

FINDINGS

General Plan/Charter Findings (Charter Sections 556 and 558)

1. General Plan

- a. **General Plan Land Use Designation.** The subject property is located within the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan area which was updated by the City Council on November 18, 1997 and designates the subject property for Limited Manufacturing land uses corresponding to the CM, MR1, and M1 zones. The site is currently zoned [T][Q]MR1-1VL-CUGU. The requested zone change from [T][Q]MR1-1VL-CUGU to M1-1VL-CUGU is warranted as the M1 Zone corresponds to the range of zones of the Limited Manufacturing land use designation. The proposed self-storage building is a commercial use that is permitted by conditional use in the proposed (T)(Q)M1-1VL-CUGU Zone. Therefore, the project is in substantial conformance with the General Plan Land Use Designation.
- b. **Land Use Element.** The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan, which designates the site for Limited Manufacturing land uses corresponding to the CM, MR1, and M1 zones. The proposed M1 Zone is thus consistent with the land use designation for the site.

The proposed project is consistent with the following goals, objectives, and policies of the **Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan**:

Commercial

GOAL 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policy 2-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and developed in accordance with design standards.

Industrial

GOAL 3: Sufficient land for a variety of industrial uses with maximum employment opportunities for the community's workforce which are safe for the environment and which have minimal adverse impact on adjacent uses.

Objective 3-1: To provide for the retention of existing industrial uses and promote future industrial development which contributes to job opportunities and minimizes environmental and visual impacts.

Policy 3-1.1: The City should utilize land use, zoning, and financial incentives to preserve the economic viability of the Plan's existing industries.

Policy 3-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses in accordance with design standards.

The zone change will promote a strong and competitive commercial/industrial sector by allowing for the redevelopment of a presently underutilized site. The new development and improvements to the public right of way will substantially upgrade the aesthetic and functional qualities of the site. The project will result in the addition of a three-story 130,094 square-foot self-storage building containing 1,259 storage units, and 1,022 square feet of ground-floor office space. The project will add neighborhood serving uses that will promote economic well-being through the creation of jobs and public convenience through the provision of a new self-storage service at the site. The project will also provide a new sidewalk along the property's street frontage on Foothill Boulevard as well as new street trees and lighting to create a more pedestrian friendly area. The improvements will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being and public convenience in the community. Therefore, the project is consistent with and will further the achievement of the Community Plan's goals, objectives, and policies.

- c. The **Framework Element** for the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

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

- Policy 3.1.4:** Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).
- Objective 3.2:** Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.
- Policy 3.2.1:** Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.
- Objective 3.4:** Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.
- Policy 3.4.1:** Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping a presently underutilized site with a new self-storage building. The project is directly served by the Metro Local Line 233 and Metro Rapid Line 690, whose bus stops are located at the northwest and southeast ends of the block, at the intersections of Van Nuys Boulevard and Foothill Boulevard, and Pierce Street and Foothill Boulevard, respectively. The project, situated within a light industrial corridor and bound by storage yards and facilities to the northwest and southeast, the I-210 Freeway to the northeast and Foothill Boulevard (a designated Avenue I) to the southwest, supports the urban development pattern along Foothill Boulevard while helping to preserve and protect adjacent residential uses from more intensive industrial uses. Such attributes support the requested zone change from MR1-1VL to M1-1VL.

- Goal 3H:** Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.
- Objective 3.1:** Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.

Policy 3.12.1: Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The project will maintain the character of the existing low-intensity industrial district, while improving a presently underutilized site. Surrounding properties are generally developed with a mix of light industrial, commercial, and residential uses, including storage yards and buildings, warehouses, mini-shopping centers, retail stores, and low-density residential neighborhoods. The addition of a new self-storage facility will provide an additional amenity and viable commercial use that will serve the surrounding neighborhoods. The new 130,095 square-foot self-storage facility will improve the site with new trees and landscaping, provide new pedestrian amenities, including a new sidewalk and street lighting, while maintaining the general character of the existing industrial/commercial corridor along Foothill Boulevard.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements to site's street frontage along Foothill Boulevard. Foothill Boulevard is a designated Avenue I under Mobility Plan 2035, which is designated for a 100-foot right-of-way and a 70-foot roadway. The portion of the Foothill Boulevard adjoining the project site is currently dedicated to a half roadway width of 24 feet, and a half right-of-way width of 30 feet and currently does not have curb, gutter, or sidewalk improvements.

The Bureau of Engineering (BOE) is requiring 20-foot dedication along Foothill Boulevard to complete a 50-foot half right-of-way in accordance with Avenue I standards of Mobility Plan 2035. In addition, BOE is requiring that the project construct additional surfacing to join the existing improvements to provide a 35-foot-wide half roadway, integral concrete curb, 2-foot concrete gutter and a full-width concrete sidewalk adjoining the project site. Conditions for dedication and improvements have been imposed under the (T) Tentative Classification conditions in accordance with Avenue I standards of Mobility Plan 2035.

The dedication and street improvement requirement would continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. New trees will be planted along the project's street frontage and a new direct pedestrian path of travel has been designated from the sidewalk to the main entrance of the self-storage building. The project as designed and conditioned will meet the following goals and objectives of Mobility Plan 2035:

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The proposed project will provide a 15-foot sidewalk along the property's frontage on Foothill Boulevard to create a quality, safe, and comfortable walking environment. The new sidewalk facilities will improve transit accessibility to and from local bus stops. The self-storage building will benefit from this public improvement by orienting their front entrances to be in line with a direct pedestrian path of travel from the sidewalk. The project will take vehicular access from a single driveway on the northeast side of Foothill Boulevard. The single curb cut has been placed at the southerly portion of the site to reduce any impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists. To accommodate bicycle travel, the project will provide convenient and secure bicycle parking on-site. Finally, the project has been conditioned to provide Electric Vehicle parking on the site in addition to solar power capability.

- e. **Health and Wellness Element.** The proposed project will support the policies and objectives of the Health and Wellness Element of the General Plan. The project has been conditioned to provide parking spaces for Electric Vehicle charging, as well as to provide at least 15% of the total roof area for photovoltaic solar panels.

Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

- f. **Sewerage Facilities Element.** The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.
- g. **Charter Finding – City Charter Finding 556.** When approving any matter listed in Section 556, 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 Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan, which is one of 35 community plans comprising the Land Use Element of the General Plan. The Community Plan designates the single subject lot fronting Foothill Boulevard for Limited Manufacturing land uses corresponding to the CM, MR1, and M1 zones. Both the existing [T][Q]MR1-1VL-CUGU Zone, and the requested (T)(Q)M1-1VL-CUGU Zone, are consistent with this land use designation.

The development of the project represents an opportunity to achieve the overarching goals of the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan, as discussed in Findings Sections a-c above. Moreover, as also noted above, the subject property is zoned [T][Q]MR1-1VL-CUGU in a neighborhood that contains low medium-density residential, commercial, light manufacturing, and public facility zones and uses all within a 500-foot radius. The proposed project and requested (T)(Q)M1-1VL-CUGU Zone is consistent with the Limited Manufacturing Land Use Designation and meets several of the goals, objectives, and policies of the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan.

The Community Plan, “has one of the lowest concentrations of industrially designated land in the city, occupying approximately 29 acres or less than 1% of the entire area. Although the percentage of land use is low, industrial uses provide needed employment opportunities and economic benefits and should be encouraged when impacts to surrounding land uses can be mitigated.” The Community Plan designates the project site as being in an industrial area, which will continue to be preserved as such with the proposed (T)(Q)M1-1VL-CUGU Zone. The proposed project helps achieve several of the objectives and policies stated in the Community Plan, such as the following:

Objective 3-1: To provide for the retention of existing industrial uses and promote future industrial development which contributes to job opportunities and minimizes environmental and visual impacts.

The project site is situated within a light industrial/commercial corridor between Foothill Boulevard and the Interstate 210 Freeway. Land uses along the northeast side of Foothill Boulevard consist of including storage yards and buildings, warehouses, mini-shopping centers, retail stores, and low-density residential neighborhoods. The proposed self-storage building is a low-impact use that provides a buffer between some of the more intensive industrial land uses and the residential uses along the southeast side of Foothill Boulevard.

Policy 3-1.1: The City should utilize land use, zoning, and financial incentives to preserve the economic viability of the Plan's existing industries.

Policy 3-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses in accordance with design standards.

Policy 3-1.3: Adequate mitigation should be achieved through design treatments and compliance with environmental protection standards, for industrial uses where they adjoin residential neighborhoods and commercial uses.

The low-impact nature of self-storage use will provide a buffer between both the I-210 and more intensive industrial uses and the residential neighborhood to the southwest of Foothill Boulevard. The proposed development will demolish a vacant single-story dwelling and accessory structures that currently do not provide an adequate buffer between the existing industrial/commercial uses and low-density residential uses. The project replaces an existing residential use that does not conform to the site's light industrial land use designation, with a commercial use that supports the functionality of the within a light industrial/commercial corridor. The project provides a varied building façade with visual treatments and colors that are designed to be compatible with the surrounding development and enhance the aesthetics of the area. The project will improve the site with new trees and landscaping, provide new pedestrian amenities, including a new sidewalk and street lighting, while maintaining the general character of the existing industrial/commercial corridor along Foothill Boulevard.

Self-storage uses are by nature not intensive land uses, nor do they generate effluent, excessive noise, noxious fumes, heavy traffic, or other environmental problems generally associated with industrial and manufacturing uses. Any possible environmental effects of the requested zone change have been identified and mitigated to less than significant through the implementation of conditions of approval.

Therefore, the requested project with Zone Change request is in harmony with the objectives and policies of the General Plan and Community Plan.

h. **Charter Finding – City Charter Finding 558.** The proposed zone change will be in conformance with public necessity, convenience, general welfare and good zoning practice.

i. Public Necessity – The requested zone change will be consistent with public necessity, as it will allow the project to be developed in the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon community of Los Angeles by providing a new self-storage facility within an industrial zoned area. As designed and conditioned, the project will enhance the neighborhood and will contribute to the revitalization of this portion of Foothill Boulevard. The development of the project represents an opportunity to achieve the overarching goals of the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan, which include encouraging the maintenance of existing industrial uses in this area. As such, the proposed zone change would optimize commercial and industrial opportunities in the Community Plan area.

The project site is located in the Los Angeles State Enterprise Zone and is improved with a vacant single-family dwelling and storage yard located on an 87,337 square-foot parcel zoned for industrial uses. The project will demolish existing improvements and construct a new 130,094 square-foot self-storage building containing 1,259 storage units, and 1,022 square feet of office space. The project will establish new viable self-storage services to the site and expand the availability and location of such services for the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon community. Thus, the proposed project optimizes the use of the subject property, introduces new employment opportunities and will generate increased tax revenues, thus providing a public necessity.

ii. Convenience: The objectives of the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan include providing adequate land for low impact industrial uses that create a transitional buffer between residential uses and manufacturing industrial uses. The project will redevelop an underutilized and

- restricted industrially zoned property situated within a light industrial corridor that adjoins the I-210 Freeway and abuts residential neighborhoods along the southwest side of Foothill Boulevard. The project will repurpose a lot that is currently improved with a vacant single-family dwelling; public convenience will be served by the addition of viable low-impact commercial development at the site that will add needed self-storage uses.
- iii. General Welfare: Granting the Zone Change to the (T)(Q)M1-1VL-CUGU Zone allows for the redevelopment of an underutilized site. The project will enhance the urban environment by encouraging activity on an underutilized site within the Limited Manufacturing land use designation and by improving public facilities along the property's street frontage in accordance with Mobility Plan 2035 street standards and ADA requirements. Given the project's proximity to existing residential neighborhoods, job centers, and transit services, the project will provide a desirable commercial use to serve the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon community, thereby advancing general welfare.
 - iv. Good Zoning Practices: The project site is zoned [T][Q]MR1-1VL-CUGU and is located within the Limited Manufacturing land use designation, which includes the corresponding CM, MR1, and M1 zones. The proposed M1 Zone falls within the corresponding zones of the Limited Manufacturing land use designation. Approval of the Zone Change to [T][Q]MR1-1VL-CUGU will maintain the site's consistency between the zoning and land use designation, in keeping with good zoning practice. The Zone Change will also accommodate the proposed self-storage use and is consistent with the type of development encouraged by the General Plan Framework Element and the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan. The Zone Change allows for the site to be redeveloped with a viable, desirable, and low-impact use.

For the reasons stated above, the zone change request is beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and is consistent with the General Plan.

