

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.