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8144 N. Haskell Avenue Project

Case Number: ENV-2025-2353-MND

Project Location: 8144 – 8160 N. Haskell Avenue

Community Plan Area: Reseda – West Van Nuys

Council District: 6 - Padilla

Project Description: Construction, use, and maintenance of a three-story, 36 feet 10 inches in height, 119,718 square foot self-storage building on two lots totaling 80,986 square feet. The applicant is proposing to provide 20 automobile parking spaces and 24 bicycle parking spaces. A total of 2,830 cubic yards of grading is proposed including 2,880 cubic yards of cut and 50 cubic yards of fill. The site was previously improved with a 28,320 square foot industrial laundry building that has been partially demolished; the remaining building foundations will be removed. There are no existing trees on-site. As proposed, the three existing street trees along Haskell Avenue will remain in place.

PREPARED BY:

The City of Los Angeles
Department of City Planning

APPLICANT:

Julia Golden, LaTerra Storage Partners II LP

March 2026

INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed 8144 N. Haskell Avenue Project (“Project”). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project will not result in significant impacts on the environment with the imposition of mitigation measures. This Initial Study and Mitigated Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project’s approval even if significant environmental effects are anticipated.

An application for the proposed Project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study, and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	8144 N. HASKELL AVENUE
ENVIRONMENTAL CASE NO.	ENV-2025-2353-MND
RELATED CASES	CPC-2025-2352-CU3-PR

PROJECT LOCATION	8144 – 8160 N. HASKELL AVENUE
COMMUNITY PLAN AREA	RESEDA – WEST VAN NUYS
GENERAL PLAN DESIGNATION	LIGHT MANUFACTURING
ZONING	M2-1
COUNCIL DISTRICT	6 - PADILLA

LEAD AGENCY	CITY OF LOS ANGELES
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PHONE NUMBER	310-279-8534

PROJECT DESCRIPTION

Construction, use, and maintenance of a three-story, 36 feet 10 inches in height, 119,718 square foot self-storage building on two lots totaling 80,986 square feet. The applicant is proposing to provide 20 automobile parking spaces and 24 bicycle parking spaces. A total of 2,830 cubic yards of grading is proposed including 2,880 cubic yards of cut and 50 cubic yards of fill. The site was previously improved with a 28,320 square foot industrial laundry building that has been partially demolished; the remaining building foundations will be removed. There are no existing trees on-site. As proposed, the three existing street trees along Haskell Avenue will remain in place.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

ENVIRONMENTAL SETTING

The Project site is located at 8144 – 8160 N. Haskell Avenue between Roscoe Boulevard to the north, Strathern Street to the south, Woodley Avenue to the west, and the I-405 Freeway to the east. The Metrolink right-of-way lies approximately 625 feet south of the Project site.

The Project site is surrounded by industrial and manufacturing uses. To the north, sites are zoned (T)(Q)M2-2D with an underlying zone of M2-1 and M2-1 and designated for Light Manufacturing land use. These sites are improved with a gas station, self-storage facility, and door and window manufacturer. To the south, the abutting site is zoned M2-1, designated for Light Manufacturing land use, and is improved with a Shell Oil Products facility. The I-405 Freeway lies to the east on property zoned PF-1VL and is designated Public Facilities and Public Facilities – Freeway. Further east, along Orion Avenue, properties are zoned M2-1 and designed for Light Manufacturing land use. These sites are improved with automotive uses. The Anheuser-Busch Brewery lies to the west of the Project site on properties zoned M2-1 and designated for Light Manufacturing land use.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

(e.g. permits, financing approval, or participation agreement)

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|-----------------------------------------------------------|-------------------------------------------------------------------|---------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Laura Frazin Steele

PRINTED NAME

City Planner

TITLE

Laura Frazin Steele

Digitally signed by Laura Frazin Steele
Date: 2026.03.05 15:27:32 -08'00'

SIGNATURE

March 5, 2026

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Project is the construction, use, and maintenance of a three-story, 36 feet 10 inches in height, 119,718 square foot self-storage building on two lots totaling 80,986 square feet. The applicant is proposing to provide 20 automobile parking spaces and 24 bicycle parking spaces. A total of 2,830 cubic yards of grading is proposed including 2,880 cubic yards of cut and 50 cubic yards of fill. The site was previously improved with a 28,320 square foot industrial laundry building that has been partially demolished; the remaining building foundations will be removed. There are no existing trees on-site. As proposed, the three existing street trees along Haskell Avenue will remain in place.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project is located at 8144 – 8160 N. Haskell Avenue in the Reseda – West Van Nuys Community Plan (see **Figure 1**). The Project site is located between Roscoe Boulevard to the north, Strathern Street to the south, Woodley Avenue to the west, and the I-405 Freeway to the east. The Metrolink right-of-way lies approximately 625 feet south of the Project site.

