

FINDINGS

GENERAL PLAN/CHARTER FINDINGS

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

General Plan.

a. General Plan Land Use Designation.

The subject property is located within the Arleta-Pacoima Community Plan area and is zoned (T)(Q)C2-1VL-O. The property has a General Plan Land Use Designation of Neighborhood Commercial which has corresponding zones C1.5, C4, C2, C1, CR, RAS3, P(HD1VL).

On September 14, 2018, a General Plan Amendment was approved on the project site amending the Arleta-Pacoima Community Plan to change the land use designation of the project site from Low Residential to Neighborhood Commercial (Case No. CPC-2016-4833-GPA-VZC-CU-SPR). In addition, a Vesting Zone Change from RA-1 to (T)(Q)C2-1VL-O was approved. With the subject project, the applicant requests a zone change to modify the “Q” Qualified Classification that was previously approved in 2018 to increase the maximum floor area from 100,000 square feet to 168,537 square feet. The project site will remain zoned (T)(Q)C2-1VL-O with a land use designation of Neighborhood Commercial. 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.

b. Land Use Element.

The proposed project complies with applicable provisions of the Los Angeles Municipal Code (LAMC) and the Arleta-Pacoima Community Plan. The twelve elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the LAMC.

The Land Use Element of the City’s General Plan is divided into 35 Community Plans. The subject property is located within the Arleta-Pacoima Community Plan, which designates the site for Neighborhood Commercial land uses corresponding to the C1.5, C4, C2, C1, CR, RAS3, P(HD1VL) Zones.

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

- *Objective 5: To promote economic well being and public convenience through:*
 - a. *Allocating and distributing commercial lands for retail, service, and office facilities, with adequate off-street parking in quantities and patterns based on accepted planning principles and standards; retaining viable commercial frontages with provision for concentrated development and redesigning under-utilized strip commercial zoning to more appropriate uses; and improving the appearance of commercial buildings along the major arteries.*

The requested Zone Change to modify the previously adopted “Q” Qualified Classification and permit the increase in floor area of a self-storage facility from 100,000 square feet to 168,537 square feet will promote a strong and competitive commercial sector as it will introduce a new commercial use on the subject vacant site. The proposed development modifies a previously approved project involving the construction of a self-storage facility and the following entitlements: General Plan Amendment, Vesting Zone Change, Conditional Use, and Site Plan Review (CPC-2016-4833-GPA-VZC-CU-SPR). The project proposes a three-story, triangular-shaped self-storage facility with 52 vehicular parking spaces along the perimeter of the building. The project will result in the development of a 168,537 square-foot building consisting of 165,477 square feet of storage units with 1,137 storage units, 1,114 square feet of office space, and a 1,946 square-foot manager’s residence with a garage. The project will rise to a maximum height of 45 feet and a Floor Area Ratio (FAR) of 1.30 to 1. Approval of the project will attract commercial activity to the project site while complementing the surrounding land uses in the area. As such, the project will contribute to the economic well-being of the surrounding neighborhood through the creation of jobs and public convenience.

Additionally, the project’s design and layout will be compatible with the adjacent residential, open space, and public facility use properties in the vicinity. The project site will be accessible from a new two-way driveway and pedestrian pathway along West Paxton Street. The driveway will align with the centerline of North Vena Avenue. The project will activate the street frontage and enhance the pedestrian experience with the installation of street trees and landscaping beside the sidewalk. The installation of an eight-foot wrought-iron fence along the street frontage, as well as landscaping, will provide a buffer between the self-storage facility and the adjacent residential uses across West Paxton Street. The project’s design acknowledges the perceived scale and height of the proposed three-story self-storage facility in comparison with the nearby adjacent single-family houses. Through building massing, articulation, and site circulation the project will be compatible with the neighboring residential properties. The proposed self-storage building will also be set back from the Pacoima Diversion Channel and the Interstate 5 freeway by approximately 25 feet and 51 feet, respectively. The project site is additionally setback from the on- and off-ramp of the Interstate 5 freeway by approximately 20 feet due to a narrow strip of government-owned property managed by the Los Angeles County Flood District. 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.*
- *Goal 3H: Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.*
- *Objective 3.12: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.*

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 Change will help facilitate the City's long-term fiscal and economic viability by constructing a new three-story self-storage facility. The project site is located within an urbanized neighborhood comprised of residential, open space, and public facilities uses. The triangular-shaped site is located in an oil drilling district and operated as an oil drilling and production facility prior to its closure. While the former on-site oil wells are plugged and sealed, mitigation measures will be imposed to ensure that the project will not have a significant hazardous impact on the environment and human health (Case No. ENV-2016-4835-MND-REC1). Surrounding the project site are single-family houses, the Pacoima Diversion Channel, and the Interstate 5 Freeway. The project will be compatible with the surrounding neighborhood as it will provide a beneficial commercial service to the community and will 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 from a total of 1,137 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. In addition, the project will also function as a buffer between the adjacent residential uses, the Pacoima Diversion Channel, and the Interstate 5 freeway. The site will be accessible through a two-way driveway and pedestrian pathway along West Paxton Street, adjacent to the building's main entrance. As such, the project will complement the character of the surrounding neighborhood and contribute to the community's economic viability.

The project site is regionally accessible through West Paxton Street, the Interstate 5 freeway, and State Route Highway 118 which will attract patrons from across the City. South of the project site is West Paxton Street which provides southwest-northeast travel for commuters traversing the San Fernando Valley. East of the project site is the Interstate 5 freeway which provides north-south travel across Los Angeles County. State Route Highway 118, located north of the project site provides east-west travel across the county. Given the project's connectivity to the aforementioned corridor and highways, the project will attract commercial activity within a lower-intensity community predominantly composed of residential and open space uses.

