

**PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE**

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| CITY PLANNING CASE: | ENVIRONMENTAL DOCUMENT: | COUNCIL DISTRICT: |
| CPC-2016-4833-GPA-VZC-CU-SPR | ENV-2016-4835-MND | 6 – Martinez |
| PROJECT ADDRESS: | | |
| 14201 West Paxton Street | | |
| APPLICANT | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| John H. Semcken III, Majestic Realty Co. 13191 Crossroads Parkway North Industry, CA 91746 | | |
| <input type="checkbox"/> New/Changed | | |
| APPLICANT'S REPRESENTATIVE | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| Mee Semcken, Lee Consulting Group, LLC 1336 Thayer Avenue Los Angeles, CA 90024 | 213-706-7475 | meehae2@yahoo.com |
| APPELLANT | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| | | |
| APPELLANT'S REPRESENTATIVE | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| | | |
| PLANNER CONTACT INFORMATION: | TELEPHONE NUMBER: | EMAIL ADDRESS: |
| Jordann Turner | 213-978-1365 | jordann.turner@lacity.org |
| ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION | | |
| Approved a General Plan Amendment; Vesting Zone Change | | |

FINAL ENTITLEMENTS NOT ADVANCING:

ITEMS APPEALED:

ATTACHMENTS:

REVISED:

ENVIRONMENTAL CLEARANCE:

REVISED:

- Letter of Determination
- Findings of Fact
- Staff Recommendation Report
- Conditions of Approval
- Ordinance
- Zone Change Map
- GPA Resolution
- Land Use Map
- Exhibit A - Site Plan
- Mailing List
- Land Use
- Other _____

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- Categorical Exemption
- Negative Declaration
- Mitigated Negative Declaration
- Environmental Impact Report
- Mitigation Monitoring Program
- Other _____

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NOTES / INSTRUCTION(S):

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: | COMMISSION VOTE: |
| August 23, 2018 | 6 – 1 |
| LAST DAY TO APPEAL: | APPEALED: |
| October 4, 2018 | N/A |
| TRANSMITTED BY: | TRANSMITTAL DATE: |
| James K. Williams Commission Executive Assistant II | September 14, 2018 |



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: SEP 14 2018

Case No. **CPC-2016-4833-GPA-VZC-CU-SPR**

Council District: 6 – Martinez

CEQA: ENV-2016-4835-MND

Plan Area: Arleta-Pacoima

Project Site: 14201 West Paxton Street

Applicant: John H. Semcken III, Majestic Realty Co.
Representative: Mee Semcken, Lee Consulting Group, LLC

At its meeting of **August 23, 2018**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

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 project will include 100 automobile parking spaces.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-4835-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; find the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; find the mitigation measures have been made enforceable conditions on the project; and adopt the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Approved and recommended** that the City Council **approve**, pursuant to Charter Section 555 and Section 11.5.6 of the Los Angeles Municipal Code (LAMC), a General Plan Amendment to amend the Arleta-Pacoima Community Plan to change the site's land use designation from Low Residential to Neighborhood Commercial;
3. **Approved and recommended** that the City Council **adopt**, pursuant to LAMC Section 12.32 F and Q, a Vesting Zone Change from RA-1 to (T)(Q)C2-1VL-O;
4. **Approved**, pursuant to Section 12.24-W.50, a Conditional Use Permit to allow storage buildings for household goods within 500 feet of a R Zone;
5. **Approved**, pursuant to Section 12.24 W.27, a Conditional Use Permit to deviate from LAMC Section 12.22 A.23 to allow less than 50 percent transparent windows along exterior walls and doors on a ground floor fronting adjacent streets;
6. **Disapproved** a Conditional Use Permit to deviate from LAMC Section 12.22 A.23 to allow a 45-foot high pole sign;
7. **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;

8. **Adopted** the attached Conditions of Approval as modified by the Commission, including staff's Technical Modification dated August 22, 2018; and
9. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Ambroz
 Second: Choe
 Ayes: Khorsand, Millman, Mitchell, Dake Wilson
 Nays: Padilla-Campos
 Absent: Mack, Perlman

Vote: 6 - 1



James K. Williams, 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 is final and not appealable as it relates to the General Plan Amendment and Vesting Zone Change.* The decision of the Los Angeles City Planning Commission, regarding all other actions, 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: OCT 04 2018

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, Modified Conditions of Approval, Findings, Resolution, Land Use Map

