

PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL CASE:	COUNCIL DISTRICT:
CPC-2021-7749-ZC-CU-SPR	ENV-2016-4835-MND-REC1	6
RELATED CASE NOS.		COUNCIL FILE NO:
CPC-2016-4833-GPA-VZC-CU-SPR		18-0898
PROJECT ADDRESS / LOCATION:		
14201 West Paxton Street; 10601 North Sharp Avenue		
APPLICANT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Brett Henry		ddubrovsky@trojanstorage.com
APPLICANT'S REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Nick Leathers	(310) 994-6657	nick@crestrealestate.com
APPELLANT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
<input checked="" type="checkbox"/> N/A		
APPELLANT'S REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
<input checked="" type="checkbox"/> N/A		
PLANNER CONTACT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
David Woon	(213) 978-1368	david.woon@lacity.org
ITEMS FOR CITY COUNCIL CONSIDERATION (IE. ENTITLEMENTS, LEGISLATIVE ACTIONS):		
Zone Change (ZC) <input type="checkbox"/> <i>The preparation of a draft ordinance by the City Attorney will be required.</i>		
FINAL ENTITLMENTS NOT ADVANCING FOR CITY COUNCIL CONSIDERATION: (UNAPPEALED OR NON-APPEALABLE ITEMS)		
Conditional Use (CU); and Site Plan Review (SPR) <input type="checkbox"/> N/A		
ITEMS APPEALED:		
<input checked="" type="checkbox"/> N/A		

ATTACHMENTS:	REVISED:	ENVIRONMENTAL DOCUMENT:	REVISED:
<input checked="" type="checkbox"/> Letter of Determination	<input type="checkbox"/>	<input type="checkbox"/> Categorical Exemption (CE) (Notice of Exemption)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Findings of Fact	<input type="checkbox"/>	<input type="checkbox"/> Statutory Exemption (SE) (Notice of Exemption)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Staff Recommendation Report	<input type="checkbox"/>	<input type="checkbox"/> Negative Declaration (ND)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Conditions of Approval	<input type="checkbox"/>	<input checked="" type="checkbox"/> Mitigated Negative Declaration (MND)	<input type="checkbox"/>
<input checked="" type="checkbox"/> T Conditions	<input type="checkbox"/>	<input type="checkbox"/> Environmental Impact Report (EIR)	<input type="checkbox"/>
<input type="checkbox"/> Proposed Ordinance	<input type="checkbox"/>	<input type="checkbox"/> Mitigation Monitoring Program (MMP)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Zone Change Map and Ordinance	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Project Exemption (SCPE)	<input type="checkbox"/>
<input type="checkbox"/> GPA Resolution	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Environmental Assessment (SCEA)	<input type="checkbox"/>
<input type="checkbox"/> Land Use Map	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Environmental Impact Report (SCEIR)	<input type="checkbox"/>
<input type="checkbox"/> Exhibit A – Plans	<input type="checkbox"/>	<input type="checkbox"/> Appendices	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mailing List	<input type="checkbox"/>	<input checked="" type="checkbox"/> Other: Addendum to Initial Study/Mitigated Negative Declaration	<input type="checkbox"/>
<input checked="" type="checkbox"/> Interested Parties List	<input type="checkbox"/>		
<input type="checkbox"/> Appeal	<input type="checkbox"/>		
<input type="checkbox"/> Development Agreement	<input type="checkbox"/>		
<input type="checkbox"/> Site Photographs	<input type="checkbox"/>		
<input type="checkbox"/> Other:	<input type="checkbox"/>		

NOTES / INSTRUCTIONS:

N/A

FISCAL IMPACT STATEMENT:

Yes No

*If determination states administrative costs are recovered through fees, indicate "Yes."