The project substantially conforms with goals, objectives, and policies of the General Plan Framework Element. Therefore, the requested Zone 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. West Paxton Street, abutting the project site to the south, is a designated Avenue II with a roadway width of 56 feet, a right-of-way width of 86 feet, and is improved with asphalt roadway, concrete curbs, gutters, and a sidewalk. The Bureau of Engineering (BOE) requires that the project provide an additional sidewalk easement behind driveway(s) to comply with ADA requirements. In addition, BOE requires the construction of a new full-width concrete sidewalk along the property frontage, the removal and replacement of any existing broken, off-grade or bad order concrete curb, gutter, and roadway pavement, the closure of all unused driveways with full-width concrete sidewalk, the construction of a full-height curb and gutter, the upgrade of any driveways to remain to BOE standards and ADA requirements.

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 West Paxton Street, trees will be planted along the project's street frontage and a new full-width concrete sidewalk will be constructed to provide an accessible, safe, and comfortable pedestrian experience. The project will remove the two-way driveway at the southeast portion of the project site and install a new two-way driveway aligned with the centerline of North Vena Avenue. A secondary driveway at the southwest portion of the site will remain for emergency vehicles only with removable bollards. 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 West Paxton Street as the main vehicular access point to the project site. The project will feature multiple loading areas on-site for patrons to move goods between their vehicles and storage units. These loading areas will be located along the perimeter of the self-storage facility under the cover of the second and third floor levels allowing for the direct and secure movement of goods.

The project will provide a total of 52 vehicular parking spaces of which 18 spaces will be reserved for electric vehicles (EV) consistent with the EV requirements outlined in Los Angeles Municipal Code (LAMC) Section 12.21 A.4(c) and the Los Angeles Green Building Code. 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. As such, the project will provide 17 short-term and 17 long-term bicycle parking spaces for a project encompassing a total floor area of approximately 168,537 square feet. The bicycle parking spaces will be located adjacent to the main entrance into the self-storage facility fronting West Paxton Street. Additionally, the project site is located less than 1,500 feet from the intersection of North Laurel Canyon Boulevard and West Paxton Street which contains bus stops serving Metro Local Bus Line 230. The bus line connects residents, workers, and visitors to communities between Sylmar and Studio City.

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

- e. **Health and Wellness Element.** The proposed project will support the policies and objectives of the Health and Wellness Element of the General Plan. The project will be consistent with the City's Green Building Code and will provide the required number of electric vehicles (EV) spaces and solar zone area. The project has been conditioned to provide, at a minimum, 30 percent of the total number of parking spaces provided for EV capable spaces and 20 percent for EV charging stations. In addition, the project has been conditioned to install a solar zone in compliance with LAMC Section 99.05.211.1 regarding solar ready buildings.

Together the conditions promote the reduction of the site's dependence on fossil fuels and thereby are beneficial for public health and welfare as they support the reduction of air pollution in the region. The project will be consistent with the following policies of the General Plan Health and Wellness Element:

- *Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*
- *Policy 5.4 Noxious activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.*

Solar-generated electricity from solar panels will assist in the operation of the self-storage facility and the EV charging stations will be a convenient amenity for patrons who own and operate an electric vehicle. While the project site was formerly the site of an oil drilling and production facility, the oil wells have been plugged and sealed and mitigation measures will be imposed to ensure that the project will not have a significant hazardous impact on the environment and human health as described in the Addendum to the Initial Study/Mitigated Negative Declaration (Case No. ENV-2016-4835-MND-REC1).

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

ZONE CHANGE 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 Change to modify the "Q" Qualified Classifications adopted in the previous Vesting Zone Change on the project site through Case No. CPC-2016-4833-GPA-VZC-CU-SPR to increase the maximum floor area from 100,000 square feet to 168,537 square feet is necessary in order for the project to be considered under the

Conditional Use process for the purposes of developing a self-storage facility on a site that is currently vacant. The proposed project development is consistent with the type of development encouraged by the Arleta-Pacoima Community Plan and the General Plan Framework Element, with regard to Neighborhood 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 three-story, self-storage building consisting of 165,477 square feet of storage space with 1,137 storage units, a 1,114 square-foot office space, and a 1,946 square-foot manager's residence with a garage. 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 9:00 a.m. to 6:00 p.m., Monday through Saturday and 9:00 a.m. to 4:00 p.m., Sunday. Access to the storage units through on-site security gates and security-access doors will be from 6:00 a.m. to 9:00 p.m., daily. Access to the project site will be provided by a new two-way driveway along West Paxton Street aligned with the centerline of North Vena Avenue. The project will incorporate lighting, landscaping, and fencing to create a safe and comfortable user and pedestrian experience.

Therefore, granting the Zone 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 a triangular-shaped lot located adjacent to single family houses to the southeast, across West Paxton Street, the Interstate 5 Freeway to the northeast, and the Pacoima Diversion Channel to the northwest. The project will develop a three-story, self-storage facility on a site that previously operated as an oil drilling and production facility. The proposed construction of a 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 environment. The project will incorporate security gates, fencing, landscaping, and lighting to provide a safe and comfortable environment for pedestrians and patrons. The project is located along West Paxton Street and is in close proximity to the Interstate 5 Freeway and State Route Highway 118, making it regionally accessible for residents and visitors of the San Fernando Valley. Therefore, the project provides a beneficial and convenient service for the community.

c. General Welfare.

Granting the Zone Change allows for the development of a more intense self-storage use compared to the previously approved self-storage development approved on the project site under Case No. CPC-2016-4833-GPA-VZC-CU-SPR, that will be compatible with and beneficial to the community. The project proposes the development of a 168,537 square-foot, three-storage self-storage facility compared to the previously approved development of two storage buildings encompassing a total floor area of 100,000 square feet. The project will occupy a site that has been vacant since the closure of an oil drilling and production facility. The project will offer a beneficial service to the community by providing 1,137 storage units for individuals to lease and store household goods. The project site will be regionally accessible from West Paxton Street and the Interstate 5 Freeway which connects to communities across the City. As such, the self-storage facility will activate the vacant lot and attract economic prosperity to the neighborhood.