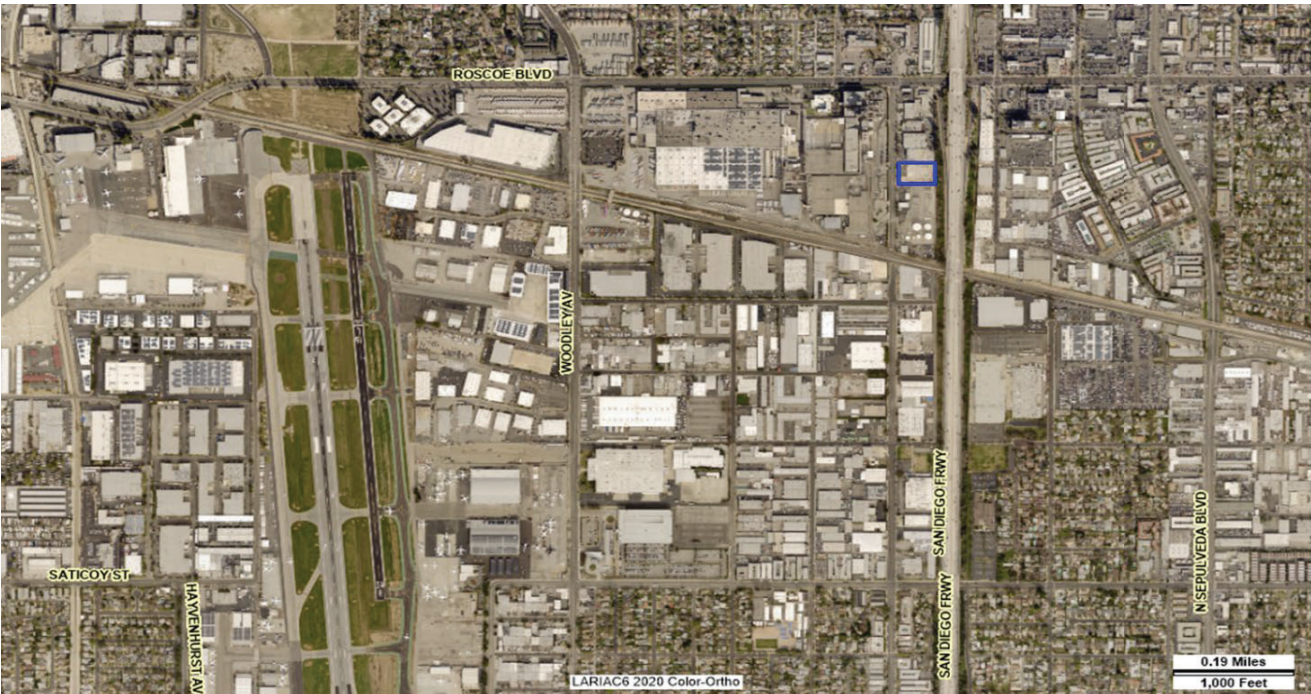


FIGURE 1. AERIAL PHOTOGRAPH OF PROJECT SITE AND VICINITY

3.2.2 Existing Conditions

The irregular-shaped Project Site (see **Figure 2**) is composed of two lots with a total area of 80,746 square feet per ZIMAS records. The applicant's survey, which is stamped by a licensed land surveyor, discloses a lot area of 80,986 square feet. Both lots are zoned M2-1 and designed for Light Manufacturing land use by the Community Plan. The lot at 8144 N. Haskell Avenue has an area of 60,352.4 square feet, and the lot at 8160 N. Haskell Avenue has an area of 20,393.7 square feet. The Project site fronts along N. Haskell Avenue for approximately 218 linear feet and has a lot depth of approximately 304 linear feet. The Project site abuts the 1-405 freeway for approximately 320 linear feet at the rear of the site.

The Project site was previously improved with a 28,320 square foot industrial laundry building that has been partially demolished. To achieve the Project, the remaining building foundations will be removed. There are no existing trees on-site. There are three existing street trees along Haskell Avenue (see **Figure 3**).

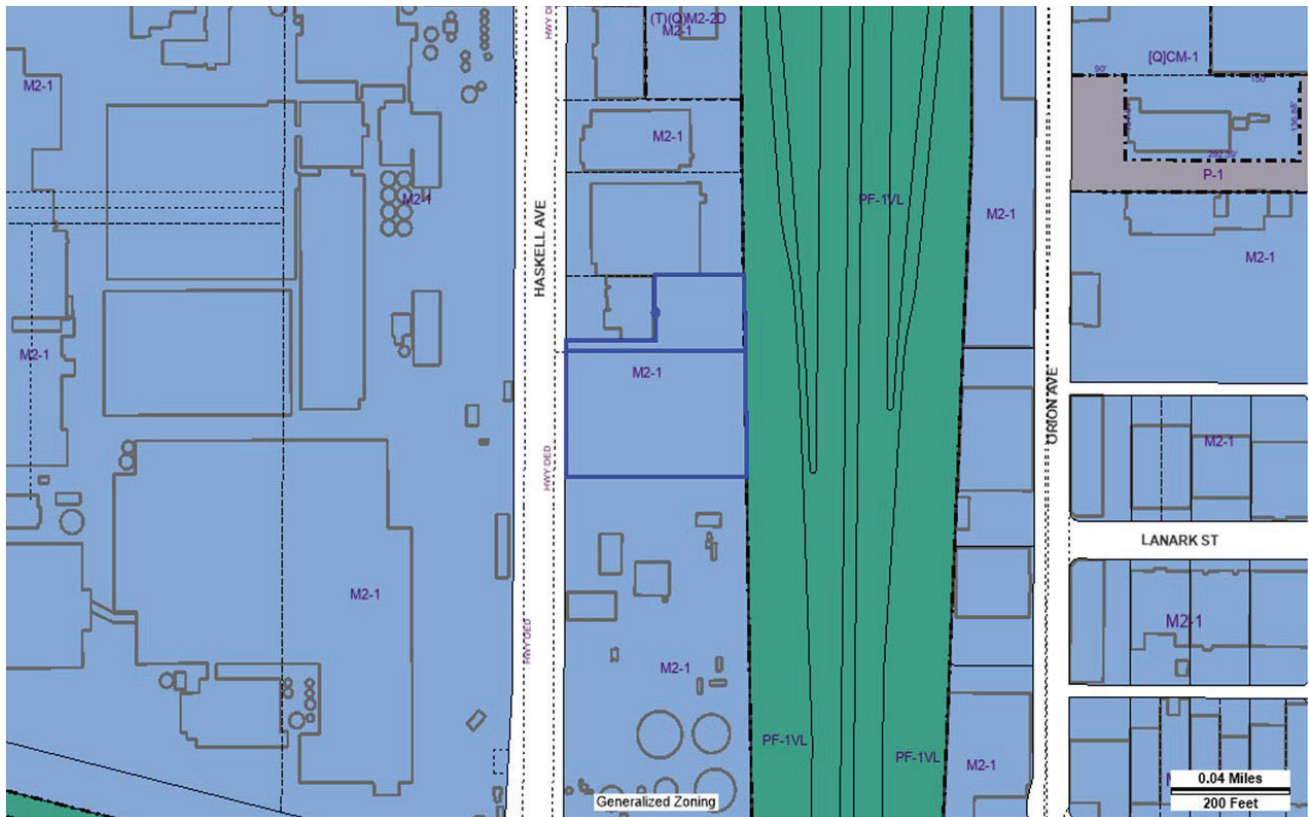


FIGURE 2. ZIMAS MAP



FIGURE 3. PROJECT SITE

The Project site is listed as a Leaking Underground Storage Tanks (LUST) Cleanup Site and a Cleanup Program Site by both the DTSC and GeoTracker databases. The Project site was listed as a LUST Cleanup Site due to potential solvent contaminants within a drinking water aquifer that was identified in 1983. In 1989, the case remained open under remediation and included an on-site permanent groundwater monitoring well installed to 250 feet below ground surface. In 1997, after verification monitoring, the case was closed after successful mitigation (see **Section VII. Hazards and Hazardous Materials**).

Further, the Project site was listed as a Cleanup Program Site in 2022 due to soil and soil vapor contamination from the Project Site's historical use as a dry-cleaning operation facility. In 2011, a voluntary oversight case was opened by the LA County Fire Department's Site Mitigation Unit (SMU) due to ongoing soil vapor contamination from a volatile organic compound. Two soil vapor extraction systems within the Project Site were installed. On July 14, 2022, a Covenant and Environmental Restriction on Property was filed at the LA County Recorder's Office (No. 20220724391 – see **Section VII. Hazards and Hazardous Materials**) restricting the site to commercial, industrial, and/or office space use and requiring that vapor barrier mitigation systems be installed beneath all future onsite commercial/industrial structure. Further, future onsite soil disturbance without preventative measures is restricted. The case was closed by the County of LA Fire Department as of May 30, 2023 after successful mitigation (see **Section VII. Hazards and Hazardous Materials**).

3.2.3 Surrounding Land Uses

The Project site is surrounded by industrial and manufacturing uses. To the north, sites are zoned (T)(Q)M2-2D with an underlying zone of M2-1 and M2-1 and designated for Light Manufacturing land use. These sites are improved with a gas station, self-storage facility, and door and window manufacturer. To the south, the abutting site is zoned M2-1, designated for Light Manufacturing

land use, and is improved with a Shell Oil Products facility. The I-405 Freeway lies to the east on property zoned PF-1VL and is designed Public Facilities and Public Facilities – Freeway. Further east, along Orion Avenue, properties are zoned M2-1 and designed for Light Manufacturing land use. These sites are improved with automotive uses. The Anheuser-Busch Brewery lies to the west of the Project site on properties zoned M2-1 and designated for Light Manufacturing land use.