PLANNING COMMISSION:

- | | |
|--|--|
| <input checked="" type="checkbox"/> City Planning Commission (CPC) | <input type="checkbox"/> North Valley Area Planning Commission |
| <input type="checkbox"/> Cultural Heritage Commission (CHC) | <input type="checkbox"/> South LA Area Planning Commission |
| <input type="checkbox"/> Central Area Planning Commission | <input type="checkbox"/> South Valley Area Planning Commission |
| <input type="checkbox"/> East LA Area Planning Commission | <input type="checkbox"/> West LA Area Planning Commission |
| <input type="checkbox"/> Harbor Area Planning Commission | |

PLANNING COMMISSION HEARING DATE:

May 25, 2023

COMMISSION VOTE:

5 – 0

LAST DAY TO APPEAL:

August 7, 2023

DATE APPEALED:

N/A

TRANSMITTED BY:

Cecilia Lamas
Commission Executive Assistant II

TRANSMITTAL DATE:

August 15, 2023



LOS ANGELES CITY PLANNING COMMISSION

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

LETTER OF DETERMINATION

MAILING DATE: JULY 18, 2023

Case No. CPC-2021-7749-ZC-CU-SPR

Council District: 6

CEQA: ENV-2016-4835-MND-REC1

Plan Area: Arleta – Pacoima

Related Case: CPC-2016-4833-GPA-VZC-CU-SPR (Council File No. 18-0898)

Project Site: 14201 West Paxton Street; 10601 North Sharp Avenue

Applicant: Brett Henry, Trojan Storage of Arleta, LLC
Representative: Nick Leathers, Crest Real Estate

At its meeting of **May 25, 2023** the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Modification to a previously approved project under Case No. CPC-2016-4833-GPA-VZC-CU-SPR (Council File No. 18-0898) to permit the construction of a 168,537 square-foot self-storage building in lieu of the originally approved 100,000 square-foot self-storage facility. The Project will consist 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 Project will be three stories in height with a maximum height of 45 feet and a Floor Area Ratio (FAR) of 1.30 to 1. The Project will provide a total of 52 vehicular parking spaces.

1. **Found**, based on the independent judgement of the decision-maker, after consideration of the whole administrative record, the Project was assessed in Mitigated Negative Declaration, No. ENV-2016-4835-MND adopted on September 14, 2018; and pursuant to CEQA Guidelines 15162 and 15164, as supported by the Addendum dated March 3, 2023, no major revisions are required to the Mitigated Declaration; and no subsequent EIR or negative declaration is required for approval of the Project;
2. **Approved and Recommended** that the City Council **adopt**, pursuant to Section 12.32 F of the Los Angeles Municipal Code (LAMC), a Zone Change to modify the Qualified Classification for an increase in maximum allowable floor area from 100,000 square feet to 168,537 square feet;
3. **Approved**, pursuant to LAMC Section 12.24 W.50, a Conditional Use Permit to allow a storage building for household goods within 500 feet of an R Zone;
4. **Approved**, pursuant to LAMC Section 12.24 W.27, a Conditional Use Permit to deviate from LAMC Section 12.22 A.23 to allow less than 50 percent transparency on windows along exterior walls and doors on a ground floor fronting adjacent streets;
5. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a development which creates or results in an increase of more than 50,000 square feet of non-residential floor area;
6. **Adopted** the attached Conditions of Approval; and
7. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Mack
Second: Lawshe
Ayes: Choe, Noonan, Zamora
Absent: Cabildo, Leung, Millman

Vote: 5 – 0



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

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission as it relates to the Zone Change is appealable by the Applicant only, if disapproved in whole or in part by the Commission. The decision of the Los Angeles City Planning Commission, regarding the remaining approvals, is appealable to the Los Angeles City Council within 20 days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: AUGUST 7, 2023

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

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

Attachments: Zone Change Ordinance, Map, Conditions of Approval, Findings, Appeal Filing Procedures