Zone Change and “T” and “Q” Classification Findings

2. Pursuant to Section 12.32 C of the LAMC, the zone change is in conformance with the public necessity, convenience, general welfare, and good zoning practice.

The project proposes a Zone Change from [T][Q]MR1-1VL-CUGU to (T)(Q)M1-1VL-CUGU. This request will enable the development of the project and is in conformance with public necessity, convenience, general welfare, and good zoning practice.

- a. Public Necessity: Approval of the Zone Change removes the existing zoning and allows the site to be developed as a unified development that is consistent with the goals and objectives of the General Plan Framework Element and the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan as outlined above. The project site is located in the Los Angeles State Enterprise Zone and is improved with an existing vacant single-family dwelling and storage yard. The project will demolish existing improvements and construct a new 130,094 square-foot self-storage building containing 1,259 storage units, and 1,022 square feet of office space. The project will establish a new viable commercial service to the site and expand the availability and location of such services for the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon community. Thus, the proposed project optimizes the use of the subject property,

introduces new employment opportunities and will generate increased tax revenues from an existing vacant residential use, thus providing a public necessity.

- b. Convenience: The project will redevelop an underutilized and restricted industrially zoned property situated within an industrial corridor that adjoins the I-210 Freeway and abuts residential neighborhoods along the southwest side of Foothill Boulevard. The project will repurpose a lot that is currently improved with a vacant single-family dwelling; public convenience will be served by the addition of viable low-impact commercial development at the site that will add needed self-storage uses.
- c. General Welfare: Granting the Zone Change to the (T)(Q)M1-1VL-CUGU Zone allows for the redevelopment of an underutilized site. The project will enhance the urban environment by encouraging activity on an underutilized site within the Limited Industrial land use designation and by improving public facilities along the property's street frontage in accordance with Mobility Plan 2035 street standards and ADA requirements. Given the project's proximity to existing job centers and transit services, the project will provide a desirable commercial use to serve the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon community, thereby advancing general welfare.
- d. Good Zoning Practice: The project site is zoned [T][Q]MR1-1VL-CUGU and is located within the Limited Manufacturing land use designation, which includes the following corresponding CM, MR1, and M1 zones. The proposed M1 Zone falls within the corresponding zones of the Limited Manufacturing land use designation. Approval of the Zone Change to [T][Q]MR1-1VL-CUGU will maintain the site's consistency between the zoning and land use designation, in keeping with good zoning practice. The Zone Change will also accommodate the proposed self-storage use and is consistent with the type of development encouraged by the General Plan Framework Element and the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan. The Zone Change allows for the site to be redeveloped with a viable, desirable, and low-impact use.
- e. Tentative "T" and Qualified "Q" Classifications: Pursuant to LAMC Sections 12.32-G,1 and G,2(a), the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. As recommended, the Zone Change has been placed in temporary "T" and "Q" Classifications in order to ensure consistency with the to the General Plan. 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" Conditions limit the scale and scope of future development on the site and require that the applicant adhere to various development, design, and operational considerations; these are all necessary to protect the best interests of the community and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action. Therefore, the imposition of the included "T" and "Q" Conditions herein are in conformance with the public necessity, convenience, general welfare, and good zoning practice.

For the reasons stated above, the zone change request is beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and is consistent with the General Plan.

Zone Variance Findings

3. The strict application of the provisions of the Zoning Ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.

The strict application of the parking provisions of the Los Angeles Municipal Code (LAMC), would result in practical difficulties and an unnecessary hardship for the proposed self-storage building. Pursuant to LAMC Section 12.21-A.4, the proposed 130,094 square-foot self-storage building inclusive of 1,022 square feet of office space, would be required to provide a total of 48 on-site vehicle parking spaces: one (1) parking space per 500 square feet for the first 10,000 square feet of storage space, one (1) parking space per 5,000 square feet thereafter, and one (1) parking space per 500 square feet of office space. The project is seeking a Zone Variance to allow reduced vehicle parking of 27 parking stalls in lieu of 48 parking stalls otherwise required.

The intent of code-required parking is to ensure that new developments and uses of a particular property provide adequate on-site parking, so as not to burden other neighboring properties or public streets. The number of required parking spaces is determined by the floor area and use of a development. Here, the strict application of the parking provisions of the LAMC are unfeasible due to several site constraints. The project site is subject to a 45-foot building line that runs along a portion of the northeast side of Foothill Boulevard and falls within the Clean Up Green Up (CUGU) Supplemental Use District. The 45-foot building line that runs along the property's frontage poses a hardship to the project, as it limits buildable area within this portion of the site. In addition, regulations of the CUGU Supplemental Use District restrict parking and loading areas to the side and rear yards of properties. Due to these restrictions, the project is unable to maximize its development potential. In order to meet the required number of parking spaces per LAMC, the project would be forced to significantly reduce the size of the self-storage building to accommodate a larger parking configuration. Further reduction in the self-storage building's size would render the use unfeasible.

Granting of the variance will allow the project to maximize its buildable area while also enabling it to maintain compliance with other LAMC requirements, as well as regulations of the CUGU Supplemental Use District. The request to allow reduced parking to 27 parking spaces is appropriate, given that the proposed self-storage use is not an intensive land use and is located within a light industrial corridor. The project is not anticipated to generate a significant number of daily vehicle trips, and those trips will generally be of short duration as the storage use is likely to primarily serve customers within the local community. The Los Angeles Department of Transportation determined that the project will not result in significant traffic impacts. In addition, the project will provide a total of 28 bicycle parking stalls, including 14 short-term, and 14 long-term parking stalls, which will support bicycling as an alternative mode of transportation. Furthermore, the project is directly served by the Metro Local Line 233 and Metro Rapid Line 690, whose bus stops are located at the northwest and southeast ends of the block, at the intersections of Van Nuys Boulevard and Foothill Boulevard, and Pierce Street and Foothill Boulevard, respectively.

For the reasons stated above, the requirement to provide 48 on-site parking spaces presents practical difficulties and an unnecessary hardship for the project, that are inconsistent with the intent of the zoning regulations.

4. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

The project site is a gently sloping, rectangular-shaped lot encompassing a total lot area of approximately 87,337 square feet (approximately 2 acres). The subject property has a street frontage of 343 feet along the northeast side of Foothill Boulevard. The subject site is currently improved with a vacant single-family dwelling and has been used as a storage yard. The project will redevelop the underutilized site by removing and replacing the existing structures with a new three-story self-storage building and ancillary surface parking lot that will provide 27 vehicle parking spaces.

There are several special circumstances applicable to the subject property that make compliance with the code-required parking unfeasible. The project site is located within and subject to regulations of the Clean Up Green Up (CUGU) Pacoima/Sun Valley Supplemental Use District. Surface parking lot design standards of the CUGU regulations require that new on-site parking and loading areas (including service bays) be located at the rear or sides of buildings. The requirement for on-site surface parking to be located at the rear or side yard of the building, limits the project's available space to designate for parking. The same can be said for the project's proposed loading areas. In addition, the project site is subject to a 45-foot building line that runs along the property's frontage, further limiting development within the front yard area.

In order to maintain compliance with the CUGU Supplemental Use District regulations, the project has located the surface parking lot and loading areas along the southeast side of the self-storage building. The parking lot, as proposed, will contain a total of 27 vehicle parking stalls. Of the 27 proposed vehicle parking stalls, four (4) will be designated for Electric Vehicle (EV) parking. In addition, the project will provide a total of 28 bicycle parking stalls, including 14 short-term, and 14 long-term parking stalls. Long-term bicycle parking will be housed in a bike room adjoining the retail/office space at the southerly corner of the building. Short-term bicycle parking will be located along the southeasterly side of the driveway entrance.

The granting of the variance to allow 27 vehicle parking spaces in lieu of the otherwise required 48 parking spaces enables the project to locate the parking lot and loading areas within the subject site's southeast side yard, thereby maintaining compliance with the CUGU regulations which prohibit parking and loading areas within front yards of properties.

5. Such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied the property in question.

The variance is necessary for the preservation and enjoyment of a substantial property right and use generally possessed by other properties in the same zone and or vicinity.

The site's current MR1-1VL zoning requires a front yard setback of 5 feet for parcels having a lot depth of less 100 feet, and 15 feet for parcels with a lot depth greater than 100 feet. The project's proposed zone change to the M1-1VL Zone normally allows for 0-foot front yard setbacks for parcels. As previously stated, the project site is subject to a 45-foot building line that runs along the property's frontage along the northeast side of Foothill Boulevard. The building line, established by Ordinance No. 112,688, runs from the project site's southeast property line to the northwest end of the last industrial zoned lot before the intersection of Foothill Boulevard and Van Nuys Boulevard. Industrial zoned parcels adjoining the project site

to the southeast are not subject to the 45-foot building line, nor are the residential and commercial zoned parcels along both the northeast and southwest sides of Foothill Boulevard.

The 45-foot building line that runs along the property's frontage poses a hardship to the project, as it limits buildable area within this portion of the site. Due to this restriction, the project must either scale back the size of the storage building or reduce the size of its parking configuration. The project has opted to locate parking and loading areas along the southeast side of the building. The on-site surface parking lot will provide a total of 27 parking spaces in lieu of 48 parking spaces required. The proposed parking configuration with reduced parking will enable the project to maximize the size and use of the self-storage building, while providing a sufficient number of trees and landscaping along the property's frontage. In addition, the proposed parking configuration and loading areas enables the project to maintain compliance with regulations of the CUGU Supplemental Use District, which prohibits parking and loading areas within the property's front yard.

Therefore, the granting of the variance for reduced parking is necessary for the preservation and enjoyment of a substantial property right and use and will help facilitate the development of a new self-storage facility.

6. The granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

The granting of a variance to allow for a reduction in required parking for the project will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located. The project will enhance the built environment through the redevelopment of an underutilized site with a new 130,094 square-foot self-storage building containing 1,259 storage units, and 1,022 square feet of office space. The project is seeking a variance to allow reduced vehicle parking of 27 parking stalls in lieu of 48 parking stalls otherwise required.

The proposed self-storage use is not an intensive land use and is appropriate given the site's location within a light industrial/commercial corridor. The project is not anticipated to generate a significant number of daily vehicle trips, and those trips will generally be of short duration as the storage use is likely to primarily serve customers within the local community. The Los Angeles Department of Transportation determined that the project will not result in significant traffic impacts. The provision of 27 vehicle parking spaces will adequately serve the new self-storage facility. Of the 27 total parking spaces provided, 4 spaces will be designated for EV parking. In addition, the project will provide a total of 28 bicycle parking stalls, including 14 short-term, and 14 long-term parking stalls, which will support bicycling as an alternative mode of transportation. Furthermore, the project is directly served by the Metro Local Line 233 and Metro Rapid Line 690, whose bus stops are located at the northwest and southeast ends of the block, at the intersections of Van Nuys Boulevard and Foothill Boulevard, and Pierce Street and Foothill Boulevard, respectively. The provision of 27 parking spaces, 28 bicycle parking stalls, and the site's access to local public transit, reduces the likelihood of the project contributing to street parking that would otherwise burden other neighboring properties and or public streets.

Therefore, the granting of the variance to allow for a reduction in required parking will not be detrimental to the public welfare or injurious to the neighboring properties, as the project will provide adequate vehicle and bicycle parking and is well-served by public transit services.

7. The granting of the variance will not adversely affect any element of the General Plan.

The project site is located within the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan, which is one of 35 community plans comprising the Land Use Element of the General Plan. The Community Plan designates the single subject lot fronting Foothill Boulevard for Limited Manufacturing land uses corresponding to the CM, MR1, and M1 zones. Both the existing [T][Q]MR1-1VL-CUGU Zone, and the requested (T)(Q)M1-1VL-CUGU Zone, are consistent with this land use designation.

The proposed project is consistent with the following goals, objectives, and policies of the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan:

- Objective 13-1:** To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.
- Policy 13-1.3:** New development projects shall be designed to minimize disturbance to existing flow with proper ingress and egress to parking.
- Objective 13-2:** To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.
- Policy 13.2.2:** Driveway access points onto arterials, and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.