The layout and design of the project will complement the character of the surrounding properties as it will construct a new three-story self-storage facility that mimics the triangular shape of the lot. The project site's main entrance will be located along the West Paxton Street frontage and the project will provide a total of 52 vehicular parking spaces and 32 bicycle parking spaces along the perimeter of facility. Surrounding the project site are single family houses, the Interstate 5 Freeway, and the Pacoima Diversion Channel. The self-storage building 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 building's cornice, storage unit doors, and storefront and spandrel glazing will provide breaks and depth along the façade of the building. In addition, the proposed project will be set back from the adjacent residential, open space, and public facility use properties by a minimum of 25 feet and will incorporate landscaping, fencing, and lighting throughout the site to provide for 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 surrounding neighborhood. Therefore, the project will enhance the general welfare of the community.

d. **Good Zoning Practices.**

Approval of the Zone Change to modify the "Q" Qualified Classification on the project site to increase the floor area of the previously approved self-storage facility from 100,000 square feet to 168,537 square feet will be consistent with the General Plan Framework Element, the Arleta-Pacoima Community Plan, and the General Plan's Neighborhood Commercial land use designation. Prior to the subject Zone Change, a Vesting Zone Change was adopted for the project site under Case No. CPC-2016-4833-GPA-VZC-CU-SPR from RA-1 to (T)(Q)C2-1VL-O. The project will maintain the zoning that was previously granted under the approved Vesting Zone Change and will be compatible with the corresponding zones (C1.5, C4, C2, CR, RAS3, P, PB(HD1VL)) of the Neighborhood Commercial land use designation. Self-storage uses are permitted at the project site and the modified "Q" Qualified Classification will allow for the development of the new self-storage facility.

"T" and "Q" Classification Findings (LAMC Section 12.32 G)

The requested Zone Change has been made contingent upon compliance with modified "Q" Qualified Classification and new "T" Tentative Classification conditions of approval imposed herein. The modification of the "Q" limitations revises the scope and scale of previously approved 100,000 square-foot self-storage facility project under Case No. CPC-2016-4833-GPA-VZC-CU-SPR for the proposed 168,537 square-foot self-storage facility development. These "Q" 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)C2-1VL-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.

CONDITIONAL USE FINDINGS

- 3. That 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 three-story, 168,537 square-foot self-storage facility consisting of 165,477 square feet of storage space with 1,137 storage units, 1,114 square feet of office space, and a 1,946 square-foot manager's residence with a garage in the (T)(Q)C2-1VL-O Zone. The project will supersede the previously approved project under Case No. CPC-2016-4833-GPA-VZC-CU-SPR for the construction of a 100,000 square-foot self-storage facility. As the project is located within a commercial zone and is located within 500 feet of an A or R Zone (abutting the project site to the northeast is a narrow strip of government-owned property managed by the Los Angeles County Flood District zoned RA-1-O, properties located southeast of the project site across West Paxton Street are zoned R1-1-O, and properties located northwest of the project site across the Pacoima Diversion Channel are zoned RS-1-O), a Conditional Use permit is required to allow storage buildings for household goods pursuant to LAMC Section 12.24 W.50. Additionally, the project is requesting a Conditional Use permit to deviate from the standards of 12.22 A.23. to permit less than 50 percent transparent windows along exterior walls and doors on the ground floor fronting adjacent streets. These deviations are not necessarily prohibited, however require conditional use approval in order to properly evaluate and condition the use if approved.

Self-Storage

The construction of a three-story self-storage facility at a site that is currently vacant 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 with the construction of a single, triangular-shaped building with a maximum height of 45 feet. The project will utilize high-quality materials to express a clear and coherent design that is compatible with the nearby residential, open space, public facility uses. The primary entrance into the project site will be located along West Paxton Street, across from the one-family (R1) zone. Access to the project site will be provided by a newly constructed two-way driveway along West Paxton Street, aligned with the centerline of North Vena Avenue. The project will provide six parking spaces in front of the main building entrance and 46 parking spaces behind security gates for patron use. Landscaping, lighting, and fencing will be incorporated along the perimeter of the site to promote a safe and comfortable environment for residents and project users. Individuals will have the opportunity to lease one of 1,137 storage units at the proposed self-storage facility to store their household goods at a secure location. The self-storage facility's office will operate from 9:00 a.m. to 6:00 p.m., Monday through Saturday and 9:00 a.m. to 4:00 p.m., Sunday, however access to the storage units through on-site security gates and security-access doors will be from 6:00 a.m. to 9:00 p.m., daily.

The project is located in close proximity to the Interstate 5 Freeway and State Route Highway 118 making it regionally accessible for residents and visitors of the San Fernando Valley. 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 construction of a new concrete sidewalk along West Paxton Street and providing on-site bicycle parking spaces. As such, the project will provide a beneficial service that attracts commercial activity and supports the economic wellbeing of the community.

Transparency

Pursuant to LAMC Section 12.22 A.23 a minimum of 50 percent of the exterior walls and doors of a ground floor containing non-residential uses that front adjacent streets shall consist of transparent windows. The proposed self-storage building fronts West Paxton Street, therefore a Conditional Use permit is necessary to deviate from this standard based on the design and layout of the project's storage units. A majority of the facility's floor area will be comprised of the project's 1,137 storage units located within the ground, second, and third floor levels. A significant portion of these units will be located along the perimeter of the building on the ground floor level and will be accessible through roll-up storage doors. The placement of transparent windows along the façade of the building will not benefit these storage units as they would jeopardize the safety and privacy of valuable household goods. Therefore, window transparency along these spaces would not be beneficial or essential for the community. The project's façade will contain storefront and spandrel glazing covering the main office area for minimal transparency into the common areas of the self-storage facility. The project will also maintain numerous windows on the second and third floor levels that look into faux unit doors to create a sense of transparency from the public right-of-way.