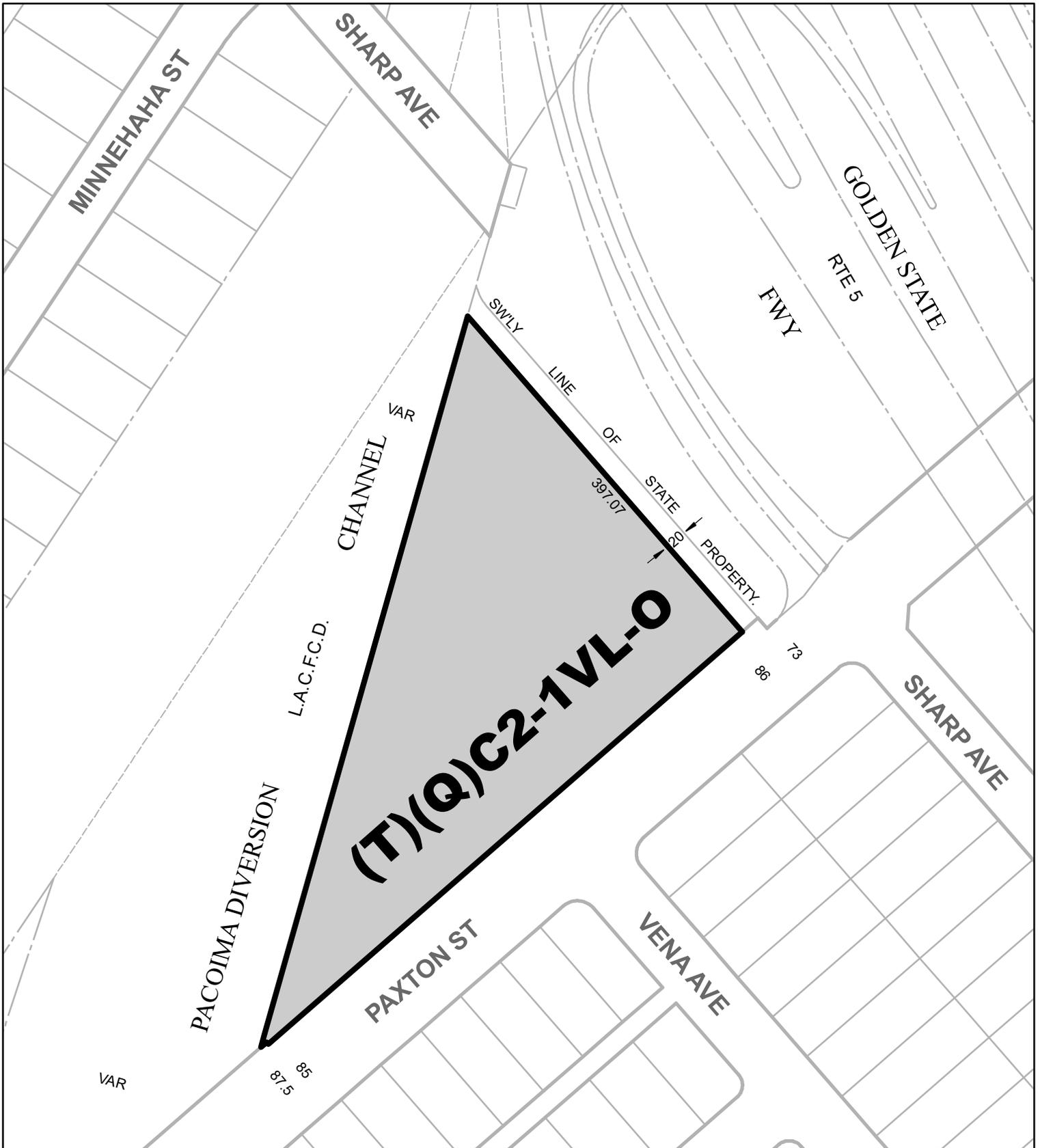
c: Heather Bleemers, Senior City Planner
Michelle Carter, City Planner
David Woon, Planning Assistant

