

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).