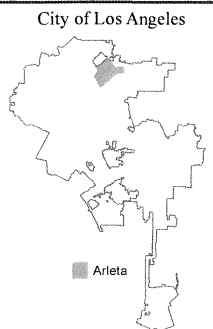
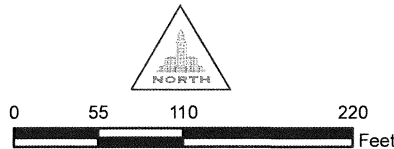
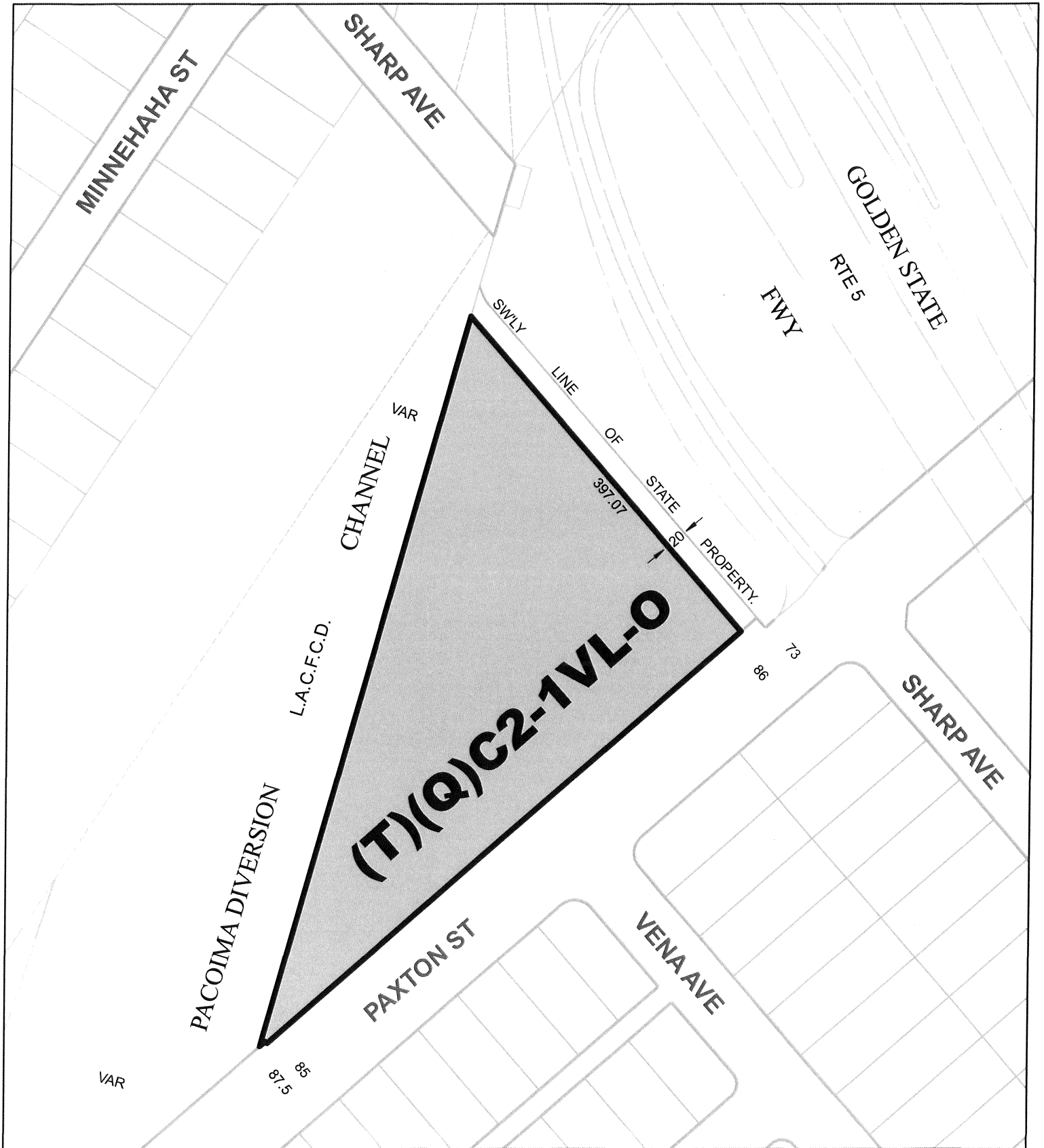
c: Nicholas Hendricks, Senior City Planner
 Jordann Turner, City Planner

ORDINANCE NO. _____

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

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

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



CPC-2016-4833-GPA-VZC-CU-SPR

MY/df

080718

(Q) QUALIFIED CLASSIFICATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification:

1. **Use.** The use and area regulations for the new development on-site shall be developed for the commercial uses as permitted in the C2 Zone, as defined in LAMC Section 12.14, except as modified by the conditions in CPC-2016-4833-GPA-VZC-CU-SPR or any 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 July 12, 2018, 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 an eight-foot public sidewalk easement.

b. **Improvements Required:**

Paxton Street – Reconstruct the sidewalk and construct additional sidewalk to provide a 15-foot wide full-width concrete sidewalk along the property frontage in accordance with Avenue II standards. Repair all broken, off-grade, or bad order concrete curb and gutter. Close all unused driveways with full height curb, two-foot gutter, and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing and proposed improvements.

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. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the

existing or proposed public right-of-way area associated with the improvement requirements outlined herein. The Bureau of Street Services Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

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

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

- c. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain systems constructed under the sidewalk and through the curb drains or connections to the catch basins.
- d. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- e. An investigation by the Bureau of Engineering Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering (818) 374-5088.
- 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. Prior to the issuance of a Certificate of Occupancy (CofO), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
- b. Provide street lights as required by the Bureau of Street Lighting (213) 847-1551.

4. Urban Forestry Division.

- a. The applicant shall submit a tree report and a landscape plan prepared by a Tree Expert as required by LAMC Ordinance No. 177,404, for approval by the City Planning Department and the Urban Forestry Division, Bureau of Street Services. The Tree Report shall contain the Tree Expert's recommendations for the preservation of as many desirable (eight inches diameter or greater) trees as possible and shall provide species, health, and condition of all trees with tree locations plotted on a site survey. An on-site 1: 1 tree replacement shall be required for the unavoidable loss of any desirable on-site trees.