ORDINANCE NO. _____

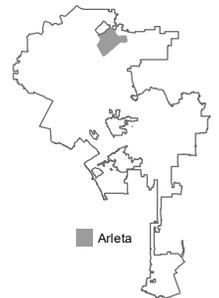
An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

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

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



City of Los Angeles



CPC-2021-7749-ZC-CU-SPR

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(Q) QUALIFIED CLASSIFICATIONS

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

1. **Use.** The use and area regulations for the new development on-site shall be developed for the uses as permitted in the C2 Zone as defined in LAMC Section 12.14, except as modified by the conditions herein or subsequent action.
2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit “A”, dated April 26, 2023, except as may be revised as a result of this action.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

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

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

a. **Dedications Required:**

Paxton Street (Avenue II) - Provide additional sidewalk easement behind the driveway(s) to comply with ADA requirements.

b. **Improvements Required:**

Paxton Street – Construct a new full-width concrete sidewalk along the property frontage. Remove and replace any existing broken, off-grade or bad order concrete curb, gutter and roadway pavement. Close all unused driveways with full-width concrete sidewalk, full-height curb and gutter and upgrade any driveways to remain to BOE standards and ADA requirements.

Note: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

The removal of any tree in the existing right-of-way area associated with the improvement's requirements outlined herein will required Board of Public Works approval. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for removal of such trees.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

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

- c. Provide proper drainage for streets being improved and for the site being developed.
- d. That if necessary, arrangement be made with the Flood Control District of Los Angeles County Department of Public Works for any necessary permits with respect to any construction and drainage discharge within or adjacent to the existing channel or to Los Angeles County storm drains.
- e. There is a sewer mainline in Paxton Street. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- f. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. **Bureau of Street Lighting.**

- a. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; four (4) on Paxton St.

Notes: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

4. **Urban Forestry Division.**

Native Protected Trees:

- a. All tree and shrub preservation measures shall be considered to retain all protected native species whenever possible. Project should include feasible alternatives in project design to retain native trees and shrubs. A permit is required for the removal

of any native protected tree and shrub. Removal of any on site native tree or shrub shall be replaced in kind at a 4: 1 ratio as approved by the Board of Public Works and Urban Forestry Division. The tree replacement plan shall include all retained native trees and shrubs. All on-site tree and shrub replacements shall be planted in locations favorable to the long term survival of the species.

- b. The applicant shall submit a Protected Tree Report with an acceptable tree and shrub replacement plan prepared by a reputable Tree Expert, as required by Ordinance No. 186,873 for approval by the Advisory Agency and the Bureau of Street Services, Urban Forestry Division. The Protected Tree Report (PTR) shall contain the Tree Expert's recommendations for the preservation of as many protected trees as possible and shall provide their species, health, size, and condition. The PTR shall include a topographical map (construction drawing) identifying tree and shrub location, drip line, and correctly numbered and plotted.

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

Street Trees:

- a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2: 1 as approved by the Board of Public Works and Urban Forestry Division.
- b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at: (213) 847- 3077 upon completion of construction for tree planting direction and instructions.

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

5. **Fire Department.**

- a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- b. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field inspector (Refer to FPB Req # 75).
- c. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