Haskell Avenue is designated an Avenue II by the Mobility Plan 2025 with a designated right-of-way width of 86 feet and a designated roadway width of 56 feet. Haskell Avenue is improved with a curb, sidewalk, and gutter.

Roscoe Boulevard is designated a Boulevard II by the Mobility Plan 2035 with a designated right-of-way width of 110 feet and a designated roadway width of 80 feet. Roscoe Boulevard is improved with a curb, sidewalk, and gutter.

Orion Avenue is designated a Local Street - Standard by the Mobility Plan 2035 with a designated right-of-way width of 60 feet and a designated roadway width of 36 feet. Orion Avenue is improved with a curb, gutter, and sidewalk.

3.3 DESCRIPTION OF PROJECT

The applicant is proposing the construction, use, and maintenance of a three-story, 36 feet 10 inches in height, 119,718 square foot self-storage building on two lots totaling 80,986 square feet. Both lots are zoned M2-1 and designated for Light Manufacturing land use. The site zoning is consistent with the Light Manufacturing land use designation, which corresponds to the MR2, M2, and P Zones. Pursuant to Chapter 1, LAMC Section 12.19, the M2 “Light Industrial” Zone allows uses including but not limited to uses permitted in the M1 “Limited Industrial” Zone, airport or aircraft landing fields, automobile dismantling, junk yards, storage of second-hand goods, cemeteries and morgues, circus quarters, riding academy or stables, and composting and mulching facilities. The M1 “Limited Industrial” Zone, as codified in LAMC Section 12.17.6 A.10, allows storage buildings for household goods, provided the building is located more than 500 feet from an A or R Zone or residential use, and the building is no more than 37 feet in height. The Project site is not located within 500 feet of an A or R Zone and meets the 37 foot height limitation, but requires a Conditional Use Permit as a “Major Development Project” due to the Project size. Pursuant to Chapter 1, LAMC Section 12.24 U.14, a “Major Development Project” is defined as follows:

“...the construction of, the addition to, or the alteration of, any buildings or structures, which create or add 250,000 square feet or more of warehouse floor area, 250 or more hotel / motel guest rooms, a Home Improvement Store, or 100,000 square feet or more of floor area in other nonresidential or non-warehouse uses in the C2, C4, C5, CM, M1, M2 and M3 Zones...”

The Project has 119,718 square feet of floor area, is a non-residential use, and is located in the M2 Zone. As such, the Project requires a Class 3 Conditional Use for a “Major Development Project” pursuant to Chapter 1, LAMC Section 12.24 U.14 and Chapter 1A, LAMC Section 13B.2.3. Further, the Project is required to seek approved Project Review pursuant to Chapter 1, LAMC Section 16.05 / Chapter 1A, LAMC Section 13B.2.4 as a development project which creates more than 50,000 gross square feet of residential floor area.

The M2-1 Zone does not limit lot area for a commercial or industrial use pursuant to LAMC Section 12.19. Pursuant to LAMC Section 12.21.1, the number of stories and building height is unlimited in the M2-1 Zone, and floor area ratio (FAR) is limited to 1.5:1. Based on a buildable area of 80,986 square feet at the Project site, a maximum floor area of 121,479 would be permitted. The Project proposes a floor area of 119,718 square feet yielding an FAR of 1.48:1. As previously stated, LAMC Section 12.17.6 A.10 limits structural height of self-storage buildings for household goods to 37 feet. The proposed structural height of 36 feet 10 inches complies with this height limitation.

Pursuant to LAMC Section 12.19 C.1, no front yard is required in the M2-1 Zone. However, the Project is providing a 15 foot landscaped setback along the Haskell Avenue frontage. Pursuant to LAMC Section 12.19 C.2, no side yard is required for non-residential uses. The applicant's plans show a partial landscaped side yard of variable width along the northern portion of the site. No side yard is provided along the southern portion of the site. Further, pursuant to LAMC Section 12.19 C.3, no rear yard is required for buildings used exclusively for commercial or industrial purposes, and no rear yard is provided.

As shown on ZIMAS, the Project site is governed by State AB 2097, which prohibits the City from imposing or enforcing minimum parking requirements on a site that is within one-half mile of a Major Transit Stop. However, the applicant is providing a total of 20 automobile parking spaces located at the northeastern and southern portions of the site (surface parking spaces). As required by LAMC Section 12.21 A.16(a)(2), the applicant is providing 12 short-term and 12 long-term bicycle parking spaces for a total of 24 bicycle parking spaces. Short-term bicycle parking is provided adjacent to the loading zone at the southern portion of the site, and long-term bicycle parking is provided adjacent to Lobby No. 1 at the southern portion of the site.

Pursuant to LAMC Section 12.19 C.5, a loading space is required pursuant to LAMC Section 12.21 C.6. LAMC Section 12.21 C.6 regulates loading space area, height, accessibility, width, and depth to the satisfaction of LADBS.

The Project is designed with three stories. Level 1 is proposed with a lobby (Lobby 1) on the southerly side of the structure and a second lobby (Lobby 2) at the rear of the site. Loading areas are on both the southerly side of the structure and the rear of the site. A 940 square foot rental office and an electrical room are also located on Level 2. The lobbies will include restrooms and elevator or stair access to the self-storage spaces. Self-storage is provided on all three levels.

Vehicular access to the site will be taken from Haskell Avenue via a new 24 foot width driveway along the southern portion of the site. The driveway will continue with a variable width of 24 to 28 feet along the southerly, easterly, and northeasterly portion of the site. A gate will be constructed at the southern portion of the site to separate a portion of the surface parking stalls from the loading areas and the remaining surface parking spaces. A fire access lane wraps around the south and east sides of the site and terminates in a hammerhead turn around at the northeastern portion of the site. An existing driveway along Haskell Avenue will be closed. Pedestrian access to the structure is provided from vehicular parking areas via pedestrian pathways which lead to the office entrance at the Haskell Avenue frontage or the second lobby at the rear of the site.

A total of 2,830 cubic yards of grading is proposed including 2,880 cubic yards of cut and 50 cubic yards of fill. The site was previously improved with a 28,320 square foot industrial laundry building that has been partially demolished; the remaining building foundations will be removed.

