the north, Longwood Avenue to the west, Tremaine Avenue to the east, and an alley to the south. The subject property is located within an urbanized, transitional corridor of the Wilshire Community Plan area, characterized by a distinct interface between multi-family residential density and low-scale commercial buildings. Properties directly to the north, across the 130-foot-wide right-of-way of West San Vicente Boulevard, are zoned R3-1-O and developed with two-story multi-family apartment buildings. The remaining frontages are defined by low-intensity commercial, light-industrial, and public facility uses; these include the LADWP Distributing Station No. 8 to the west (zoned PF-1XL-O), a one-story automotive repair facility to the east (zoned C2-1-O), and a block of one-story commercial warehouses and photography studios to the south across an adjoining public alley (zoned C2-1-O). This surrounding land use pattern positions the Project site as a logical transition, where the low-impact, low-traffic nature of the proposed self-storage facility will remain compatible with the neighborhood's existing character and scale, and the seven-story building would be physically and visually separated from the lower scale residential uses nearby.

Pedestrian and vehicular access to the site will be provided along the western portion of the facility with a newly constructed two-way driveway off Longwood Avenue and a storefront entrance near the intersection of San Vicente Boulevard and Longwood Avenue. The self-storage facility's vehicular parking and loading areas will be located within a secure and enclosed garage through the two-way driveway. With the main access points proposed along Longwood Avenue, vehicular traffic associated with the self-storage facility will not result in significant congestion along nearby major transit corridors including San Vicente Boulevard and Pico Boulevard. In addition, given the nature and general activities associated with self-storage uses, i.e., the loading and unloading of household goods between the patron's storage unit and vehicle, the number of visitors to the site is not expected to result in an overflow of traffic to nearby streets.

The Project will feature various design features that will be compatible with the surrounding neighborhood and will contribute to the site's commercial viability. Surrounding the Project site are commercial, public facilities, and residential uses. The Project site does not directly abut any nearby residential structures; the nearest residential use is located approximately 130 feet north of the site across San Vicente Boulevard. The existing and proposed zoning for the Project site (C2-1-O Zone to (T)(Q)C2-2D-O Zone) permit unlimited height with no restrictions on the number of floors. Nevertheless, the Project has been conditioned not to

exceed a seven-story height limit. Project will also utilize a variety of high-quality building materials such as light- and dark-colored metal panels, concrete blocks, and window glazing to create a clear and cohesive design that will complement the character and scale of nearby uses. The Project's black spandrel glazing will provide breaks and depth along the building façade to reduce the bulk and massing of the self-storage facility. In addition, the proposed Project will feature landscaping, lighting, window treatments, and a surveillance camera system to create a safe and comfortable environment for pedestrians and patrons. A landscape buffer along San Vicente Boulevard with eight street trees will be installed to provide shade coverage and relief from excessive sun exposure. The landscape buffer will also function as a buffer between roadway and pedestrian traffic thereby reducing vehicular glare onto pedestrians and improving walkability and safety along the corridor. Overall, the Project will enhance the surrounding built environment and will be compatible with the scale and character of the surrounding neighborhood.

PROJECT REVIEW FINDINGS

7. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to General Plan/Charter Finding No. 1 and is hereby incorporated by reference.

8. 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 adjacent properties and neighboring properties.

The Project involves the construction, use, and maintenance of a new 161,645 square-foot, seven-story self-storage facility consisting of storage units across all seven floor levels of the facility, a 954-square-foot office area, 608 square-foot lobby, and 376 square-foot community-multi-purpose room. The Project will rise to a maximum building height of 84 feet and 8 inches and will provide a total of five vehicular parking spaces and two loading spaces within an enclosed garage accessible from a new two-way driveway along Longwood Avenue. A total of 36 bicycle parking spaces will be provided; 18 short-term spaces will be located on the sidewalk along Longwood Avenue and 18 long-term spaces will be located within an enclosed room adjacent to the facility's office area. Primary access to the Project site for vehicles and pedestrians will be located along the western portion of the site adjacent to Longwood Avenue.

The Project site is comprised of a total lot area of 30,613 square feet, or 0.70 acres, in the Wilshire Community Plan area. The site encompasses all 12 lots fronting San Vicente Boulevard, between Longwood Avenue and Tremaine Avenue, and is located in an urbanized area surrounded by commercial, public facilities, and residential uses. Properties north of the Project site and across San Vicente Boulevard are zoned R3-1-O and are developed with several two-story apartment buildings. Properties to the east of the Project site, across South Tremaine Avenue, are zoned C2-1-O and are developed with a one-story auto service facility. Properties to the west, across from Longwood Avenue, are zoned PF-1XL-O and are developed with the LADWP Distributing Station No. 8. Properties to the south, across from the adjoining alley, are zoned C2-1-O and are developed with several one-story commercial warehouse buildings consisting of photograph studios and a grocery store.