- d. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- e. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed those portions shall not be less than 28 feet in width.
- f. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- g. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- h. Submit plot plans indicating access road and turning area for Fire Department approval.
- i. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- j. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application signoff.
- k. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- l. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- m. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- n. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Use.** All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated April 26, 2023, except as may be revised as a result of this action. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
3. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
4. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
5. **Authorization.** Approved herein is the construction, use, and maintenance of a three-story 168,537 square-foot 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.
6. **Signage.** On-site signs shall be limited to the maximum allowable under the Municipal Code.
7. **Hours of Operation.** Hours of public access to the building's office area shall be from 9:00 a.m. to 6:00 p.m., Monday through Saturday and 9:00 a.m. to 4:00 p.m., Sunday. Security gate and patron access to the storage facility shall be from 6:00 a.m. to 9:00 p.m., daily.
8. **Parking.** Parking must meet requirements pursuant to LAMC Section 12.21 A.4. Parking shall be subject to the determination of the Department of Building and Safety. Any off-site parking shall be provided pursuant to the requirements of Los Angeles Municipal Code Sections 12.21 A.4(g) and 12.26 E.1(b). No variance from the parking requirements has been granted herein.
9. **Electric Vehicle Parking.** All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Section 99.05.106 of Article 9, Chapter IX of the LAMC.
10. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.

11. Vehicular Access

- a. A minimum 20-foot reservoir space is required between any security gate or parking space and the property line, or to the satisfaction of LADOT.
- b. A minimum Two-way driveway apron width of $W=30$ feet is required.
- c. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
- d. The subdivision report fee and condition clearance fee be paid to the Los Angeles Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

12. Landscaping.

- a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
- b. **Soil depths.** The project shall conform with the minimum soil depth and volume requirements for trees and other plants as outlined in the Soil Depths Design Resource published by the Los Angeles City Planning Urban Design Studio.
 - i. Shrubs, perennials, and ground cover shall require a minimum soil depth of as follows:
 - (1) A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
 - (2) A minimum depth with a height ranging from 9 to 15 feet shall be 36 inches.
 - (3) A minimum depth with a height ranging from 1 to 8 feet shall be 24 inches.
 - (4) A minimum depth with a height less than 1 foot shall be 18 inches.
 - (5) A minimum depth of an extensive green roof shall be 3 inches.
 - ii. Trees shall have a minimum soil depth of 42 inches.
 - iii. The minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:
 - (1) 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
 - (2) 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
 - (3) 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
 - (4) 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.

13. Street Trees.

- a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy

mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.

- b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.
14. **Walls/Fencing.** In lieu of a solid masonry wall, a wrought-iron fence or other fencing may be erected along the subject lot where the lot abuts the public street.
15. **Window Transparency.** A minimum 20 percent window transparency shall be provided on the elevation of the main building facing Paxton Street.
16. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
17. **Trash and Recycling.**
 - a. All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.
 - b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
 - c. Trash/recycling containers shall be locked when not in use.
18. **Mechanical and Rooftop Equipment Screening.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.
19. **Solar Panels.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
20. **Grey Water.** The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by the Department of Water and Power in consultation with the Department of City Planning.

Environmental Conditions

Aesthetics

20. Aesthetics (Landscape Plan).

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

21. Aesthetics (Surface Parking). Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a less than significant level by the following measures:
 - a. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
 - b. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.
 - c. Palm trees shall not be considered in meeting this requirement.
 - d. The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.
22. Aesthetics (Light). Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
23. Aesthetics (Glare). Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Biology

24. Habitat Modification (Nesting Native Birds, Non Hillside or Urban Areas).

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- a. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
 - b. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.
25. Tree Removal (Non-Protected Trees). Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
 - b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
 - c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in

the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

26. Tree Removal (Public Right-of-Way). Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
 - a. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24- inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
 - b. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Hazards and Hazardous Materials

27. Hillside Construction Staging and Parking Plan. Prior to the hearing for a Haul Route Approval, the applicant shall submit a Construction Staging Plan and a Construction Parking Plan for review and approval by the Board of Building and Safety Commissioners. Each plan shall be designed to prevent the blockage of two-way traffic on streets in the vicinity of the construction site.
 - a. The Construction Staging Plan shall include, but not be limited to: identifying where all construction materials, equipment, machinery, and vehicles will be stored on-site and/or out of the public right-of-way through the grading and construction phases of the project; and identifying the proposed locations of all on-site and off-site staging areas for soil haulers and construction delivery vehicles. This plan shall also include the following:
 - b. No construction equipment or material shall be permitted to be stored within the public right-of-way.
 - c. During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time.
 - d. On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
 - e. Delivery drivers for construction materials shall be required to follow the designated travel plan or approved Haul Route.
 - f. Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays, Sundays, or City Holidays.
 - g. All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.