As discussed above, the development of the project site into a three-story, self-storage building will be beneficial to the community as it will attract commercial activity and prosperity to a vacant lot and will provide individuals a desirable service with the opportunity to lease additional storage space for their household goods. The project will feature landscaping, lighting, and fencing to create a safe and comfortable environment for adjacent property owners and project users. Therefore, approval of the Conditional Use requests to permit the proposed self-storage use within 500 feet of a R Zone and to deviate from window transparency standards for a non-residential use on the ground floor fronting West Paxton Street are necessary as the project will provide a beneficial and desirable amenity to the community.

4. That 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 three-story, 168,537 square-foot self-storage facility consisting of 165,477 square feet of storage space with 1,137 storage units, 1,114 square feet of office space, and 1,946 square-foot manager's residence with garage. The triangular-shaped facility will mimic the shape of the lot and will incorporate various design features that will be compatible with the surrounding neighborhood. The project is bounded by the West Paxton Street to the southeast, a narrow strip of government-owned property managed by the Los Angeles County Flood Control District and the Interstate 5 Freeway to the northeast, and the Pacoima Diversion Channel to the northwest. Across West Paxton Street and the Pacoima Diversion Channel are properties developed with single-family houses. Primary entrance into the site will be located through a newly constructed two-way driveway and pedestrian pathway along West Paxton Street. The facility will front the corridor with parking located adjacent to the building entrance and along the perimeter of the facility for patrons only. The project will utilize a variety of building materials such as light- and dark-colored metal panels, concrete blocks, and window glazing to complement the character of the surrounding neighborhood. Landscaping, lighting, and fencing will be incorporated throughout the site to create a safe and comfortable environment. The main office to the self-storage facility will operate from 9:00 a.m. to 6:00 p.m., Monday through Saturday and 9:00 a.m. to 4:00 p.m., Sunday, however access to the storage units through on-site security gates and security-access doors will be from 6:00 a.m. to 9:00 p.m., daily. Although the project site is located within 500 feet of residential uses, the project does not directly abut any single-

family homes. 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.

The project site previously operated as an oil drilling and production facility prior to its closure. The former oil wells have been plugged and sealed, and will not be built on top of by the proposed self-storage facility. As concluded in the Addendum to the Initial Study/Mitigated Negative Declaration (Case No. ENV-2016-4835-MND-REC1), the former oil wells do not represent a recognized environmental condition (REC) and the project will not have a significant impact with regards to hazards and hazardous materials with the incorporation of the mitigation measures outlined in the Mitigation Monitoring Program.

As conditioned, the operation of the self-storage facility in conjunction with the project's proximity to residential uses and the reduction in window transparency along the ground floor building façade fronting West Paxton Street 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. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC). Except for the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Arleta-Pacoima Community Plan, which designates the site for Neighborhood Commercial land uses corresponding to the C1.5, C4, C2, C1, CR, RAS3, P(HD1VL) Zones.

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

- *Objective 5: To promote economic well being and public convenience through:*
 - a. *Allocating and distributing commercial lands for retail, service, and office facilities, with adequate off-street parking in quantities and patterns based on accepted planning principles and standards; retaining viable commercial frontages with provision for concentrated development and redesigning under-utilized strip commercial zoning to more appropriate uses; and improving the appearance of commercial buildings along the major arteries.*

The project proposes the construction of a new three-story, triangular-shaped self-storage facility with 52 vehicular parking spaces along the perimeter of the site and building. The project will promote a strong and competitive commercial sector as it will introduce a new commercial use on the subject vacant site. As such, the project will contribute to the economic well-being of the surrounding neighborhood through the creation of jobs and public convenience. The project will complement the surrounding residential, open space, and public facility uses in the area with the development of a 168,537 square-foot building consisting of 165,477 square feet of storage units with 1,137 storage units, 1,114 square feet of office space, and a 1,946 square-foot manager's residence with a garage. The project will rise to a

maximum height of 45 feet and a Floor Area Ratio (FAR) of 1.30 to 1. The project site will be accessible from a new two-way driveway and pedestrian pathway along West Paxton Street. The driveway will align with the centerline of North Vena Avenue. The project will activate the street frontage and enhance the pedestrian experience with the installation of street trees and landscaping beside the sidewalk. The installation of an eight-foot security fence along the perimeter of the site, as well as landscaping, will provide a buffer between the self-storage facility and the adjacent residential uses across West Paxton Street. The project's design and layout acknowledge the perceived scale and height of the proposed three-story facility in comparison with the nearby adjacent single-family houses. Through building massing, articulation, and site circulation the project will be compatible with the neighboring residential properties, the Pacoima Diversion Channel, and Interstate 5 Freeway. Therefore, these improvements will complement nearby land uses and will promote economic well-being and public convenience in the community.

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.*
- *Goal 3H: Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.*
 - *Objective 3.12: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.*

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 project will help facilitate the City's long-term fiscal and economic viability by redeveloping the project site with a new three-story self-storage facility. The project site is located within an

urbanized neighborhood comprised of residential, open space, and public facilities uses. The triangular-shaped site is located in an oil drilling district and operated as an oil drilling and production facility prior to its closure. While the former on-site oil wells are plugged and sealed, mitigation measures will be imposed to ensure that the project will not have a significant hazardous impact on the environment and human health (Case No. ENV-2016-4835-MND-REC1). Surrounding the project site are single-family houses, the Pacoima Diversion Channel, and the Interstate 5 Freeway. The project will be compatible with the surrounding neighborhood as it will provide a beneficial commercial service to the community and will 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 from a total of 1,137 storage units to store household goods. The self-storage facility will incorporate security gates, lighting, and landscaping to provide a safe and comfortable environment for customers and adjacent property owners. In addition, the project will also function as a buffer between the adjacent residential uses, the Pacoima Diversion Channel, and the Interstate 5 Freeway. The site will be accessible through a two-way driveway and pedestrian pathway along West Paxton Street, adjacent to the building's main entrance. As such, the project will complement the character of the surrounding neighborhood and contribute to the community's economic viability.