There are no existing trees on-site. As proposed, the three existing street trees along Haskell Avenue will remain in place. As there are no approved right-of-way improvement plans, the project considered will assume the worst-case scenario of removal of all street trees. However, this analysis gives no rights to the applicant to remove any street tree. No street trees may be removed without prior approval of Urban Forestry based on compliance with LAMC Section 62.169 and 62.170 and applicable findings. LAMC Section 12.21 A.6(g) requires parking lot landscaping for 20 or more commercial vehicles. At least 2 percent of the parking lot shall be improved with a combination of street trees, walls, landscaped setback areas, and interior landscaping. Further, the Project is subject Landscaping requirements pursuant to LAMC Section 12.40 – 12.43. Pursuant to LAMC Section 12.42 B.2 and Landscape Guidelines K, new parking lots with six or more parking spaces are required to provide one tree for every four parking spaces. Trees must be a minimum of 24-inch box in size, except for existing trees, and palm trees cannot be provided to meet this requirement. The applicant's plans show a 15 foot landscaped buffer along Haskell Avenue between the proposed structure and public right-of-way. The Project is providing six 24-inch box African sumac trees (five in the northeast parking area), and one in the southwest parking area. The Project is also providing four 24-inch Brisbane box trees along the site frontage. Additionally, the Project is providing one-gallon and five-gallon drought-tolerant plants (century plant, dwarf bottlebrush, red yucca, deer grass, rosemary, and lilac vine).

As shown on the applicant's elevations, the Project is designed with extra white, peppercorn, and sapphire exterior plaster finish; CMU block-smooth painted gray stone and licorice with anti-graffiti coating; matte black light gauge metal; an aluminum storefront system with clear glazing anodized matte black; and a metal canopy painted matte black.

According to information provided by the applicant, all lighting will be designed with shielding to prevent the light source from being seen by any residential uses, the public-right-of-way, or above. Further, collection for trash and recycling will be provided on-site in an enclosed area in compliance with the Los Angeles Municipal Code.

No signage plans have been provided by the applicant. Planning staff will request that the decision-maker require that any signage proposed at a future date be subject to all Municipal Code requirements as regulated by LADBS.

The Green Code and Title 24 regulations will apply to the Project. As shown on the applicant's plans, a solar ready area is provided on the rooftop.

According to information provided by the applicant, construction is expected to begin early in 2027.

At this time, hours of operation for the public are proposed to be Monday – Friday, 7:00 a.m. to 7 p.m. and Saturday and Sunday from 9:00 a.m. to 5:00 p.m. Final hours of operation will be established based on customer demand after the facility begins operation. Staff may be accessing the facility outside of these hours to be determined. According to the applicant, security measures will be established in accordance with hours of operation.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Mitigated Negative Declaration will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to Chapter 1, LAMC Section 12.24 U.14 and Chapter 1A, LAMC Section 13B.2.3, a Class 3 Conditional Use Permit for a Major Development Project for the construction and operation of a building which adds more than 100,000 square feet of non-residential, non-warehouse floor area in the M2 zone; and
- Pursuant to Chapter 1, LAMC Section 16.05 and Chapter 1A, LAMC Section 13B.2.4, a Project Review for the construction of more than 50,000 square feet of non-residential area (storage for household goods).
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

INITIAL STUDY

3 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

The Project site is located within an area designated on ZIMAS as ZI-2452 Transit Priority Area in the City of Los Angeles as codified under Senate Bill (SB) 743 / Public Resources Code (PRC) §21099(d). SB 743 / PRC §21099(d) sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This State law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that “visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City’s CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA.”¹

PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts. The analysis in this initial study is for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. Any aesthetic impact analysis in this initial study is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this initial study shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

¹ City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>. Accessed Dec. 2, 2016.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Except as provided in Public

Resources Code Section 21099 would the project:

- | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Have a substantial adverse effect on a scenic vista?

No Impact. The Project is not located in the area of any scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?

No Impact. There are no scenic resources adjacent to the Project site.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The Project is located in a wholly industrial area.

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

No Impact. On-site lighting will be required to meet all Municipal Code regulations. As disclosed by the applicant, all lighting will be shielded and directed toward the areas to be illuminated and away from adjacent properties. Therefore, the Project will not create a new source of substantial light or glare.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant impact would occur if the proposed Project would convert valued farmland to non-agricultural uses. The Project site is currently vacant and excavated. No Farmland, agricultural uses, or related operations are present within the site or surrounding area. Due to its urban setting, the Project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. A significant impact would occur if the proposed Project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The Project site is not zoned for agricultural use or under a Williamson Contract. ZIMAS shows that the Project site is designated as an Urban Agricultural Incentive Zone, but no agricultural uses are proposed herein. As the Project site and surrounding area do not contain farmland of any type, the proposed Project would not conflict with a Williamson Contract. Therefore, no impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. A significant impact would occur if the proposed Project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The Project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. A significant impact would occur if the Project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The Project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. A significant impact would occur if the Project caused the conversion of farmland to non-agricultural use. The Project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2022 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The applicant submitted an Air Quality Study prepared by DKA Planning, May 2025, which is incorporated herein as **Appendix A**, and which is by reference incorporated herein. According to the DKA Planning Air Quality Study, the Project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The Project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The Project will produce fugitive dust and mobile source emissions as a result of demolition, grading, and construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin. According to the SCAQMD 2022 Air Quality Management Plan, the Los Angeles area is characterized as having the highest levels of ozone (smog) in the nation. The key pollutant that creates ozone (O₃) is nitrogen oxide (NO_x). The Los Angeles region also has among the highest levels of fine particulate matter (PM_{2.5}) in the nation. In August 2018, the U.S. EPA designated the South Coast Air Basin as "extreme" nonattainment for ozone. The Basin is characterized as a federal nonattainment area for PM_{2.5}, PM₁₀, nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), and lead (Pb). The 2022 Plan designates the Basin as a nonattainment area for State ambient air quality for O₃, PM_{2.5}, and PM₁₀ but designates the Basin as an attainment area for State ambient air quality standards for Pb, CO, NO₂, SO₂, and sulfates.

There is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. Based on published studies from similar projects, the Project would not likely exceed the regional SCAQMD significance thresholds for pollutants. According to information provided by the applicant, which is included in the Project case file and therefore incorporated herein, the Project will not exceed regional concentration thresholds for construction. According to the DKA Planning Air Quality Study, the Project is not expected to exceed localized significance thresholds (LST) for on-site emissions during construction and operations (see **Appendix A**). Furthermore, the Project is subject to regulatory compliance measures, which reduces the impacts of operational and construction regional emissions. Therefore, the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to 5 acres in size and are only applicable to respirable particulate matter (PM10 and PM2.5), carbon monoxide (CO), and nitrogen oxides (NOx). According to information provided by the applicant, which is included in the Project case file and therefore incorporated herein, the Project will not exceed regional concentration thresholds for construction. Further, the Project site is not located within 500 feet of a school or park as shown on ZIMAS records. The Project is not expected to exceed localized significance thresholds (LST) for on-site emissions during construction and operations as discussed in **Appendix A**. Therefore, the Project would result in a less than significant impact.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance.

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed self-storage facility would not result in activities that create objectionable odors. As discussed in **Appendix A**, the proposed project would result in a less than significant impact related to objectionable odors.