- h. A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
- i. A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- j. Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- k. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- l. Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- m. Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- n. No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- o. Soil import and export activity shall be performed under the continuous inspection of a Registered Deputy Grading Inspector.
- p. 48-hours prior to start of import or export of soil material, a Registered Deputy Grading Inspector shall notify the LADBS haul route monitoring inspector and provide him with the construction schedule and approved travel route.
- q. The Registered Deputy Grading Inspector shall be required to keep a log book noting the dates of hauling, the number of trips (i.e. trucks) per day, approved travel route, and operation hours. The inspector shall note loads of import or export soil or demolition material where appropriate. Failure to maintain a log book or discrepancies in the log book may result in suspension or revocation of license of the Registered Deputy Inspector.
- r. A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- s. The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.
- t. The Construction Parking Plan shall identify where all contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site.
- u. During all phases of site development, all construction vehicle parking and queuing related to the project shall be in substantial compliance with the approved Construction

Staging and Parking Plans, to the satisfaction of the Department of Building and Safety and the Department of Transportation.

28. Human Health Hazard (Vector Control).
- a. The property shall be maintained in a neat, attractive, and safe condition at all times.
 - b. On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
 - c. Trash and Recycling bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
 - d. Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
 - e. Trash and garbage collection containers shall be emptied a minimum of once per week.
 - f. Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.
29. Creation of a Health Hazard. Environmental impacts to human health may result from project implementation due to a release of chemical or microbiological materials into the community. However, these impacts will be mitigated to a less than significant level by the following measures:
- a. Prior to land or building permit issuance, change of occupancy issuance, the Project Applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).
 - b. Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.
30. Hazardous Substances. Environmental impacts may result from project implementation due to the use, storage, and creation of hazardous materials. However, these impacts can be mitigated to a less than significant level by the following measure:

Prior to the issuance of a use of land or building permit, or a change in the existing occupancy/use permit, the applicant shall provide a letter from the Fire Department stating that it has permitted the facility's use, storage, and creation of hazardous substances.

Noise

31. Increased Noise Levels (Demolition, Grading, and Construction Activities).
- a. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
 - b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- d. A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

Transportation

32. Transportation.

- a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- b. The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- c. There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- d. No hauling shall be done before 9 a.m. or after 3 p.m.
- e. Trucks shall be spaced so as to discourage a convoy effect.
- f. On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- g. A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- h. Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- i. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- j. Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- k. Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- l. No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- m. A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

- n. The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

Administrative Conditions

33. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
34. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
35. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
36. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
37. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
38. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
39. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
40. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

41. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
42. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
43. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by

this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

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.



LOS ANGELES CITY PLANNING APPEAL FILING PROCEDURES

Entitlement and CEQA appeals may be filed using either the Online Application System (OAS) or in person Drop Off at DSC (Development Services Center).

Online Application System: The OAS (<https://planning.lacity.org/oas>) allows appeals to be submitted entirely electronically online; fee payment is by credit card or e-check.

Drop off at DSC: Appeals of this determination can be submitted in person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

Metro DSC

(213) 482-7077

201 N. Figueroa Street

Los Angeles, CA 90012

Van Nuys DSC

(818) 374-5050

6262 Van Nuys Boulevard

Van Nuys, CA 91401

West Los Angeles DSC

(CURRENTLY CLOSED)

(310) 231-2901

1828 Sawtelle Boulevard

West Los Angeles, CA 90025

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

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure that DSC staff members have adequate time to review and accept the documents, and to allow appellants time to submit payment.



QR Code to Online
Appeal Filing



QR Code to Forms
for In-Person Filing