The project site is regionally accessible through West Paxton Street, the Interstate 5 freeway, and State Route Highway 118 which will attract patrons from across the City. South of the project site is West Paxton Street which provides southwest-northeast travel for commuters traversing the San Fernando Valley. East of the project site is the Interstate 5 freeway which provides north-south travel across Los Angeles County. State Route Highway 118, located north of the project site provides east-west travel across the county. Given the project's connectivity to the aforementioned corridor and highways, the project will attract commercial activity within a lower-intensity community predominantly composed of residential and open space uses.

The project substantially conforms with goals, objectives, and policies of the General Plan Framework Element. Therefore, the requested entitlements will contribute to the general character of the existing uses in the area.

Mobility Element. The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. West Paxton Street, abutting the project site to the south, is designated as an Avenue II with a roadway width of 56 feet, a right-of-way width of 86 feet, and is improved with asphalt roadway, concrete curbs, gutters, and a sidewalk. The Bureau of Engineering (BOE) requires that the project provide an additional sidewalk easement behind driveway(s) to comply with ADA requirements. In addition, BOE requires the construction of a new full-width concrete sidewalk along the property frontage, the removal and replacement of any existing broken, off-grade or bad order concrete curb, gutter, and roadway pavement, the closure of all unused driveways with full-width concrete sidewalk, the construction of a full-height curb and gutter, the upgrade of any driveways to remain to BOE standards and ADA requirements.

The project will continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. Along West Paxton Street, trees will be planted along the project's street frontage and a full-width concrete sidewalk will be constructed to provide an accessible, safe, and comfortable pedestrian experience. The project will remove the two-way driveway at the southeast portion of the project site and install a new two-way driveway aligned with the centerline with North Vena Street. A secondary driveway at the southwest portion of the site will remain for emergency vehicles only with

removable bollards. 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 West Paxton Street as the main access point to the project site. The project will feature multiple loading areas on-site for patrons to move goods between their vehicles and storage units. These loading areas will be located along the perimeter of the self-storage facility under the cover of the second and third floor levels allowing for the direct and secure movement of goods.

The project will provide a total of 52 vehicular parking spaces of which 18 spaces will be reserved for electric vehicles consistent with LAMC Section 12.21 A.4(c) and the Los Angeles Green Building Code. 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. As such, the project will provide 17 short-term and 17 long-term bicycle parking spaces for a project encompassing a total floor area of approximately 168,537 square feet. The bicycle parking spaces will be located adjacent to the main entrance into the self-storage facility fronting West Paxton Street. Additionally, the project site is located less than 1,500 feet from the intersection of North Laurel Canyon Boulevard and West Paxton Street which contains bus stops serving Metro Local Bus Line 230. The bus line connects residents, workers, and visitors to communities between Sylmar and Studio City.

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

Health and Wellness Element. The proposed project will support the policies and objectives of the Health and Wellness Element of the General Plan. The project will be consistent with the City's Green Building Code and will provide the required number of electric vehicles (EV) spaces and solar zone area. The project has been conditioned to provide, at a minimum, 30 percent of the total number of parking spaces provided for EV capable spaces and 20 percent for EV charging stations. In addition, the project has been conditioned to install a solar zone in compliance with LAMC Section 99.05.211.1 regarding solar ready buildings.

Together the conditions promote the reduction of the site's dependence on fossil fuels and thereby are beneficial for public health and welfare as they support the reduction of air pollution in the region. The project will be consistent with the following policies of the General Plan Health and Wellness Element:

- *Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*
- *Policy 5.4 Noxious activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.*

Solar-generated electricity from solar panels will assist in the operation of the self-storage facility and the EV charging stations will be a convenient amenity for patrons who own and operate an electric vehicle. While the project site was formerly the site of an oil drilling and production facility, the oil wells have been plugged and sealed and mitigation measures will be imposed to ensure that the project will not have a significant hazardous impact on the environment and human health as described in the Addendum to the Initial Study/Mitigated Negative Declaration (Case No. ENV-2016-4835-MND-REC1).

The approval of the Conditional Uses will facilitate the development of a new three-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 development of the existing vacant 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 West Paxton Street and enhance the existing pedestrian experience with the installation of a new concrete sidewalk, landscaping, lighting, and fencing. 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 and such activities do not 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 goal, objective and policies of the General Plan and the Arleta-Pacoima Community Plan.

Conditional Use Findings for Mini-Shopping Center /Commercial Corner Developments

6. Based on data provided by the Department of Transportation or a licensed traffic engineer, ingress to, egress from and associated parking on of the automotive use will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.

The proposed project is for the construction, use and maintenance of a new 168,537 square-foot, three-story self-storage facility located in the Arleta neighborhood. The Applicant has requested a Conditional Use permit to allow less than 50 percent transparent windows along exterior walls and doors on the ground floor fronting adjacent streets.

After reviewing the trip generation and vehicle miles traveled (VMT) screening thresholds for a transportation assessment analysis prepared by Kimley Horn, the Department of Transportation determined that the project trip generation does not meet the trip threshold to require the preparation of a traffic impact analysis. Access to the self-storage facility will be provided by one new two-way driveway and one existing two-way emergency-only driveway along West Paxton Street. Therefore, the project is not expected to cause a traffic hazard or significant traffic congestion, or disruption of vehicular circulation on adjacent streets.