Note: Removal of Protected trees requires the approval of the Board of Public Works. Contact Urban Forestry Division at: 213-84 7-3 077 for tree removal permit information.

- b. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street trees plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify

the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

Note: 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 for 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. 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.
- d. 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.
- e. 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.
- f. 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.
- g. Submit plot plans indicating access road and turning area for Fire Department approval.
- h. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- i. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- j. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- k. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- 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.

- o. Site plans shall include all overhead utility lines adjacent to the site.
- p. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

CONDITIONS OF APPROVAL

As modified by the City Planning Commission August 23, 2018

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 July 12, 2018, 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, maintenance, and use of a self-storage facility consisting of a 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, subject to the following restriction and limitation;

A minimum 20 percent window transparency shall be provided on the elevation of the main building facing Paxton Street.
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 property shall be from 9:00 a.m. to 8:00 p.m., daily.
8. **Parking.** 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.
 - a. **Electric Vehicle Parking.** The project shall include at least 20 percent of the total code-required parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within

the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point. None of the required EV Ready parking shall apply to parking spaces used for dealership vehicle storage.

- b. Bicycle Parking. Bicycle parking shall be provided consistent with LAMC 12.21-A, 16.

9. Vehicular Access

- a. A minimum Two-way driveway apron width of $W=30$ feet is required.
- b. 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.
- c. That the condition clearance fee be paid to the 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.

10. On-site Landscaping and Parking Pavement. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

- a. Except as additionally conditioned herein, a submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." Proposed trees shall have a minimum trunk diameter of two inches and a height of eight feet at the time of planting. Palm trees shall not be considered in meeting this requirement. An automatic irrigation plan, shall be prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
- b. Trees shall be located in such a manner and be of such a size that the trees are capable of producing an overhead canopy that will shade at least 50 percent of the parking stall area after 10 years growth.
- c. A minimum of eleven 24-inch box trees (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted within the project's parking lot. Such trees shall have the potential to grow to a mature size of 40 feet tall with a 30- to 50-foot crown.
- d. The project's parking area shall be constructed with materials that provide a Solar Reflectance Index (SRI) value of at least 0.35 as determined in accordance with the American Society for Testing and Materials (ASTM) Standards.

11. 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.

12. 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.

13. 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.

14. 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.

15. Solar Panels. The project shall provide a minimum of fifteen percent (15%) solar space on the roof and comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

16. 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**17. Aesthetics.**

- a. 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.
- b. The pylon sign will be between 30- to 45-feet in height and landscaped with native plants and two (2) 36-inch boxed trees. The sign will be placed at the northernmost corner of the project site as permitted by State of California and City of Los Angeles regulations.
- c. 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.
- d. 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. Palm trees shall not be considered in meeting this requirement.
- e. 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.

- f. 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.
- g. 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.

18. Habitat Modification

- 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:
 - i. 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.
 - ii. 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.
 - iii. 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.
 - iv. 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.

19. Tree Removal

- 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. 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, Bureau of Street Services, Department of Public Works.
- b. 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).

- c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. 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.
- d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

20. Human Health Hazard

- 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 garbage 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.

21. Creation of a Health Hazard

- a. Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the 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.

22. Hazardous Substances

- a. 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.

23. Increase Noise Levels

- 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. The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.
- e. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site during all project construction (i.e., to the center).
- f. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment or to the satisfaction of the Los Angeles Department of Building and Safety and the Department of Transportation.
- g. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment or to the satisfaction of the Los Angeles Department of Building and Safety, Department of Transportation, and Bureau of Street Services.
- h. A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential use and/or zones shall be constructed if no such wall exists.

24. 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. 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.
- g. Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- h. 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.
- i. Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- j. Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

- k. 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.
- l. 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.
- m. 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.
- n. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (7:00 am to 6:00 pm Monday through Friday, and 8 am to 6 pm on Saturday) or to the satisfaction of the Los Angeles Department of Building and Safety, Department of Transportation, and Bureau of Street Services.

Administrative Conditions of Approval

- 25. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review 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.
- 26. **Code Compliance.** Area, height and use regulations of the (T)(Q)C2-1L zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 27. **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.
- 28. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
- 29. **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.
- 30. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
- 31. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to 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.

32. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

33. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes 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 (Charter Sections 555, 556 and 558)

The City-initiated General Plan Amendment and requested Vesting Zone and Height District Change are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below:

1. General Plan Land Use Designation

The subject property is located within the Arleta-Pacoima Community Plan area (adopted by City Council on November 6, 1996), and has a land use designation of Low Residential and is zoned RA-1-O. The Low Residential General Plan Land Use designation has corresponding zones of RE20, RA, RE15, and RE11.

The recommended General Plan Amendment will re-designate the project site from Low Residential to Neighborhood Commercial. The recommended Vesting Zone Change and Height District change will re-zone the project site RA-1-O to (T)(Q)C2-1VL-O. The proposed Vesting Zone Change and Height District Change to the C2 Zone would be consistent with the proposed Neighborhood Commercial Land Use designation.

The approval of the General Plan Amendment from Low Residential to Neighborhood Commercial will facilitate the creation 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 redevelopment of this site into a self-storage facility will provide a function that is both essential and beneficial to the community. The clean-up and security in conjunction with the project will provide much safety for the community and in particular, for the residents who live in the immediate vicinity. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities.