The proposed self-storage use is not an intensive land use and is appropriate given the site's location within a light industrial/commercial corridor. The project is not anticipated to generate a significant number of daily vehicle trips, and those trips will generally be of short duration as the storage use is likely to primarily serve customers within the local community. The Los Angeles Department of Transportation determined that the project will not result in significant traffic impacts. The provision of 27 vehicle parking spaces will adequately serve the new self-storage facility. Of the 27 total parking spaces provided, 4 spaces will be designated for EV parking. In addition, the project will provide a total of 28 bicycle parking stalls, including 14 short-term, and 14 long-term parking stalls, which will support bicycling as an alternative mode of transportation. Furthermore, the project is directly served by the Metro Local Line 233 and Metro Rapid Line 690, whose bus stops are located at the northwest and southeast ends of the block, at the intersections of Van Nuys Boulevard and Foothill Boulevard, and Pierce Street and Foothill Boulevard, respectively.

The project will take vehicular access from a single driveway on the northeast side of Foothill Boulevard. The single curb cut has been placed at the southerly portion of the site to reduce any impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists. To accommodate bicycle travel, the project will provide convenient and secure bicycle parking on-site.

The project will provide public improvements within the public right-of-way that will benefit the surrounding neighborhood. The project will provide a 20-foot dedication along Foothill Boulevard to complete a 50-foot half right-of-way in accordance with Avenue I standards of Mobility Plan 2035. The project will also construct a new 15-foot sidewalk along the property's

frontage on Foothill Boulevard. As previously mentioned, new trees will be planted along the project's street frontage and a direct pedestrian path of travel has been designated from the new sidewalk to the main entrance of the self-storage building. Lastly, new street lighting will be provided along Foothill Boulevard and Van Nuys Boulevard, in accordance with Bureau of Street Lighting requirements.

As such, the granting of the variance will not adversely any element of the General Plan or the applicable Community Plan.

Conditional Use Findings

- 8. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

Use

The subject site is comprised of one lot, approximately 87,337 square feet (approximately 2 acres) in size, having a street frontage of 343 feet along the northeast side of Foothill Boulevard. The site is currently zoned [T][Q]MR1-1VL-CUGU and is designated for Limited Manufacturing land uses by the Sunland – Tujunga - Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan. The site is currently improved with a vacant single-family dwelling, accessory structures, and storage yard.

The project will enhance the built environment through the redevelopment of an underutilized site with a new 130,094 square-foot self-storage building containing 1,259 storage units, and 1,022 square feet of office space. The project will provide a new self-storage use that is in high demand and will benefit the Sunland – Tujunga - Lakeview Terrace – Shadow Hills – East La Tuna Canyon community.

The project, situated within a light industrial/commercial corridor and bound by storage yards and facilities to the northwest and southeast, the I-210 Freeway to the northeast and Foothill Boulevard (a designated Avenue I) to the southwest, supports the urban development pattern along Foothill Boulevard while serving to buffer residential uses from more intensive industrial uses. The project will maintain the character of the existing low-intensity industrial/commercial corridor, while improving a presently underutilized site. Surrounding properties are generally developed with a mix of light industrial, commercial, and residential uses, including storage yards and buildings, warehouses, mini-shopping centers, retail stores, and low-density residential neighborhoods. The new 130,095 square-foot self-storage facility will improve the site with new trees and landscaping, provide new pedestrian amenities, including a new sidewalk and street lighting, while maintaining the general character of the existing industrial/commercial corridor along Foothill Boulevard.

The project is directly served by the Metro Local Line 233 and Metro Rapid Line 690, whose bus stops are located at the northwest and southeast ends of the block, at the intersections of Van Nuys Boulevard and Foothill Boulevard, and Pierce Street and Foothill Boulevard, respectively. Additionally, the Los Angeles Department of Transportation determined that the project will not result in significant traffic impacts. The addition of a new self-storage facility will provide an additional amenity and viable commercial use that will serve the surrounding neighborhoods and benefit the community.

Height

The property is currently zoned [T][Q]MR1-1VL-CUGU, with a proposed zone change to (T)(Q)M1-1VL-CUGU. Per Los Angeles Municipal Code Section 12.17.6, storage buildings for household goods are permitted in the M1 Zone provided “the building or structure is more than 500 feet from an A or R Zone or residential use as measured from the lot lines, and the building or structure is no more than 37 feet in height.”

The project’s proposed building height of 41 feet exceeds the height restriction for the use by 4 feet. By allowing the structure to exceed the 37-foot height restriction, the development may utilize more space and provide for additional storage units. In addition, the grant to allow the 4-foot height increase to 41 feet, enables the project to comply with other zoning requirements of the LAMC, the Clean Up Green Up (CUGU) Ordinance, and the 45-foot Building Line along Foothill Boulevard. The provision of more storage units will enable the project to better serve the community and the City, which are experiencing rapid increases in housing developments, thereby creating an increasing demand for self-storage facilities. As such, the project will provide a needed self-storage service that is conveniently located for residents in the community.

- 9. 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.**

Use

The project site is a gently sloping, rectangular-shaped lot encompassing a total lot area of approximately 87,337 square feet (approximately 2 acres). The subject property has a street frontage of 343 feet along the northeast side of Foothill Boulevard, and is currently improved with a vacant single-family dwelling, accessory structures including, a garage, carport, and barn, and storage yard. The site is currently zoned [T][Q]MR1-1VL-CUGU and is designated for Limited Manufacturing land uses by the Sunland - Tujunga - Lakeview Terrace - Shadow Hills – East La Tuna Canyon Community Plan.

The project will redevelop an underutilized site by removing and replacing the existing single-family dwelling and accessory structures with a new self-storage building. The proposed self-storage building is a commercial use that is permitted by conditional use in the proposed (T)(Q)M1-1VL-CUGU Zone.

The self-storage building will be three stories, 41 feet in height, having 130,094 square feet of floor area, equating to a floor area ratio (FAR) of approximately 1.49:1. The self-storage building will contain 1,259 storage units, and have 1,022 square feet of ground floor storefront retail/office space. The project proposes a surface-level parking lot located along the southeast side of the self-storage building that will contain a total of 27 vehicle parking stalls. Of the 27 proposed vehicle parking stalls, four (4) will be designated for Electric Vehicle (EV) parking with electric charging stations. The project will provide a total of 28 bicycle parking stalls, including 14 short-term, and 14 long-term parking stalls. Long-term bicycle parking will be housed in a bike room adjoining the retail/office space at the southerly corner of the building. Short-term bicycle parking will be located along the southeasterly side of the driveway entrance.