7. Project approval will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity of the proposed project.

The project involves the construction of a new 168,537 square-foot, three-story self-storage facility consisting of 165,477 square feet of storage space with 1,137 storage units, 1,114 square feet of office space, and a 1,946 square-foot manager's residence with a garage. The Applicant has requested a Conditional Use to permit less than 50 percent transparent windows along exterior walls and doors on the ground floor fronting adjacent streets.

The project site is currently vacant and the nearest mini-shopping center and commercial corner development is over one-quarter mile away located on the intersection of West Paxton Street and North Laurel Canyon Boulevard. Therefore, the proposed project will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity.

Additional Findings for Storage Buildings for Household Goods in the C2 zone

8. That 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 three-story, 168,537 square-foot self-storage facility on a triangular-shaped, vacant lot. The self-storage facility will front West Paxton Street with primary visitor and patron access provided by a newly constructed two-way driveway and pedestrian walkway along the corridor. The self-storage building will mimic the triangular shape of the lot with vehicular site circulation designated along the perimeter of the building. Additionally, parking spaces will be located along the perimeter of the building with six spaces located in front of the main office entrance and the remaining 46 spaces accessible through security gates.

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 single family houses, the Pacoima Diversion Channel, and the Interstate 5 Freeway. The project site does not directly abut any nearby residential structures. 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 nearby uses. Landscaping, lighting, and fencing will be incorporated throughout the site to create a safe and comfortable environment for pedestrians and project users. The self-storage building will provide a 43-foot and 10-inch setback fronting West Paxton Street, inclusive of a 5-foot landscaped buffer featuring trees and an 8-foot wrought-iron fence. The self-storage building will also be set back from the Pacoima Diversion Channel by approximately 28 feet and the Interstate 5 Freeway by approximately 50 feet and 11 inches. Given the distance between the project and the adjacent properties, the height and scale of the self-storage building will be minimized. Overall, the project will enhance the surrounding built environment and will be compatible with the scale and character of the surrounding neighborhood.

Site Plan Review Findings

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

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC). Except for the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Arleta-Pacoima Community Plan, which designates the site for Neighborhood Commercial land uses corresponding to the C1.5, C4, C2, C1, CR, RAS3, P(HD1VL) Zones.

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

- *Objective 5: To promote economic well being and public convenience through:*
 - a. *Allocating and distributing commercial lands for retail, service, and office facilities, with adequate off-street parking in quantities and patterns based on accepted planning principles and standards; retaining viable commercial frontages with provision for concentrated development and redesigning under-utilized strip commercial zoning to more appropriate uses; and improving the appearance of commercial buildings along the major arteries.*

The project proposes the construction of a new three-story, triangular-shaped self-storage facility with 52 vehicular parking spaces along the perimeter of the site and building. The project will promote a strong and competitive commercial sector as it will introduce a new commercial use on the subject vacant site. As such, the project will contribute to the economic well-being of the surrounding neighborhood through the creation of jobs and public convenience. The project will complement the surrounding residential, open space, and public facility uses in the area with the development of a 168,537 square-foot building consisting of 165,477 square feet of storage units with 1,137 storage units, 1,114 square feet of office space, and a 1,946 square-foot manager's residence with a garage. The project will rise to a maximum height of 45 feet and a Floor Area Ratio (FAR) of 1.30 to 1. The project site will be accessible from a new two-way driveway and pedestrian pathway along West Paxton Street. The driveway will align with the centerline of North Vena Avenue. The project will activate the street frontage and enhance the pedestrian experience with the installation of street trees and landscaping beside the sidewalk. The installation of an eight-foot security fence along the perimeter of the site, as well as landscaping, will provide a buffer between the self-storage facility and the adjacent residential uses across West Paxton Street. The project's design and layout acknowledge the perceived scale and height of the proposed three-story facility in comparison with the nearby adjacent single-family houses. Through building massing, articulation, and site circulation the project will be compatible with the neighboring residential properties, the Pacoima Diversion Channel, and Interstate 5 Freeway. Therefore, these improvements will complement nearby land uses and will promote economic well-being and public convenience in the community.

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.*
- *Goal 3H: Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.*
- *Objective 3.12: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.*

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 project will help facilitate the City's long-term fiscal and economic viability by redeveloping the project site with a new three-story self-storage facility. The project site is located within an urbanized neighborhood comprised of residential, open space, and public facilities uses. The triangular-shaped site is located in an oil drilling district and operated as an oil drilling and production facility prior to its closure. While the former on-site oil wells are plugged and sealed, mitigation measures will be imposed to ensure that the project will not have a significant hazardous impact on the environment and human health (Case No. ENV-2016-4835-MND-REC1). Surrounding the project site are single-family houses, the Pacoima Diversion Channel, and the Interstate 5 freeway. The project will be compatible with the surrounding neighborhood as it will provide a beneficial commercial service to the community and will 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 from a total of 1,137 storage units to store household goods. The self-storage facility will incorporate security gates, lighting, and landscaping to provide a safe and comfortable environment for customers and adjacent property owners. In addition, the project will also function as a buffer between the adjacent residential uses, the Pacoima Diversion Channel, and the Interstate 5 Freeway. The site will be accessible through a two-way driveway and pedestrian pathway along West Paxton Street, adjacent to the building's main entrance. As such, the project will complement the character of the surrounding neighborhood and contribute to the community's economic viability.

The project site is regionally accessible through West Paxton Street, the Interstate 5 Freeway, and State Route Highway 118 which will attract patrons from across the City. South of the project site is West Paxton Street which provides southwest-northeast travel for commuters traversing the San Fernando Valley. East of the project site is the Interstate 5 Freeway which provides north-south travel across Los Angeles County. State Route Highway 118, located north of the project site provides east-west travel across the county. Given the project's connectivity to the aforementioned corridor and highways, the project will attract commercial activity within a lower-intensity community predominantly composed of residential and open space uses.