2. General Plan Text

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The project is in compliance with the following applicable Elements of the General Plan: Framework Element, Economic Development, Land Use, and Mobility Element.

Framework Element

The General Plan Framework, last adopted in August 2001, establishes the City's long-range comprehensive growth strategy and provides guidance on citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces.

Chapter 3: Land Use

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

The redevelopment of this site with the proposed project will provide a function that is both essential and beneficial to the community. The clean-up and security will provide much needed safety for the community and in particular, for the residents who live across Paxton Street. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities.

Chapter 7: Economic Development

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

The project involves is 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 and a one-story 7,300 square foot building. The project will include 96 automobile parking spaces, including, eight (8) clean air stalls and five (5) future electric vehicle (EV) stalls. Additionally, the project design includes an underground detention tank and detention pond to capture and manage stormwater. All ingress and egress would occur on Paxton Street via a new two-way driveway.

The Framework Element encourages the interrelated goals of job creation, stimulation of citywide economic development, and the provision of development incentives in specific parts of Los Angeles. This includes:

- Existing commercial centers and corridors;
- Existing growing industrial/business sectors;
- Existing large industrial sites suitable for reuse;
- Emerging commercial and industrial areas, perhaps without current suitable sites
- Existing Enterprise Zones and Incentive Areas;
- Adopted Center locations;
- Proposed community focal points and transit centers; and
- Existing and projected transit facility concentrations.

The project site is located within the Los Angeles State Enterprise Zone. The project site is located at the far northwester edge of the Arleta-Pacoima Community Plan and is directly adjacent to the freeway and flood control basin. It is also surrounded by other significantly sized vacant dirt lots further to the west that are not developable. The project site is a "stand alone" triangular-shaped site and is directly adjacent to the freeway and is a former oil field and all the oil wells were abandoned decades ago. The redevelopment of this site into a self-storage facility will provide much safety for the community and in particular, for the residents who live in the immediate vicinity. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities.

Mobility Element

The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Paxton Street, abutting the property to the south, is designated as an Avenue II by the Mobility Element, dedicated to a width of 86 feet and improved with asphalt roadway and concrete curbs, gutters and a sidewalks. An eight-foot public sidewalk easement is required by the Bureau of Engineering.

The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

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

The proposed project has been designed with one (1) driveway along Paxton Street for access to the entire site. The loading area is located adjacent to the main self-storage building and away from the public right-of-way.

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

The site provides a total of 96 parking spaces including 19 spaces that are designated for longer cars/trucks. Additionally, the project is providing eight (8) stalls for clean air vehicles and five (5) future electric vehicle (EV) stalls. Per LAMC Section 12.21.A.16, the project is required to provide one short term bicycle space for every 10,000 square feet of area and one long term bicycle spaces per every 10,000 square feet of area. As the project is approximately 100,000 square feet in area, this equates to 10 long term bicycle spaces and 10 short term bicycle spaces. Additionally, the site is less than 1,500 feet from Laurel Canyon Boulevard which is served by Metro Bus 230.

Health and Wellness, Mobility 2035, and Air Quality Elements. The condition requiring a minimum of 20% of all Code required parking spaces to be EV-ready parking spaces and 5% of Code required parking to be further provided with EV chargers onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element Policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions.

Land Use Element – Arleta-Pacoima Community Plan

The Arleta-Pacoima Community Plan was adopted by the City Council on November 6, 1996. The Community Plan's purpose is to "promote an arrangement of land use, circulation, and services which all encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community." The proposed

project would be in conformance with following goals of the Land Use Element as described below.

Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected in the year 2010.

Objective 5a. To promote economic well-being and public convenience through: 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 approval of the General Plan Amendment from Low Residential to Neighborhood Commercial will facilitate the creation 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 redevelopment of this site into a self-storage facility will provide a function that is both essential and beneficial to the community. The clean-up and security in conjunction with the project will provide much safety for the community and in particular, for the residents who live in the immediate vicinity. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Thus, the project is consistent with the Arleta-Pacoima Community Plan goals and objectives.

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.

3. **City Charter 555 Determination. The proposed General Plan Amendment complies with the procedures as specified in Section 555 of the Charter, including:**
 - a. **Amendment in Whole or in Part.** The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Arleta-Pacoima Community Plan. It has a unique economic and physical identity as a stand-alone triangular shaped parcel that is a former oil drilling site. This project represents a change to the social, physical and economic identity of project site, which is currently designated as Low Residential and zoned RA-1-O. The instant request provides the City an opportunity to develop an underutilized site in a manner consistent with the goals, objectives and policies of the General Plan Framework and Community Plan.