Properties surrounding the project site are zoned [T][Q]MR1-1VL-CUGU, [Q]MR1-1VL-CUGU, [T][Q]MR1 1VL-CUGU, RD2-1-CUGU, and PF-1XL and contain a variety of residential, commercial, and light industrial uses. Adjoining the subject site to the northwest are lots zoned [T][Q]MR1-1VL-CUGU and [Q]MR1-1VL-CUGU and are improved with storage yards with single-story structures. Adjoining the subject property to the north is I-210 Freeway. The property to the southeast is zoned [T][Q]MR1-1VL-CUGU and is improved with a storage

yard for building supplies. Abutting the project site to the southwest, across Foothill Boulevard, are (Q)RD2-1-CUGU zoned parcels of land improved with single-family dwellings that are two stories in height.

While the project exceeds the height of existing structures within the surrounding area, the proposed storage building will not substantially alter the urban development pattern along Foothill Boulevard. The self-storage building will observe a northwesterly side yard setback of 10 feet, a northeasterly rear yard setback of a minimum of 10 feet, a southeasterly side yard setback of 83 feet, 6 inches, and a southwesterly front yard setback of 21 feet, 10 inches. The proposed setbacks will serve to minimize the projects impacts on adjacent properties. In addition, the project will also provide 18,036 square feet of landscaped area throughout the interior and along the perimeters of the site. The planting palette consists of a variety of shrubs, perennials, and trees that are intended to provide shading where needed, reduce surface temperatures, as well as maintain compatibility with adjacent uses.

The project will take vehicular access from a single driveway on the northeast side of Foothill Boulevard. The single curb cut has been placed at the southerly portion of the site to reduce any impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists. To accommodate bicycle travel, the project will provide convenient and secure bicycle parking on-site.

The proposed self-storage use is not an intensive land use and is appropriate given the site's location within a light industrial/commercial corridor. The project is not anticipated to generate a significant number of daily vehicle trips, and those trips will generally be of short duration as the storage use is likely to primarily serve customers within the local community. The project is directly served by the Metro Local Line 233 and Metro Rapid Line 690, whose bus stops are located at the northwest and southeast ends of the block, at the intersections of Van Nuys Boulevard and Foothill Boulevard, and Pierce Street and Foothill Boulevard, respectively. Additionally, the Los Angeles Department of Transportation determined that the project will not result in significant traffic impacts.

Proposed hours of operation for the self-storage building are from 9:00 a.m. to 7:00 p.m., daily, with customer access to rented storage units permitted from 7:00 a.m. to 10:00 p.m., daily, thereby reducing the likelihood for late night activity at the site. In the addition, the project will provide fencing along the perimeter of the property, and a security gate providing access to the larger roll up units along the southeast side of the building. Security and pedestrian lighting will serve to deter potential nuisances and illegal activity and create a safe pedestrian environment. The self-storage building will also be staffed with several employees during operating hours to assist customers and monitor the facility.

The project provides a varied building façade with visual treatments and colors that are designed to be compatible with the surrounding development and enhance the aesthetics of the area. The project will further improve the site with new trees and landscaping, and provide new pedestrian amenities, including a new sidewalk and street lighting.

Height

The property is currently zoned MR1-1VL, with a proposed Zone Change to (T)(Q)M1-1VL-CUGU. Per Los Angeles Municipal Code Section 12.17.6, storage buildings for household goods are permitted in the M1 Zone provided "the building or structure is more than 500 feet from an A or R Zone or residential use as measured from the lot lines, and the building or structure is no more than 37 feet in height."

The project's proposed building height of 41 feet exceeds the height restriction for the use by 4 feet. By allowing the structure to exceed the 37-foot height restriction, the development may

utilize more space and provide for additional storage units. In addition, the grant to allow the 4-foot height increase to 41 feet, enables the project to comply with other zoning requirements of the LAMC, the Clean Up Green Up (CUGU) Ordinance, and the 45-foot Building Line along Foothill Boulevard. The provision of more storage units will enable the project to better serve the community and the City, which are experiencing increases in housing developments, thereby creating an increasing demand for self-storage facilities. As such, the project will provide a needed self-storage service that is conveniently located for residents in the area.

The project will be compatible with surrounding properties both in terms of use and scale. While buildings in the vicinity of the project site range from one to two stories in height, the project site is bound by storage yards and facilities to the northwest and southeast, the I-210 Freeway to the northeast and Foothill Boulevard (a designated Avenue I) to the southwest. In addition, the project is subject to a 45-foot building line that runs along the property's frontage on Foothill Boulevard. The proposed self-storage building's observance of the building line will serve to minimize the project's impact on adjacent residential uses along the southwest side of Foothill Boulevard. Additionally, the project will improve the site with new trees and landscaping, provide new pedestrian amenities, including a new sidewalk and street lighting, that will enhance the aesthetics of the area, and maintain compatibility with the adjacent land uses, including the residential neighborhood across Foothill Boulevard.

Therefore, the project's location, 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.

10. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

- a. **General Plan Land Use Designation.** The subject property is located within the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan area which was updated by the City Council on November 18, 1997 and designates the subject property for Limited Manufacturing land uses corresponding to the CM, MR1, and M1 zones. The site is currently zoned [T][Q]MR1-1VL-CUGU. The requested zone change from [T][Q]MR1-1VL-CUGU to M1-1VL-CUGU is warranted as the M1 Zone corresponds to the range of zones of the Limited Manufacturing land use designation. The proposed self-storage building is a commercial use that is permitted by conditional use in the proposed (T)(Q)M1-1VL-CUGU Zone. Therefore, the project is in substantial conformance with the General Plan Land Use Designation.
- b. **Land Use Element.** The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan, which designates the site for Limited Manufacturing land uses corresponding to the CM, MR1, and M1 zones. The proposed M1 Zone is thus consistent with the land use designation for the site.

The proposed project is consistent with the following goals, objectives, and policies of the

Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan:

Commercial

GOAL 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policy 2-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and developed in accordance with design standards.

Industrial

GOAL 3: Sufficient land for a variety of industrial uses with maximum employment opportunities for the community's workforce which are safe for the environment and which have minimal adverse impact on adjacent uses.

Objective 3-1: To provide for the retention of existing industrial uses and promote future industrial development which contributes to job opportunities and minimizes environmental and visual impacts.

Policy 3-1.1: The City should utilize land use, zoning, and financial incentives to preserve the economic viability of the Plan's existing industries.