Height, Bulk and Setbacks

The Project will replace an existing one-story warehouse building and associated parking lots with a seven-story self-storage building rising to a maximum building height of 84 feet and 8 inches. The existing C2-1-O zoning and the proposed (T)(Q)C2-2D-O zoning of the Project site, in conjunction with the Project's Zone and Height District Change request, both permit unlimited height and no limitations on the number of building stories. The Project will utilize a variety of high-quality building materials such as light- and dark-colored metal panels, concrete blocks, and window glazing to complement the character of the surrounding neighborhood. The Project's spandrel glazing will provide breaks and depth along the façade of the building thereby reducing the bulk and massing of the self-storage facility. While the windows placed on the upper floor levels are not intended to provide natural light ventilation into the building interior, they provide a perceived sense of transparency from the street level.

The self-storage facility will front San Vicente Boulevard and will be set back from the nearest residential use across the corridor by approximately 130 feet. The facility will be set back from the adjacent LADWP Distributing Station and auto service facility across Longwood Avenue and Tremaine Avenue by approximately 60 feet, and the adjacent retail businesses and photograph studios south of the site by 15 feet. Given the project design, site layout, and the distance between the subject project and the adjacent commercial, public facilities, and residential uses in the vicinity, the height and scale of the project will be minimized. Therefore, the height, bulk, and setbacks of the self-storage facility will be compatible with the existing and future developments in the neighborhood.

Off-Street Parking Facilities

Pursuant to AB 2097, the Project is not required to provide a minimum quantity of vehicular parking spaces for the proposed self-storage facility. Nevertheless, the Project will provide five vehicular parking spaces within an enclosed parking garage accessible through a new two-way driveway installed along Longwood Avenue.

Per LAMC Section 12.21 A.16, the Project is required to provide a minimum of 18 short-term and 18 long-term bicycle spaces. The Project will be consistent with the code providing a total of 36 bicycle spaces; 18 short-term spaces will be provided on the sidewalk along Longwood Avenue and 18 long-term spaces will be provided within a bicycle storage room adjacent to the facility's office area.

Vehicular access to the Project site will be provided by a new two-way driveway along Longwood Avenue and pedestrian access will be provided through a storefront entrance on the northwest corner of the facility near the intersection of San Vicente Boulevard and Longwood Avenue.

Loading Areas

The self-storage facility will feature a loading area comprised of two loading spaces for patrons to transfer their household goods between their storage unit and automobile. The loading area is located within the parking garage and is adjacent to the facility's office area, elevators, and storage units. These areas will only be accessible through a two-way driveway off Longwood Avenue and during the facility's hours of operation from 7:00 a.m. – 10:00 p.m., daily.

Lighting

The Project will feature outdoor lighting as well as light fixtures that illuminate the windows along the building's façade to provide a safe and comfortable environment for project users and the community. The Project has been conditioned such that outdoor lighting shall be

installed with shielding and that the light source does not illuminate adjacent residential properties or the public right-of-way.

On- and Off-Site Landscaping

The Project will install a landscaped buffer and eight street trees along San Vicente Boulevard frontage between the sidewalk and roadway. As conditioned, the Project will plant street trees as directed and required by the Bureau of Street Services, Urban Forestry Division. These features help create a more attractive and comfortable pedestrian experience by reducing vehicular glare and providing shade coverage and relief from excessive sunlight exposure and heat.

Transformer

The Project's transformer and electrical rooms will be located at the southwest corner of site. As conditioned, the transformer will be screened from view of any abutting properties and the public right-of-way. The electrical rooms will be enclosed and out of sight from public view.

Therefore, the arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, and other such pertinent improvements that will be compatible with existing and future development on neighboring properties.

Community/Multi-purpose Room

The Project will provide a community/multi-purpose room located adjacent to ground-floor office area as an additional amenity for the building and for the local community to use upon request.

9. The residential project provides recreational and service amenities to improve habitability for its 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 street trees be planted as directed and required by the Bureau of Street Services, Urban Forestry Division.

ENVIRONMENTAL FINDINGS/ADDITIONAL MANDATORY FINDINGS

10. Environmental Findings. On April 9, 2026, a Mitigated Negative Declaration (ENV-2025-5195-MND) was prepared and published for the proposed project. 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.

The Mitigated Negative Declaration determined that the Project would have a less than significant impact on Tribal Cultural Resources with the incorporation of mitigation measures. A list of the mitigation measures that will be incorporated can be found under the Conditions of Approval, Condition No. 22 (pages C-4 to C-5).