The proposed project will support citywide goals of increasing economic development while doing so in a way that is compatible with the surrounding neighborhood. The redevelopment of this site into a self-storage facility will provide much safety for the community and in particular, for the residents who live in the immediate vicinity. The

project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities. As such, the proposed General Plan Amendment will contribute to and strengthen the social, physical, and economic identity of the surrounding area

- b. **Initiation of Amendments.** In compliance with this sub-section, the Director of Planning proposed the Amendment to the Arleta-Pacoima Community Plan (General Plan Land Use Element), pursuant to a memo dated October 4, 2016.
 - c. **Commission and Mayoral Recommendations.** The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32 C.3. The hearing was scheduled, duly noticed, and held in City Hall on August 23, 2018. The City Planning Commission shall make its recommendation to the Mayor upon a recommendation of approval, or to the City Council and the Mayor upon a recommendation of disapproval.
4. **City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The project site is located within the Arleta-Pacoima Community Plan. The Amendment to change the land use designation from Low Residential to Neighborhood Commercial in conjunction with the requested Zone Change and Height District Change to (T)(Q)C2-1VL-O would will facilitate the creation 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. As detailed above in Finding No. 2, the proposed project would be in substantial conformance with the purposes, intent and provisions of the Framework Element, Housing Element, Mobility Element and the Land Use Element – Arleta-Pacoima Community Plan of the General Plan.

5. **City Charter 558 Determination.** The proposed Amendment to the Arleta-Pacoima Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment, as the request would promote an intensity and pattern of development that is consistent with the area's proposed General Plan Framework and Community Plan that encourages the City to designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected in the year 2010. Additionally, promote economic well-being and public convenience. The new 45-foot high, three-story, storage building and one-story accessory building have been designed in a manner that will greatly improve the aesthetic appearance of the site. Storage buildings for household goods are beneficial to areas with a large number of residential dwelling units, such as the surrounding community, because they provide a necessary amenity for the storage of household goods that cannot be accommodated in smaller residential units with little on-site storage capacity. Additionally, the redevelopment of this site into a self-storage facility will provide a function that is both essential and beneficial to the community. The clean-up and security in conjunction with the project will provide much safety for the community and in particular, for the residents who live in the immediate vicinity. The project will serve a much needed self-

storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities.

Therefore, the project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes necessary economic development and provides an essential service.

Entitlement Findings

6. Zone and Height District Change , and “T” and “Q” Classification Findings

- a. **Pursuant to Section 12.32-C of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.**

Public Necessity: Approval of the Zone and Height District Change to the (T)(Q)C2-1VL-O Zone is necessary in order for the project to be considered under the Conditional Use process for the purposes of development of a viable project on the underutilized site. The proposed project development is consistent with the type of development encouraged by the General Plan Framework Element and the Arleta-Pacoima Community Plan, with regard to Community Commercial development.

Convenience: The project site is a "stand alone" triangular-shaped parcel that is located directly adjacent to the I-5 Freeway (Golden State Freeway) and the Los Angeles Counter Floor Control District basin properties. There are no adjoining properties of use. The project will redevelop an under-utilized site that is a former oil field located in close proximity to residential uses and the regional freeway system. The redevelopment of this site into a self-storage facility will provide a function that is both essential and beneficial to the community. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins.

General Welfare: Granting the Zone and Height District Change to the (T)(Q)C2-1VL-O Zone allows for the development at an appropriate scale. The 1VL height district limits commercial buildings to a height of 45-feet or three stories. The three-story main building (approximately 92,700 square feet in area) is sited approximately 56-feet from Paxton Street and is located along the eastern portion of the property closest to the I-5 Freeway on/off-ramp. The corner of this side of the site is approximately 13-feet from the freeway on ramp/off ramp. The one-story self storage building of approximately 7,300 square-feet in area will be situated along the diagonal north side of the project site, adjacent to the Pacoima Diversion Canyon Channel and is located approximately 40-feet from Paxton Street at the properties narrowest point. The clean-up and security in conjunction with the project will provide much safety for the community and in particular, for the residents who live in the immediate vicinity.

Good Zoning Practices: Approval of the Zone and Height District Change to the (T)(Q)C2-1VL-O Zone is consistent with the General Plan Framework Element and the proposed Neighborhood Commercial land use designation. The new zoning will allow the proposed project to be developed across the entire project site

T” and “Q” Classification Findings (LAMC 12.32.G)

The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein. The "T" 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 actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" limitations that restrict the scope and scale of future development are necessary to protect the best interests of and to assure a development more compatible with surrounding properties and with 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.

7. Conditional Use Findings (L.A.M.C. Section 12.24)

- a. 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 proposed project is for the construction, use and maintenance of a new 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 in the proposed C2-1VL-O Zone.

As the project is located within a proposed commercial zone (C2-1VL-O Zone) and is located within 500 feet of an A or R Zone (RA-1-O), a Conditional Use is required to allow a storage buildings for household goods. Additionally, the proposed project is a Commercial Corner Development as defined in LAMC Section 12.03 and subject to the development standards of LAMC Section 12.22.A.23. The proposed project, is requesting a Conditional Use to deviate from the standards of 12.22.A.23. to permit less than 50% transparent windows along exterior walls and doors on a ground floor fronting adjacent streets allow for a reduction in window transparency. These deviations from commercial corner standards are not necessarily prohibited, but require conditional use approval in order to properly evaluate and condition the use if approved.

Self-Storage

The new 45-foot high, three-story, storage building and one-story accessory building have been designed in a manner that will greatly improve the aesthetic appearance of the site. Storage buildings for household goods are beneficial to areas with a large number of residential dwelling units, such as the surrounding community, because they provide a necessary amenity for the storage of household goods that cannot be accommodated in smaller residential units with little on-site storage capacity. Additionally, the redevelopment of this site into a self-storage facility will provide a function that is both essential and beneficial to the community. The clean-up and security in conjunction with the project will provide much safety for the community and in particular, for the residents who live in the immediate vicinity. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities.