The project substantially conforms with goals, objectives, and policies of the General Plan Framework Element. Therefore, the project will contribute to the general character of the existing uses in the area.

Mobility Element. The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. West Paxton Street, abutting the project site to the south, is designated as an Avenue II with a roadway width of 56 feet, a right-of-way width of 86 feet, and is improved with asphalt roadway, concrete curbs, gutters, and a sidewalk. The Bureau of Engineering (BOE) requires that the project provide an additional sidewalk easement behind driveway(s) to comply with ADA requirements. In addition, BOE requires the construction of a new full-width concrete sidewalk along the property frontage, the removal and replacement of any existing broken, off-grade or bad order concrete curb, gutter, and roadway pavement, the closure of all unused driveways with full-width concrete sidewalk, the construction of a full-height curb and gutter, the upgrade of any driveways to remain to BOE standards and ADA requirements.

The project will continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. Along West Paxton Street, trees will be planted along the project's street frontage and a full-width concrete sidewalk will be constructed to provide an accessible, safe, and comfortable pedestrian experience. The project will remove the two-way driveway at the southeast portion of the project site and install a new two-way driveway aligned with the centerline with North Vena Street. A secondary driveway at the southwest portion of the site will remain for emergency vehicles only with removable bollards. 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 West Paxton Street as the main access point to the project site. The project will feature multiple loading areas on-site for patrons to move goods between their vehicles and storage units. These loading areas will be located along the perimeter of the self-storage facility under the cover of the second and third floor levels allowing for the direct and secure movement of goods.

The project will provide a total of 52 vehicular parking spaces of which 18 spaces will be reserved for electric vehicles consistent with Los Angeles Municipal Code (LAMC) Section 12.21 A.4(c) and the Los Angeles Green Building Code. 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. As such, the project will provide 17 short-term and 17 long-term bicycle parking spaces for a project encompassing a total floor area of approximately 168,537 square feet. The bicycle parking spaces will be located adjacent to the main entrance into the self-storage facility fronting West Paxton Street. Additionally, the project site is located less than 1,500 feet from the intersection of North Laurel Canyon Boulevard and West Paxton Street which contains bus stops serving Metro Local Bus Line 230. The bus line connects residents, workers, and visitors to communities between Sylmar and Studio City.

Therefore, the project is consistent with the Mobility Plan 2035 and the goals, objectives, and policies of the General Plan.

Health and Wellness Element. The proposed project will support the policies and objectives of the Health and Wellness Element of the General Plan. The project will be consistent with the City's Green Building Code and will provide the required number of electric vehicles (EV) spaces and solar zone area. The project has been conditioned to provide, at a minimum, 30 percent of the total number of parking spaces provided for EV capable spaces and 20 percent for EV charging stations. In addition, the project has been conditioned to install a solar zone in compliance with LAMC Section 99.05.211.1 regarding solar ready buildings.

Together the conditions promote the reduction of the site's dependence on fossil fuels and thereby are beneficial for public health and welfare as they support the reduction of air pollution in the region. The project will be consistent with the following policies of the General Plan Health and Wellness Element:

- *Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*
- *Policy 5.4 Noxious activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.*

Solar-generated electricity from solar panels will assist in the operation of the self-storage facility and the EV charging stations will be a convenient amenity for patrons who own and operate an electric vehicle. While the project site was formerly the site of an oil drilling and production facility, the oil wells have been plugged and sealed and mitigation measures will be imposed to ensure that the project will not have a significant hazardous impact on the environment and human health as described in the Addendum to the Initial Study/Mitigated Negative Declaration (Case No. ENV-2016-4835-MND-REC1).

Approval of the Site Plan Review will facilitate the development of a new three-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 development of the existing vacant 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 West Paxton Street and enhance the existing pedestrian experience with the installation of a new concrete sidewalk, landscaping, lighting, and fencing. 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 and such activities do not 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 goal, objective and policies of the General Plan and the Arleta-Pacoima Community Plan.

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

The project involves the construction, use, and maintenance of a new 168,537 square-foot, three-story self-storage facility consisting of 165,477 square feet of storage space for 1,137

storage units, 1,114 square feet of office space, and a 1,946 square-foot manager's residence with a garage. The project will rise to maximum building height of 45 feet and will provide a total of 52 vehicular parking spaces along the perimeter of the self-storage building. A total of 34 bicycle parking spaces (short-term and long-term) will be located adjacent to the front entrance of the facility fronting West Paxton Street. Primary access to the project site for vehicles and pedestrians will be located along West Paxton Street aligned with the centerline of North Vena Avenue. A second driveway will be located further south featuring removable bollards for emergency vehicle access only.

Abutting the project site to the northeast is a narrow strip of government-own land that is approximately 20 feet wide and is managed by the Los Angeles County Flood District. The project site formerly operated as an oil drilling and production facility. Since its closure, the former oil wells have been plugged and sealed. The proposed project will not be constructed over any of the former oil wells.

The subject property is a triangular-shaped vacant lot (Lot FR 313) with a total lot area of 120,537 square feet, or 2.77 acres, in the Arleta – Pacoima Community Plan area. The project site is located in an urbanized area surrounded primarily by residential uses, the Interstate 5 Freeway, and the Pacoima Diversion Channel. Abutting the project site to the northwest is the Pacoima Diversion Channel zoned OS-1XL-O. Across the channel and across West Paxton Street to the south are properties zoned RS-1-O and R1-1-O, respectively, which are developed with single-family homes. Abutting the project site to the northeast is a narrow strip of government-owned property managed by the Los Angeles County Flood District zoned RA-1-O and the Interstate 5 Freeway zoned PF-1XL-O. The narrow strip of government-owned property functions as a buffer between the project site and the on- and off-ramp for the Interstate 5 Freeway. Further north is the freeway interchange between the Interstate 5 Freeway and the State Route Highway 118. Following West Paxton Street southwest is the Pacoima Spreading Grounds, a water conservation facility which provides groundwater recharge for the San Fernando Groundwater Basin.