IV. BIOLOGICAL RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized commercial and industrial area along N. Haskell Avenue in the southwest San Fernando Valley. According to information provided by the applicant's Tree Disclosure Statement signed on April 22, 2025, there are no protected trees or shrubs on-site. There are three street trees along Haskell Avenue. No trees or shrubs have been removed in the last 2 years. As disclosed on the applicant's Department of City Planning Application signed and notarized on April 22, 2025, there will be no removal of any street trees or trees on site. According to the applicant's Owner's Declaration of Biological Resources signed and notarized on April 22, 2025, the Project site does not contain water resources (including but not limited to streams, wetlands, or other permanent or seasonal water bodies); protected trees and/or shrubs; or other sensitive/special resources requiring additional review. Since no trees are proposed for removal and there are no sensitive/special resources on site, it is expected there will be no impact to nesting birds or sensitive biological species / habitat.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The Project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The Project site does not contain any federally protected wetlands or wetland resources. The project site is located in a highly urbanized area and that is developed with commercial and industrial uses. Therefore, the Project would not have any effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. A significant impact would occur if the proposed Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees that will remain in place, the Project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the Project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact with Mitigation. A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with the City of Los Angeles Protected Tree Ordinance (No. 186,873), because the project site does not contain locally protected biological resources, including oak trees, Southern California black walnut, western sycamore, California bay trees, toyon, and Mexican elderberry. The project site is located in a highly urbanized commercial and industrial area along N. Haskell Avenue in the southwest San Fernando Valley. According to information provided by the applicant's Tree Disclosure Statement signed on April 22, 2025, there are no protected trees or shrubs on-site. There are three street trees along Haskell Avenue. No trees or shrubs have been removed in the last 2 years. As disclosed on the applicant's Department of City Planning Application signed and notarized on April 22, 2025, there will be no removal of any street trees or trees on site. For purposes of conservative analysis and the requirements of CEQA, Planning has analyzed the worst-case potential for removal of all street trees. No street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry Division under LAMC Sections 62.161 - 62.171. At the time of preparation of this document, no approvals have been given for any tree removals on-site or in the right-of-way by Board of Public Works/Urban Forestry Division. As mitigated herein, all street trees will be protected from site demolition, grading, and construction. As further mitigated herein, any removal of street trees will be reviewed by the Board of Public Works/Urban Forestry Division.

MM-BIO-1. TREE PRESERVATION

- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of street trees. The barrier shall be maintained throughout the construction phase, and shall not be removed until the completion and cessation of all construction activities.

MM-BIO-2. TREE REMOVAL (PUBLIC RIGHT-OF-WAY)

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

- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to State CEQA Guidelines §15064.5?

Less Than Significant With Mitigation. A significant impact would occur if the proposed project would remove or substantially alter the environmental context of identified historical resources. The site was previously improved with a 28,320 square foot industrial laundry building that has been partially demolished; the remaining building foundations will be removed. The previous improvements on site have not been identified as historic resources by local or State agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register.

The Anheuser-Busch Brewery, a 95-acre site which abuts the site to the west across Haskell Avenue, is identified in SurveyLA, Reseda – West Van Nuys Report, Historic Districts, Planning Districts and Multi-Property Resources² and Historic Places LA³ as an excellent example of a large-scale brewery and bottling plant in Van Nuys established in 1954. The Anheuser-Busch Brewery appears eligible for the National Register and California Register as an individual property through survey evaluation and also appears to be individually eligible for local listing or designation through survey evaluation. The Project analyzed herein would have no impact on the Anheuser-Busch Brewery.

The applicant submitted a Cultural Resources Study prepared by Chronicle Heritage dated October 23, 2025 (see **Appendix B**). The study is described by the authors as a “desktop cultural resource inventory...” consisting of a records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC). The study

² [Reseda West Van Nuys Districts.pdf](#)

³ [Historic Places Los Angeles - Resource Report](#)

includes review of historical maps, aerial photographs, and General Land Office plats. Based on the survey data and the disturbed nature of the site, no historical resources as defined under CEQA are considered to be present. However, the survey recommended that a qualified archaeologist be retained in the event of discovery of any cultural resources. Further, according to Meridian Consultants (January 2026), there is unknown potential for the existence of intact cultural deposits within native soils to the depths of the ground disturbance proposed herein. As such, Meridian Consultants recommend the mitigation measures for workers awareness training and retention of a qualified archaeologist. Meridian Consultants also recommends an Inadvertent Discovery Condition, which staff will recommend to the decision-maker. Documentation of Meridian Consultants recommendations are located in the subject case file, and are by reference incorporated herein.

MM-CULTURAL-1. WORKERS ENVIRONMENTAL AWARENESS PROGRAM TRAINING (WEAP). All construction personnel and monitors who are not trained archaeologists should be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic presentation and handout or pamphlet should be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the WEAP training is to provide specific details on the kinds of archaeological materials that may be identified during construction the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker should also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor. To ensure consistency of the training with the City's standard conditions, a cultural resource inadvertent discovery clause shall be included on all construction plans, and a copy kept on the project site throughout the duration of all construction tasks.

MM-CULTURAL-2. RETENTION OF A QUALIFIED ARCHAEOLOGIST. A qualified archaeologist should be retained and on-call to respond and address any inadvertent discoveries identified for the duration of construction activities.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less Than Significant Impact. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

As previously disclosed, the applicant submitted a Cultural Resources Study prepared by Chronicle Heritage dated October 23, 2025 (see **Appendix B**). The study is described by the authors as a “desktop cultural resource inventory...” consisting of a CHRIS records search and a review of historical maps, aerial photographs, and General Land Office plats. Based on the survey data and the disturbed nature of the site, no historical resources as defined under CEQA

are considered to be present. However, the survey recommended that a qualified archaeologist be retained in the event of that cultural resources. Further, according to Meridian Consultants (January 2026), there is unknown potential for the existence of intact cultural deposits within native soils to the depths of the ground disturbance proposed herein. As such, Meridian Consultants recommend the mitigation measures for workers awareness training and retention of a qualified archaeologist. Meridian Consultants also recommends an Inadvertent Discovery Condition, which staff will recommend to the decision-maker.

Additionally, if archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Per regulatory compliance measures, personnel of a proposed project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of a project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Impacts to Tribal cultural resources are analyzed herein pursuant to State AB 52 under **Section XVIII. Tribal Cultural Resources**.

Therefore, with the implementation of mitigation measures herein, any impacts to significant archaeological resources shall be less than significant.

MM-CULTURAL-1. WORKERS ENVIRONMENTAL AWARENESS PROGRAM TRAINING (WEAP).

MM-CULTURAL-2. RETENTION OF A QUALIFIED ARCHAEOLOGIST.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features, including human remains. No formal cemeteries, other places of human interment, or burial grounds are known to exist within the project site. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety (LADBS) shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Furthermore, Planning staff will recommend including a condition for the Inadvertent Discovery of Human Remains to the decision-maker. Impacts to Tribal human remains regulated under State AB 52 are discussed herein in **Section XVIII. Tribal Cultural Resources**. Therefore, the impact to human remains would be less than significant.

VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The construction, use, and maintenance of a three-story, 36 feet 10 inches in height, 119,718 square foot self-storage building on two lots totaling 80,986 square feet will result in an increase in energy use. The applicant submitted energy calculations (see **Appendix C**) for the proposed Project. These calculations project construction related equipment fuel consumption, worker fuel consumption, vendor fuel consumption, hauling fuel construction, and energy demand during construction from water usage. The calculations also project operational fuel, electricity, and natural gas demand. Based on these calculations, as well as sustainability requirements contained in the Title 24 California Building Codes and the CALGreen building code, the building and Project's construction will minimize wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the Project will result in a less than significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction and operation.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The subject site has not been identified for any future use for renewable resources. The Project will not conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Therefore, the Project will have less than significant impact relative to conflicts or obstructions to state or local plans for renewable energy or energy efficiency .

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology				

Special Publication 42.

Less Than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to ZIMAS records, the nearest active fault is the Northridge Fault, located approximately 5.9 km from the Project site. ZIMAS shows that the Project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Furthermore, a Geotechnical Investigation Report was prepared for the Project by Twining Consulting, dated February 13, 2025 (**Appendix D - Geotechnical Investigation Report**). Per the Twining Consulting report, the Project site is not located within a State of California Earthquake Fault Zone, the closest known active fault to the site is the Northridge fault located approximately 1.5 miles to the north, and the potential for surface fault rupture at the site is low. The recommendations in the Geotechnical Investigation Report are by reference incorporated herein. The Project was reviewed and approved by LADBS (**Appendix E – Soils Report Approval Letter, Log No. 135782-1 July 29, 2025**), and the conditions in that letter are by reference incorporated herein. Therefore, less than significant impacts would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the Project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The Project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. As previously stated, the Project was reviewed and approved by LADBS and a Geotechnical Investigation Report was prepared for the Project (**Appendices D and E**). Additionally, the Project is designed to comply with the current California Building Code which will mitigate the potential effects of strong seismic ground shaking. Therefore, impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. As shown on ZIMAS, the Project site is not located in a Liquefaction Zone. Per the Twining Consulting Report (see **Appendix D**), the potential for liquefaction at the Project site is low. Further, the Project was reviewed and approved by LADBS (**Appendix E - Soils Report Approval Letter, Log No. 135782-1 July 29, 2025**) and the conditions in that letter are by reference incorporated herein. Therefore, impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

iv) Landslides?

Less Than Significant Impact. A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. ZIMAS records show that the Project site is not located within a landslide hazard zone. The Project site and surrounding area are relatively flat. Per the Geotechnical Investigation Report submitted by the applicant and prepared by Twining Consulting (**Appendix D**), the site is not located within a Zone of Required Investigation for Earthquake-Induced Landslides designated by the State of California. Per Twining Consulting, there are no known landslides adjacent to the site, the site is not in the path of any known or potential landslides, and the risk is negligible of earthquake-induced landslides. Therefore, the proposed Project would not expose people or structures to potential effects resulting from landslides, and less than significant impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Site clearance, excavation, and grading (which may create potential for soil erosion) have previously occurred on this site. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. The applicant submitted a Geotechnical Investigation Report (**Appendix D**), which includes recommendations for soil erosion or the loss of topsoil. As reviewed by LADBS, Grading, the recommendations in that report will be implemented. Furthermore, LADBS issued a Soils Report Approval Letter (**Appendix E**), and the conditions in that letter are by reference incorporated herein. Therefore, less than significant impacts resulting in soil erosion or loss of topsoil are expected.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide as previously discussed. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to ZIMAS records, the project site is not identified as being located in an oil field or within an oil drilling area. The Project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Further, per the Twining Consulting report (**Appendix D**), the potential for subsidence and liquefaction at the Project site is low, and lateral spreading and other liquefaction effects are remote. The soils at the Project site have negligible potential for collapse. As reviewed

by LADBS, Grading, the recommendations in the Twining Consulting report will be implemented. Furthermore, LADBS issued a Soils Report Approval Letter (**Appendix E**), and the conditions in that letter are by reference incorporated herein. With the implementation of the Building Code requirements, recommendations in the Twining Consulting Report, and LADBS' Soils Report Approval Letter, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.

d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the Project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Further, the Project would be required to comply with recommendations in the Twining Consulting Report as determined necessary by LADBS, as well as conditions in the LADBS Soils Report Approval Letter (**Appendices D and E**). Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Less than Significant Impact. A project would cause a significant impact if adequate wastewater disposal is not available. The Project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The Project would connect to existing sewer lines that serve the Project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, impacts would be less than significant.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. A significant impact would occur if excavation or construction activities associated with the Project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Impacts to human remains regulated under State AB 52 are discussed herein in **Section XVIII. Tribal Cultural Resources**. Further, Planning staff will recommend a Condition of Inadvertent Discovery for Paleontological Resources to the decision-maker. Therefore, the impact to paleontological resources would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every 5 years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities (*CARB 2008, Climate Change Scoping Plan.*) The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs) (*CARB 2014. First Update to the Climate Change Scoping Plan.*) The 2017 Scoping Plan Update (*CARB 2017. California's 2017 Climate Change Scoping Plan*) shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions (MMTCO₂e)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%) ^a
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)
<p><i>MMTCO₂e = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.</i></p> <p>^a $312 - 260 = 52$. $52 / 312 = 16.7\%$</p> <p>Source: CARB, <i>Final 2022 Climate Change Scoping Plan</i>, November 2022.</p>	

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor’s Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State’s GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of Electric Vehicle (EV) infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs in the General Plan (including but not limited to the Mobility Plan 2035) and regulations such as requirements for All-Electric Buildings, the Green New Deal Green Building Code, converting the City’s fleet to zero emission vehicles, and energy emissions retrofits.

Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City’s General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016. The Mobility Plan incorporates “complete streets” principles and lays the policy foundation for how the City’s residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region’s Sustainable Community Strategy.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The Project represents an employment center infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project’s convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the Project is located in an area designated on ZIMAS as ZI-2452 – Transit Priority Area in the City of Los Angeles, as codified under Senate Bill (SB) 743 / Public Resources Code (PRC) §21099(d). PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099

defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. As such, the Project is sited in a transit-rich neighborhood. Therefore, the project would be consistent with greenhouse gas reduction strategies.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The Project represents an employment center infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project’s convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the subject site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) bus lines (as further disclosed on ZIMAS under ZI-2452 – Transit Priority Area in the City of Los Angeles and AB 2097 – within a half mile of a Major Transit Stop). Therefore, the project would be consistent with greenhouse gas reduction strategies. The project would not involve retrofit of existing buildings and would be completely new construction. Therefore, the project would be consistent and not conflict with policies to implement energy efficiency retrofits.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant with Mitigation. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project site is listed as a Leaking Underground Storage Tanks (LUST) Cleanup Site and a Cleanup Program Site by both the DTSC and GeoTracker databases. As disclosed in the Phase I Environmental Site Assessment (ESA) (January 29, 2025) and Supplemental Soil Vapor Sampling Memorandum (January 8, 2025) (see **Appendix F**) the Project site was listed as a LUST Cleanup Site due to potential solvent contaminants within a drinking water aquifer that was identified in 1983. In 1989, the case remained open under remediation and included an on-site permanent groundwater monitoring well installed to 250 feet below ground surface. In 1997, after verification monitoring, the case was closed after successful mitigation, and it was determined that no further action was necessary as documented in an August 1, 1997 letter issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) (see **Appendix G**).