Transparency

The code requirements for a minimum 50 percent glazing are for situations where the building is oriented closer to the street. In this case, the proposed building is situated more than 50-feet from Paxton Street and eliminates the need for significant window transparency. The façade contains the windows to the office and on-site living quarters and eliminates the need for significant window transparency.

The redevelopment of this site with the proposed project will provide a function that is both essential and beneficial to the community. The clean-up and security will provide much needed safety for the community and in particular, for the residents who live across Paxton Street. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities.

- b. **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 site is a "stand alone" triangular-shaped parcel that is located directly adjacent to the I-5 Freeway (Golden State Freeway) and the Los Angeles Counter Floor Control District basin properties. There are no adjoining properties of use. The project site is approximately 120,537 square-feet and the proposed project comprises of a three-story self-storage building of approximately 92,700 square-feet, including 1,650 square feet of office and 1,000 square-feet of potential living quarters for security/maintenance. This building will be situated along the eastside of the project site, adjacent to the freeway on ramp/off ramp. The one-story self-storage building of approximately 7,300 square feet will be situated along the diagonal north side of the project site, adjacent to the Pacoima Diversion Canyon Channel.

A self-storage facility on the project site is the most appropriate use based on its adjacency to the freeway and the diversion channel. Additionally, the project site is a former oil field and although all the oil wells were abandoned decades ago, the site layout of the proposed self-storage facility allows for access, including rig access to each of these abandoned wells in the event of any maintenance that may need to be provided. Neither building is situated over any of the abandoned wells.

As conditioned, the operation of the self-storage facility along with the related reduction in transparency 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.

- c. **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 proposed project is consistent with the relevant goals, objectives, policies, and programs of the General Plan. The Framework Element of the General Plan and Arleta-Pacoima Community Plan encourage a diversity of uses that support the needs of existing and future residents, businesses, and visitors. The Framework Element states:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

Additionally, the Community Plan states:

Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected in the year 2010.

Objective 5a. To promote economic well being and public convenience through: 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 approval of the Conditional Uses will facilitate the redevelopment of this site with the proposed project which will provide a function that is both essential and beneficial to the community. The clean-up and security will provide much needed safety for the community and in particular, for the residents who live across Paxton Street. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities. 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

- d. **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 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 in the proposed C2-1VL-O Zone. Additionally, the applicant has requested a Conditional Use to permit than 50% transparent windows along exterior walls and doors on a ground floor fronting adjacent streets.

The Department of Transportation reviewed the project and determined that the based upon their trip generation rates, the project would not require a traffic study. All ingress and egress to the site would occur on Paxton Street via a new two-way driveway located at the same location as an existing driveway. Therefore, impacts related to the project would be less than significant, and the project is not expected to cause a traffic hazard or significant traffic congestion, or disruption of vehicular circulation on adjacent streets.

- e. **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 requested Conditional Use is for the construction, use and maintenance of a new 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 C2-1VL-O Zone. Additionally, the applicant has requested a Conditional Use to permit than 50% transparent windows along exterior walls and doors on a ground floor fronting adjacent streets.

As the site is currently vacant and the nearest shopping center is over ½ mile away, the proposed project will not 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

- f. **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 proposed project consists primarily of two buildings. The three-story main building (approximately 92,700 square feet in area) is sited approximately 56-feet from Paxton Street and is located along the eastern portion of the property closest to the I-5 Freeway on/off-ramp. The corner of this side of the site is approximately 13-feet from the freeway on ramp/off ramp. The one-story self-storage building of approximately 7,300 square-feet in area will be situated along the diagonal north side of the project site, adjacent to the Pacoima Diversion Canyon Channel and is located approximately 40-feet from Paxton Street at the properties narrowest point. A seven-foot landscaped buffer is located between the project site and Paxton Street. The larger building provides a buffer from the freeway and the smaller building provides a buffer from the diversion channel. The two buildings will cover approximately one-third of the project site. The rest of the property will provide the necessary surface level parking and landscaping.

The proposed project is located on a parcel that is proposed to be rezoned from RA-1-O to C2-1VL-O. The C2-1VL zone does not require setbacks for commercial developments and limits projects to a height of 45-feet. The proposed development is setback more than 30 feet from Paxton Street, thereby minimizing the height and mass of the main building.

Therefore, the height, bulk and setbacks of the self-storage building will be compatible with the existing and future developments in the neighborhood.

8 . Site Plan Review Findings

a. **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 proposed project is consistent with the relevant goals, objectives, policies, and programs of the General Plan. The Framework Element of the General Plan and Arleta-Pacoima Community Plan encourage a diversity of uses that support the needs of existing and future residents, businesses, and visitors. The Framework Element states:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

Health and Wellness, Mobility 2035, and Air Quality Elements. The condition requiring a minimum of 20% of all Code required parking spaces to be EV-ready parking spaces and 5% of Code required parking to be further provided with EV chargers onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element Policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions.

Additionally, the Arleta-Pacoima Community Plan states:

Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected in the year 2010.