Policy 3-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses in accordance with design standards.

The conditional use will promote a strong and competitive commercial/industrial sector by allowing for the redevelopment of a presently underutilized site. The new development and improvements to the public right of way will substantially upgrade the aesthetic and functional qualities of the site. The project will result in the addition of a three-story 130,094 square-foot self-storage building containing 1,259 storage units, and 1,022 square feet of ground-floor office space. The project will add neighborhood serving uses that will promote economic well-being through the creation of jobs and public convenience through the provision of a new self-storage service at the site. The project will also provide a new sidewalk along the property's street frontage on Foothill Boulevard as well as new street trees and lighting to create a more pedestrian friendly area. The improvements will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being and public convenience in the community. Therefore, the project is consistent with and will further the achievement of the Community Plan's goals, objectives, and policies.

- c. The **Framework Element** for the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project

site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

- Goal 3A:** A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.
- Objective 3.1:** Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.
- Policy 3.1.4:** Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).
- Objective 3.2:** Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.
- Policy 3.2.1:** Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.
- Objective 3.4:** Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.
- Policy 3.4.1:** Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping a presently underutilized site with a new self-storage building. The project is directly served by the Metro Local Line 233 and Metro Rapid Line 690, whose bus stops are located at the northwest and southeast ends of the block, at the intersections of Van Nuys Boulevard and Foothill Boulevard, and Pierce Street and Foothill Boulevard, respectively. The project, situated within a light industrial corridor and bound by storage yards and facilities to the northwest and southeast, the I-210 Freeway to the northeast and Foothill Boulevard (a designated Avenue I) to the southwest, supports the urban development pattern along Foothill Boulevard while helping to preserve and protect adjacent residential uses from more intensive industrial uses. Such attributes support the requested zone change from MR1-1VL to M1-1VL.

Goal 3H: Lower-intensity highway-oriented and local commercial nodes that accommodate commercial needs outside centers and districts.

Objective 3.1: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.

Policy 3.12.1: Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The project will maintain the character of the existing low-intensity industrial district, while improving a presently underutilized site. Surrounding properties are generally developed with a mix of light industrial, commercial, and residential uses, including storage yards and buildings, warehouses, mini-shopping centers, retail stores, and low-density residential neighborhoods. The addition of a new self-storage facility will provide an additional amenity and viable commercial use that will serve the surrounding neighborhoods. The new 130,095 square-foot self-storage facility will improve the site with new trees and landscaping, provide new pedestrian amenities, including a new sidewalk and street lighting, while maintaining the general character of the existing industrial/commercial corridor along Foothill Boulevard.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements to site's street frontage along Foothill Boulevard. Foothill Boulevard is a designated Avenue I under Mobility Plan 2035, which is designated for a 100-foot right-of-way and a 70-foot roadway. The portion of the Foothill Boulevard adjoining the project site is currently dedicated to a half roadway width of 24 feet, and a half right-of-way width of 30 feet and currently does not have curb, gutter, or sidewalk improvements.

The Bureau of Engineering (BOE) is requiring 20-foot dedication along Foothill Boulevard to complete a 50-foot half right-of-way in accordance with Avenue I standards of Mobility Plan 2035. In addition, BOE is requiring that the project construct additional surfacing to join the existing improvements to provide a 35-foot-wide half roadway, integral concrete curb, 2-foot concrete gutter and a full-width concrete sidewalk adjoining the project site. Conditions for dedication and improvements have been imposed under the (T) Tentative Classification conditions in accordance with Avenue I standards of Mobility Plan 2035.

The dedication and street improvement requirement would continue to advance Mobility 2035's policies in recognizing walking as a component of every trip to ensure high-quality pedestrian access. New trees will be planted along the project's street frontage and a new direct pedestrian path of travel has been designated from the sidewalk to the main entrance of the self-storage building. The project as designed and conditioned will meet the following goals and objectives of Mobility Plan 2035:

- Policy 2.3:** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- Policy 3.1** Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.
- Policy 3.3:** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
- Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.
- Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The proposed project will provide a 15-foot sidewalk along the property's frontage on Foothill Boulevard to create a quality, safe, and comfortable walking environment. The new sidewalk facilities will improve transit accessibility to and from local bus stops. The self-storage building will benefit from this public improvement by orienting their front entrances to be in line with a direct pedestrian path of travel from the sidewalk. The project will take vehicular access from a single driveway on the northeast side of Foothill Boulevard. The single curb cut has been placed at the southerly portion of the site to reduce any impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians and bicyclists. To accommodate bicycle travel, the project will provide convenient and secure bicycle parking on-site. Finally, the project has been conditioned to provide Electric Vehicle parking on the site in addition to solar power capability.

- e. **Health and Wellness Element.** The proposed project will support the policies and objectives of the Health and Wellness Element of the General Plan. The project has been conditioned to provide parking spaces for Electric Vehicle charging, as well as to provide at least 15% of the total roof area for photovoltaic solar panels.

- Policy 2.2:** Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.
- Policy 5.1:** Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

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

Therefore, the requested project with conditional use request is in harmony with the objectives and policies of the General Plan and Community Plan.

Site Plan Review Findings

11. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.

The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan, which designates the site for Limited Manufacturing land uses corresponding to the CM, MR1, and M1 zones.

The proposed project is consistent with the following goals, objectives, and policies of the **Sunland – Tujunga – Lakeview Terrace – Shadow Hills – East La Tuna Canyon Community Plan:**

Commercial

GOAL 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique character of the community.

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policy 2-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and developed in accordance with design standards.

Industrial

GOAL 3: Sufficient land for a variety of industrial uses with maximum employment opportunities for the community's workforce which are safe for the environment and which have minimal adverse impact on adjacent uses.

Objective 3-1: To provide for the retention of existing industrial uses and promote future industrial development which contributes to job opportunities and minimizes environmental and visual impacts.

Policy 3-1.1: The City should utilize land use, zoning, and financial incentives to preserve the economic viability of the Plan's existing industries.

Policy 3-1.2: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses in accordance with design standards.