Further, the Project site was listed as a Cleanup Program Site in 2022 due to soil and soil vapor contamination from the Project Site's historical use as a dry-cleaning operation facility. In 2011, a voluntary oversight case was opened by the LA County Fire Department's Site Mitigation Unit (SMU) due to ongoing soil vapor contamination from a volatile organic compound. Two soil vapor extraction systems within the Project Site were installed. The case was closed by the County of LA Fire Department as of May 30, 2023 after successful mitigation, and it was determined that no further action was necessary (see **Appendix H**).

On July 14, 2022, a Covenant and Environmental Restriction on Property was filed at the LA County Recorder's Office (No. 20220724391 – see **Appendix I**) restricting the site to commercial, industrial, and/or office space use and requiring that vapor barrier mitigation systems be installed beneath all future onsite commercial/industrial structure. Further, future onsite soil disturbance without preventative measures is restricted.

The City considers any Project on the State's Water Board GeoTracker database, whether closed or active, as a Cortese List project. As a worst-case scenario, the Lead Agency is analyzing the possibility that hazardous materials could be released during demolition, grading, and construction. Further, the routine disposal of these hazardous materials is analyzed herein. However, with mitigation, any hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials is expected to be less than significant.

MM-HAZ-1. Prior to the issuance of a demolition, grading, or building permit, the applicant shall obtain a no-further-action letter from the LA County Fire Department's Site Mitigation Unit (SMU) to show no additional mitigation is required for the LUST Cleanup Site.

MM-HAZ-2. Prior to the issuance of a demolition, grading, or building permit, the applicant shall obtain a No-further-action letter from the Regional Water Quality Control Board to show no additional mitigation is required for the Cleanup Program Site is required.

MM-HAZ-3. Covenant and Environmental Restriction. Prior to issuance of a demolition or grading permit, the Project is required to demonstrate adherence to Covenant and Environmental Restriction No. 20220724391 filed at the LA County Recorder's Office and dated July 17, 2022 as follows:

- The applicant shall provide a copy of the Covenant and Restriction to the subject case file.
- The Project herein is restricted to commercial/industrial use.
- The Project herein requires the installation of vapor barrier mitigation systems.
- All on site soil disturbance activities associated with the Project must include preventative measures including the implementation of a Soil Management Plan during any grading or excavation activities.

MM-HAZ-4. Vapor Intrusion Barrier. The applicant shall design and install a vapor intrusion barrier, or some equivalent or equally effective measure, to the satisfaction and approval of the appropriate City Department or regulatory agency. The purpose of the vapor intrusion barrier shall eliminate or significantly reduce indoor vapor intrusion to a screening level rendered safe for human exposure and residential use, consistent with the Department of Toxic Substances Control 2011 Vapor Intrusion Mitigation Advisory. This may include, but is not limited to, the installation a layer of permeable subslab material; sealing joints, cracks, and other penetrations of slabs and foundation walls; providing a soil-gas retarder (sub-slab liner) beneath floors; and installation of either a sub-slab venting system or sub-slab depressurization system. Prior to the issuance of any grading or building permits, the appropriate City Department or regulatory agency must provide written approval of the final design.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant With Mitigation. A significant impact would occur if the proposed Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The analysis in a) above is by reference incorporated herein. With mitigation, any hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment are expected to be less than significant.

MM-HAZ-1, MM-HAZ-2, MM-HAZ-3, and MM-HAZ-4.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant With Mitigation. A significant impact would occur if the proposed Project potentially emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There are currently no Los Angeles Unified School District (LAUSD) schools within one-quarter mile of the Project site. However, the potential exists for private schools (including pre-schools) to be sighted within one-quarter mile of the subject site. The analysis in a) above is by reference incorporated herein. With mitigation, any hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment are expected to be less than significant.

MM-HAZ-1, MM-HAZ-2, MM-HAZ-3, and MM-HAZ-4.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant With Mitigation. A significant impact would occur if the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The analysis in a) above is by reference incorporated herein. With mitigation, any impacts due to the Project site's inclusion on a Cortese List, DTSC database, or GeoTracker database are reduced to less than significant.

MM-HAZ-1, MM-HAZ-2, MM-HAZ-3, and MM-HAZ-4.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant with Mitigation. The Project site is located within 2 miles of the Van Nuys Airport. A self-storage building would not create a safety hazard or excessive noise for people residing or working in the area of the Van Nuys Airport. However, as analyzed under "a)" above, the Project site is listed as a Leaking Underground Storage Tanks (LUST) Cleanup Site and a Cleanup Program Site by both the DTSC and GeoTracker databases. With mitigation proposed herein, any impacts related to proximity to the Van Nuys Airport are reduced to a less than significant level.

MM-HAZ-1, MM-HAZ-2, MM-HAZ-3, and MM-HAZ-4.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact would occur if the Project impaired the implementation or physically interfered with an adopted emergency response plan or emergency evacuation plan. Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). Due to the sensitivity of this information, a detailed list of facilities is not provided therein. Based on the available information, the proposed Project would not impair or physically interfere with an adopted emergency response or emergency evacuation plan. Additionally, emergency access to and from the Project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, there is no information to indicate that the Project would result in inadequate emergency access or interfere with an emergency response plan or emergency evacuation plan. As such, less than significant impacts would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. A significant impact would occur if the proposed Project exposed people to significant loss, injury, or death from a wildfire. The greatest wildfire risks are in areas designated as a Very High Fire Severity Zone, High Wind Velocity Area, and Hillside areas. The subject site is not located within a Very High Fire Severity Zone, High Wind Velocity Area, or Hillside area. The subject site is located on a flat in-fill site that is surrounded by improved

properties. The Project site is located in the San Fernando Valley which is surrounded by mountain ranges on all sides (Santa Susana Mountains to the northwest, Simi Hills to the west, Santa Monica Mountains to the south, Verdugo Mountains to the east, San Gabriel Mountains to the northeast). It is possible that pollutant concentrations from wildfires in mountain ranges surrounding the San Fernando Valley could negatively impact the subject site. However, most of the activity associated with the proposed use would take place within an enclosed building with filtered air. As such, impacts involving wildland fires are less than significant.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The Project site is listed as a Leaking Underground Storage Tanks (LUST) Cleanup Site as disclosed herein under **IX. Hazards and Hazardous Materials**. The Project site was listed as a LUST Cleanup Site due to potential solvent contaminants within a drinking water aquifer that was identified in 1983. In 1989, the case remained open under remediation and included an on-site permanent groundwater monitoring well installed to 250 feet below ground surface. In 1997, after verification monitoring, the case was closed after successful mitigation, and it was determined that no further action was necessary as documented in an August 1, 1997 letter issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) (**Appendix G**). With the implementation of mitigation measures required elsewhere herein (see **IX. Hazards and Hazardous Materials**), no further mitigation is requested due to the designation as a LUST Cleanup Site.

Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process.