Objective 5a. To promote economic well being and public convenience through: 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 approval of the Site Plan Review will facilitate the redevelopment of this site with the proposed project which will provide a function that is both essential and beneficial to the community. The clean-up and security will provide much needed safety for the community and in particular, for the residents who live across Paxton Street. The project will serve a much needed self-storage function, provide a secure environment for the tenants of the storage units and provide a buffer from the freeway and the flood control basins. Finally, the "passive" use of the proposed self-storage facility will generate negligible traffic while providing a function that is very much needed in densely populated communities. Therefore, the project is in substantial conformance with the goal, objective and policies of the General Plan and the Arleta-Pacoima Community Plan.

- b 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 proposed project will result in 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 project will include 96 automobile parking spaces, including, eight (8) stalls for clean air vehicles and five (5) future electric vehicle (EV) stalls. Additionally, the project design includes an underground detention tank and detention pond to capture and manage stormwater. All ingress and egress would occur on Paxton Street via a new two-way driveway.

The subject site is a flat, triangular shaped 120,537 square foot (2.77 acres) parcel bounded by Paxton Street to the south, Interstate 5 (Golden State) Freeway, to the north and northeast, and the Pacoima Wash to the west. The main roadway of Interstate 5 sits more than 20-feet above the subject property. In addition, the project site is a former oil field and although all the oil wells were abandoned decades ago, the site layout of the proposed self-storage facility allows for access, including rig access to each of these abandoned wells in the event of any maintenance that may need to be provided. Neither building is situated over any of the abandoned wells.

The surrounding area across Paxton Street to the south is zoned R1-1-O and is primarily improved with one to two-story single-family dwellings. The area to the north and northeast of the project site is the site of interchange of the Interstate 5 (I-5) Freeway, which is also known as the Golden State Freeway, and State Route 118 (SR 118), which is also known as the Ronald Reagan Freeway. Land uses to the west across the Pacoima Wash are generally developed with single-family dwellings and are zoned RS-1-O.

Height, Bulk and Setbacks

The proposed project consists primarily of two buildings. The three-story main building (approximately 92,700 square feet in area) is sited approximately 56-feet from Paxton Street and is located along the eastern portion of the property closest to the I-5 Freeway on/off-ramp. The corner of this side of the site is approximately 13-feet from the freeway on ramp/off ramp. The one-story self-storage building of approximately 7,300 square-feet in area will be situated along the diagonal north side of the project site, adjacent to the Pacoima Diversion Canyon Channel and is located approximately 40-feet from Paxton Street at the properties narrowest point. A seven-foot landscaped buffer is located between the project site and Paxton Street. The larger building provides a buffer from the freeway and the smaller building provides a buffer from the diversion channel. The two buildings will cover approximately one-third of the project site. The rest of the property will provide the necessary surface level parking and landscaping.

The proposed project is located on a parcel that is proposed to be rezoned from RA-1-O to C2-1VL-O. The C2 zone does not require setbacks for commercial developments. As both proposed buildings are setback from Paxton Street, the height and mass of the main building will be minimized. Therefore, the height, bulk and setbacks of the self-storage building will be compatible with the existing and future developments in the neighborhood.

Off-Street Parking Facilities

The project is required a minimum of 39 automobile parking spaces, but would provide a total of 96 parking spaces including 19 spaces that are designated for longer cars/trucks. Additionally, the project is providing eight (8) stalls for clean air vehicles and five (5) future electric vehicle (EV) stalls. Per LAMC Section 12.21.A.16, the project is required to provide one short term bicycle space for every 10,000 square feet of area and one long term bicycle spaces per every 10,000 square feet of area. As the project is approximately 100,000 square feet in area, this equates to 10 long term bicycle spaces and 10 short term bicycle spaces. All ingress and egress to the site would occur on Paxton Street via a new two-way driveway located at the same location as an existing driveway. Therefore, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.

Loading Areas

Loading is proposed via a loading area that is located adjacent to the main building and accessed from the project's parking area. Therefore, the loading area will be compatible with the existing and future developments in the neighborhood.

Lighting

Outdoor lighting for the proposed project has been conditioned to 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. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The proposed project provides a minimum of 6,124 square feet of landscaping. Landscaping would be provide throughout the site, primarily along the landscape buffer between the project site and Paxton Street and the narrowest portion of the lot between the flood control channel and Paxton Street. Furthermore, the project will

provide street trees as required by the Urban Forestry Division, Board of Public Works. In lieu of a solid masonry wall, a six-foot (6') high wrought-iron fence may be erected along the subject lot where the lot abuts the public street.

Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the L.A.M.C. The trash enclosure is located on the southern side of the property and buffered from the flood control channel and Paxton Street by landscaping.

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.

- c. 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 all open areas not used for buildings, driveways, and parking areas be attractively landscaped, include an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect.

Environmental Findings

- 9 Environmental Findings.** On August 8, 2018, a Mitigated Negative Declaration (ENV-2016-4835-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Department of City Planning in Room 763, 200 North Spring Street.
- 10 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 determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zones.

RESOLUTION

WHEREAS, the subject project is located within the area covered by the Arleta-Pacoima Community Plan which was revised by the City Council on November 6, 1996; and

WHEREAS, the City Planning Commission recommended approval of a General Plan Amendment from Low Residential land uses to Neighborhood Commercial land uses, and recommended approval of a Zone Change from RA1-1-O to (T)(Q)C2-1VL-O for the subject property; and

WHEREAS, the approved project is for the construction, use and maintenance of a 100,000 square-foot self-storage facility.