The proposed project will promote a strong and competitive commercial/industrial sector by allowing for the redevelopment of a presently underutilized site. The new development and improvements to the public right of way will substantially upgrade the aesthetic and functional qualities of the site. The project will result in the addition of a three-story 130,094 square-foot self-storage building containing 1,259 storage units, and 1,022 square feet of ground-floor office space. The project will add neighborhood serving uses that will promote economic well-being through the creation of jobs and public convenience through the provision of a new self-storage service at the site. The project will also provide a new sidewalk along the property's street frontage on Foothill Boulevard as well as new street trees and lighting to create a more pedestrian friendly area. The improvements will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being and public convenience in the community.

- 12. That 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.**

Compatibility with Existing and Future Development

The proposed development is consistent with the visual character of the area. Surrounding properties are within the [T][Q]MR1-1VL-CUGU, [Q]MR1-1VL-CUGU, [T][Q]MR1 1VL-CUGU, RD2-1-CUGU, and PF-1XL zones and contain a mix of residential, commercial, and light industrial uses that range from one to two stories in height. Adjoining the subject site to the northwest are lots zoned [T][Q]MR1-1VL-CUGU and [Q]MR1-1VL-CUGU and are improved with storage yards and single-story structures. Adjoining the subject property to the north is land that is zoned PF-1XL and improved with the I-210 Freeway. Adjoining the subject site to the southeast is a [T][Q]MR1-1VL-CUGU zoned lot improved with a storage yard for building materials. Abutting the project site to the southwest, across Foothill Boulevard, are (Q)RD2-1-CUGU zoned parcels of land improved with single-family dwellings that are two stories in height.

The subject property is currently improved with a vacant single-family dwelling, accessory structures including, a garage, carport, and barn, and a storage yard. The project will redevelop the underutilized site by removing and replacing the existing structures with a new three-story self-storage building and surface parking lot. The self-storage facility will contain 130,094 square feet of floor area and reach a maximum height of 41 feet. While the self-

storage use is taller than existing buildings, it conforms with the development standards of the proposed zone and is sufficiently setback and includes articulation and landscaping to minimize the appearance of bulk and massing. As such, the new structure will be similar in scale to existing development in the surrounding area.

Arrangement of Buildings (Height, Bulk, Setbacks)

The site layout and building design of the proposed development is compatible with adjacent uses and the surrounding neighborhood. The project site is located within and will maintain its underlying Height District No. 1VL on an industrially zoned parcel, which limits the development to a maximum Floor Area Ratio (FAR) of 1.5:1, up to three stories, and a maximum height of up to 45 feet. The project proposes a three-story self-storage building that will contain 130,094 square feet of floor area equating to an FAR of 1.49:1, which is under the maximum FAR permitted by the 1VL Height District for the proposed M1 Zone. While the Height District permits a maximum height of up to 45 feet, LAMC Section 12.17.6 restricts the maximum height of self-storage buildings to 37 feet. Therefore, the project is requesting relief from the height restriction to permit a maximum building height of 41 feet via conditional use. No setbacks are required for non-residential development within the proposed M1 Zone; however, the self-storage building will observe a northwesterly side yard setback of 10 feet, a northeasterly rear yard setback of a minimum of 10 feet, a southeasterly side yard setback of 83 feet, 6 inches, and a southwesterly front yard setback of 21 feet, 10 inches. The proposed setbacks will serve to minimize the project's impacts on adjacent properties. While the height of the self-storage building exceeds that of surrounding development along Foothill Boulevard, the project provides a sufficient setback and includes articulation and landscaping to minimize the appearance of bulk and massing.

Therefore, the proposed height, bulk and setbacks of the development are compatible with existing and future development on neighboring properties. The project will further improve the site with new trees and landscaping, and provide new pedestrian amenities, including a new sidewalk and street lighting that will integrate the use within the neighborhood.

Parking, Loading Areas, Trash Collection

The project proposes a surface-level parking lot located along the southeast side of the self-storage building that will contain a total of 27 vehicle parking stalls. Of the 27 proposed vehicle parking stalls, four (4) will be designated for Electric Vehicle (EV) parking with electric charging stations. The project will provide a total of 28 bicycle parking stalls, including 14 short-term, and 14 long-term parking stalls. Long-term bicycle parking will be housed in a bike room adjoining the retail/office space at the southerly corner of the building. Short-term bicycle parking will be located along the southeasterly side of the driveway entrance. The project's two loading bays are located along the southeast side of the building just before the security gate and adjacent to the facility's elevator bay providing convenient access to storage units on the upper floors. Beyond the security gate, at the northeasterly corner of the property, are additional parking spaces and access to several larger storage units with roll up doors. The project will also include on-site trash collection for both refuse and recyclable materials in conformance with LAMC requirements. The facility's enclosed trash and recycling receptacles are located at the far end of the parking lot, within the northeast corner of the subject site.

Landscaping

The project will provide 18,036 square feet of landscaped area throughout the interior and along the perimeter of the subject site. Landscaping will be provided along the site's street frontages as well as within the surface parking lot. Areas not used for buildings, driveways, or amenities will consist of landscaping. The planting palette consists of a variety of shrubs,

perennials, and trees that are intended to provide shading where needed, reduce surface temperatures, as well as maintain compatibility with adjacent residential uses.

The project site currently contains eight (8) Coast Live Oaks and six (6) Mexican elderberry shrubs, which are protected tree and shrub species under the City's Protected Tree Ordinance. The project proposes the removal of one (1) Coast Live Oak and one (1) Mexican elderberry shrub which will be replaced in accordance with the City's tree replacement requirements. The project proposes the planting of 16 new trees on site, including Brisbane Box trees, California Sycamores, and Holly Oaks. Additionally new street trees will be planted along Foothill Boulevard, in accordance with Bureau of Street Services, Urban Forestry Division.

Lighting

The proposed project's lighting scheme will be compatible with surrounding development. Exterior lighting will illuminate on-site facilities in order to provide sufficient lighting for circulation and security, while minimizing impacts on adjacent properties. Ground level lighting for the self-storage facility will activate and increase the security of the pedestrian environment at night.

Outdoor lighting has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties. Pedestrian lighting will be installed on the building and directed downward to illuminate the public sidewalk while reducing light spill on adjacent properties. Therefore, lighting will be compatible with the existing and future developments in the neighborhood.

13. 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

14. Environmental Finding. On July 14, 2022, a Negative Declaration (ENV-2021-9001-MND) was prepared and published for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Department of City Planning in Room 763, 200 North Spring Street.

15. 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 Zone C, areas of minimal flooding.