Height, Bulk and Setbacks

The project consists of a three-story, self-storage building that mimics the shape of the lot. The building will be constructed at the center of the lot and upon completion the building will have a maximum height of 45 feet. 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 building's cornice, storage unit doors, and storefront and spandrel glazing will provide breaks and depth along the façade of the building. While the windows placed at the second- and third-floor levels will look into faux storage unit doors and 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 West Paxton Street and will be set back from the corridor by approximately 43 feet and 10 inches. The facility will be set back from the adjacent Pacoima Diversion Channel by approximately 28 feet and 1 inch along the northwest portion of the site and set back from the adjacent 20-foot-wide government-owned strip of land and the Interstate 5 Freeway by approximately 50 feet and 11 inches along the northeast portion. Given the project design, site layout, and the distance between the subject project and the adjacent residential, open space, and freeway 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 LAMC Section 12.21 A.4(c) the project is required to provide a minimum of 52 automobile parking spaces. The project will provide 52 automobile parking spaces and will be consistent with the City's Green Building Code by designating 30 percent of the spaces for electric vehicle (EV) capable spaces and 20 percent for EV charging station spaces. The parking spaces will be located along the perimeter of the self-storage building with six spaces located in front of the main office entrance and the remaining 46 spaces accessible through security gates.

Per LAMC Section 12.21 A.16, the project is required to provide a minimum of 17 short-term and 17 long-term bicycle spaces. The project will be consistent with the code providing a total of 34 bicycle spaces located outside the main office entrance fronting West Paxton Street and within a storage room accessible from the exterior of the self-storage facility past the eastern security gates.

Access to the project site will be provided by a new two-way driveway and pedestrian pathway along West Paxton Street aligned with the centerline of North Vena Avenue. An existing two-way driveway with removable bollards will be located south of the proposed two-way driveway and will provide access for emergency vehicles only.

Loading Areas

The self-storage facility will feature three loading areas for patrons to transfer their household goods between their storage unit and automobile. Two loading areas will be located along the northwest façade of the building and one loading area will be located along the northeast façade. These areas will only be accessible through on-site security gates upon entry from the primary driveway along West Paxton Street. The second and third floor levels of the self-storage building will provide coverage over the loading areas. Each loading area will provide three automobile parking spaces and will provide secure access to the first, second, and third floor levels.

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 the light sources for outdoor lighting cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

On-Site Landscaping

The project will feature a minimum of 8,415 square feet of landscaped area and provide a total of 23 trees. As conditioned, the project will plant street trees as directed and required by the Bureau of Street Services, Urban Forestry Division. Landscaping will be provided throughout the site and will function as a buffer between the project site, the adjacent public right-of-way, and the Pacoima Diversion Channel. The existing bio-retention basin located at the southern tip of the project site will remain. A five-foot landscaped buffer and 8-foot tall wrought-iron fence will be installed along the southeast edge of the property, and an additional landscaped area will be provided along the sidewalk. Of the 23 trees proposed, 11 street trees will also be planted along the southeast edge of the property providing a minimum amount of shade during the day. These features will help create a more attractive and comfortable pedestrian experience.

Trash Collection

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the Los Angeles Municipal Code. The trash enclosure will be located at the rear of the project site near the northern tip of the lot. The trash enclosure will be buffered from the adjacent Pacoima Diversion Channel by landscaping and will be located over 200 feet from nearby residential uses.

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

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

The proposed project involves the development of a self-storage facility. No residential uses are proposed. The proposed project is not subject to the City's open space requirements pursuant to LAMC Section 12.21 G.2, however, the project has been conditioned so that street trees be planted as directed and required by the Bureau of Street Services, Urban Forestry Division.

Additional Findings

- 12. Environmental Finding.** An Addendum to the Initial Study/Mitigated Negative Declaration for the proposed project at 14201 West Paxton Street (ENV-2016-4835-MND-REC1) dated March 3, 2023 was prepared to evaluate the potential environmental effects of the modifications to the previously approved project (Case No. CPC-2016-4833-GPA-VZC-CU-SPR, adopted in September 2018). The previously approved project evaluated in the Adopted MND (ENV-2016-4835-MND) consists of the construction, use and maintenance of a new self-storage facility consisting of a three-story, 45-foot tall, 92,700 square-foot main building (including 1,650 square-feet of office space and 1,000 square-feet of living quarters) and a one-story 7,300 square-foot building. The proposed project modifies the previously project description with the construction of a new 168,537 square-foot, three-story, self-storage building consisting of 165,477 square feet of storage space with 1,137 storage units, 1,114 square feet of office space, and a 1,946 square-foot manager's residence with a garage. The self-storage building will mimic the triangular shape of the project site and will maintain a maximum building height of 45 feet. The project's 52 vehicular parking spaces will be located along the perimeter of the facility. Primary vehicular and pedestrian access will be provided through a new two-way driveway and pedestrian walkway located along West Paxton Street. The project will utilize a variety of high-quality building materials to complement the surrounding residential, open space, and public facility uses. Landscaping, lighting, and fencing will be incorporated to create a safe and comfortable environment. These modifications were assessed in the Addendum to the Initial Study/Mitigated Negative Declaration (Case. No. ENV-2016-4835-MND-REC1) which is attached as an Exhibit to this report. The analysis and technical studies conclude that there are no major revisions to the original Mitigated Declaration and no subsequent EIR or negative declaration is required for approval of the project.

Pursuant to CEQA Guidelines Section 15164, there is no required comment period or circulation period for an Addendum to Initial Study/Mitigated Negative Declaration. No comments were received pertaining to the subject Addendum to the IS/MND.

- 13. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone X, areas of minimal flood hazard.