WHEREAS, the City Planning Commission at its meeting on August 23, 2018 approved the General Plan Amendment and recommended approval by the City Council and the Mayor of a General Plan Amendment for the subject property; and

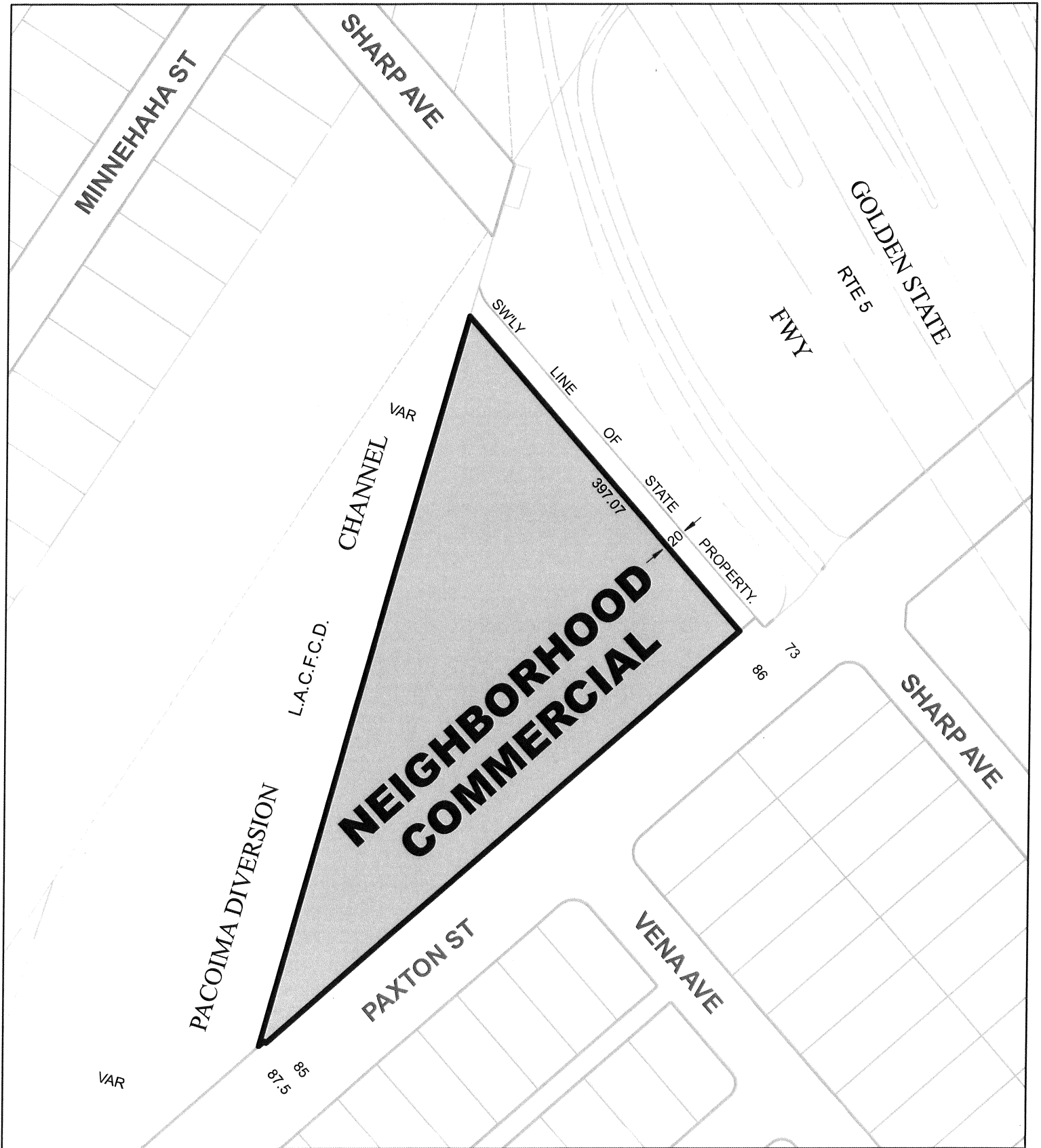
WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the adopted Arleta-Pacoima Community Plan to designate land use in an orderly and unified manner; and

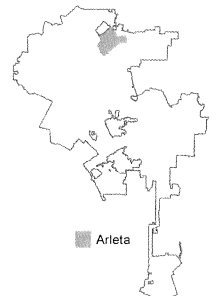
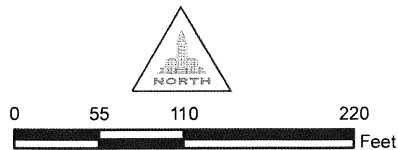
WHEREAS, the Neighborhood Commercial land use designation and the (T)(Q)C2-1VL-O Zone will allow the project as described above which is consistent with the Plan and Zone; and

WHEREAS, the subject proposal has prepared a Mitigated Negative Declaration No. ENV-2016-4835-MND in accordance with the City's Guidelines for implementation of the California Environmental Quality Act (CEQA); and

NOW, THEREFORE, BE IT RESOLVED that the Arleta-Pacoima Community Plan be amended as shown on the attached General Plan Amendment map.



City of Los Angeles



CPC-2016-4833-GPA-VZC-CU-SPR

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