Therefore, with the implementation of mitigation measures elsewhere herein (**IX. Hazards and Hazardous Materials**), the Project is not expected to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially deplete groundwater or interfere with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Per the Twining Consulting Geotechnical Investigation Report, groundwater was not encountered in any of the borings during field exploration. Further, the historically highest groundwater at the Project site is approximately 95 feet below ground surface (bgs) (**Appendix D**). Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers that abut the project site. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During Project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the Project site and surrounding area would not occur. Therefore, the proposed Project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. A significant impact would occur if the proposed Project would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. During Project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the Project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the Project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the Project site, or if the Project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the Project would result in less than significant impacts related to existing storm drain capacities or water quality.

iv. Impede or redirect flood flows?

Less Than Significant Impact. A significant impact would occur if the Project would substantially create or contribute runoff water which would such that flooding would result. There are no streams or rivers abutting the Project site that would flood. Further, during Project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the Project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site or redirect flood flows. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the Project would result in less than significant impacts related to the flooding.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, mudflow, or flooding. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located in the San Fernando Valley and not near an ocean or lake. According to ZIMAS and NavigateLA, the project site is not located within a flood zone. Per the Geotechnical Investigation Report prepared by Twining Consulting for the Project and included herein as **Appendix D**, the Project site is not located within a Federal Emergency Management Agency (FEMA) flood hazard zone. Further, tsunami hazards are insignificant at the Project site. No major water-retaining structures or land-locked water bodies are immediately upstream, and the seiche risk is considered remote. Therefore, the project would have a less than significant impact related release of pollutants due to inundation by seiche, tsunami, mudflow, or floods.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. A significant impact would occur if the Project conflicted with or obstructed the implementation of a water quality control plan or sustainable ground water management plan or regulations, including the regulations governed by the Los Angeles Regional Water Quality Control Board (LARWQCB), the National Pollutant Discharge Elimination System (NPDES), the City's Stormwater and Urban Runoff Pollution Control, the City's Low Impact Development (LID), and the City's Standard Urban Stormwater Mitigation Plan (SUSMP). As previously disclosed (**IX. Hazards and Hazardous Materials**), the Project site is listed as a Leaking Underground Storage Tanks (LUST) Cleanup Site. In 1997, after verification monitoring, the case was closed after successful mitigation, and it was determined that no further action was necessary as documented in an August 1, 1997 letter issued by the LARWQCB (**Appendix G**). With the implementation of mitigation measures required elsewhere herein (**IX. Hazards and Hazardous Materials**), impacts will be less than significant.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Physically divide an established community?

No Impact. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The Project involves the construction, use, and maintenance of a self-storage facility in an urbanized area in Los Angeles and would not divide an established community. Therefore, no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The Project site is located within the Reseda – West Van Nuys Community Plan area. The site is zoned M2-1 with a General Plan designation of Light Manufacturing. The site zoning is consistent with the Light Manufacturing land use designation, which corresponds to the MR2, M2, and P Zones. Pursuant to Chapter 1, LAMC Section 12.19, the M2 “Light Industrial” Zone allows uses including but not limited to uses permitted in the M1 “Limited Industrial” Zone, airport or aircraft landing fields, automobile dismantling, junk yards, storage of second-hand goods, cemeteries and morgues, circus quarters, riding academy or stables, and composting and mulching facilities. The M1 “Limited Industrial” Zone, as codified in LAMC Section 12.17.6 A.10, allows storage buildings for household goods, provided the building is located more than 500 feet from an A or R Zone or residential use, and the building is no more than 37 feet in height. The Project site is not located within 500 feet of an A or R Zone and meets the 37 foot height limitation, but requires a Conditional Use Permit as a “Major Development Project” due to the Project size Pursuant to Chapter 1, LAMC Section 12.24 U.14, a “Major Development Project” is defined as follows:

“...the construction of, the addition to, or the alteration of, any buildings or structures, which create or add 250,000 square feet or more of warehouse floor area, 250 or more hotel / motel guest rooms, a Home Improvement Store, or 100,000 square feet or more of

floor area in other nonresidential or non-warehouse uses in the C2, C4, C5, CM, M1, M2 and M3 Zones...”

The Project has 119,718 square feet of floor area, is a non-residential use, and is located in the M2 Zone. As such, the Project requires a Class 3 Conditional Use for a “Major Development Project” pursuant to Chapter 1, LAMC Section 12.24 U.14 and Chapter 1A, LAMC Section 13B.2.3. Further, the Project is required to seek approved Project Review pursuant to Chapter 1, LAMC Section 16.05 / Chapter 1A, LAMC Section 13B.2.4 as a development project which creates more than 50,000 gross square feet of residential floor area.

The decision makers will determine whether the discretionary requests herein will conflict with applicable plans or policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulation. Therefore, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact would occur if the Project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The Project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the Project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the Project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The Project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the Project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the Project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The Project would have a significant impact if it generated a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. The City’s Noise Element of the General Plan includes general objectives and policies to reduce or eliminate intrusive noise and noise impacts associated with the development of land and changes in land use. However, the Noise Element does not include specific or mandatory standards, policies, or guidance related to noise thresholds or construction noise and vibration.

The LAMC is the regulatory mechanism for implementing the goals and policies of the Noise Element. LAMC Section 112.05 (the City’s Noise Ordinance) sets forth a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. LAMC Section 41.40 prohibits construction between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. and after 6:00 p.m. on Saturday or any national holiday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 a.m. and 9:00 p.m. and Saturdays and national holidays between 8:00 a.m. and 6:00 p.m.). Furthermore, in 2024, Los Angeles City Planning released Construction and Noise Vibration Updates to Thresholds and Methodology.

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. While construction noise for the project will cause a temporary increase in the ambient noise levels, the Project will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. Any impacts due to a permanent increase in ambient noise levels are expected to be less than significant. New stationary sources of noise, such as rooftop mechanical equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.

Additionally, the Project was assessed for noise impacts by DKA Planning in May 2025 (**Appendix J**). Based on their assessment, Project construction noise (on- and/or off-site) would not create significant impacts. Further, on- and off-site operational noise due to mechanical equipment on the Project building and vehicular traffic are expected to be less than significant.

Therefore, with the implementation of Code requirements and regulatory measures, the Project is expected to have less than significant impacts due to any generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. As disclosed in **a)** above, the City's General Plan Noise Element does not include specific or mandatory standards, policies, or guidance related to noise thresholds or construction noise and vibration. The LAMC is the regulatory mechanism for implementing goals and policies set forth in the Noise Element. LAMC Section 91.3307.1 regulates noise vibration; adjoining public and private property are to be protected from damage during demolition and construction. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the project would result in a less than significant impact related to construction vibration.

Further, the Project was assessed for noise impacts by DKA Planning in May 2025 (**Appendix J**). Based on their assessment, no significant impacts would occur from on-site Project construction vibration.

c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. A significant impact would occur if the Project exposed people residing or working in the Project area to excessive noise levels from a public airport, public use airport, or private airstrip. The Project is located approximately 0.8 miles (4,300 feet) east of the Van Nuys Airport, but is located outside of the 65 CNEL Noise Contour.⁴ As such, the Project would not expose people residing or working in the Project area to excessive noise levels to any level of significance.

⁴ Los Angeles World Airport (LAWA) Van Nuys – Quarterly Noise Report [California State Airport Noise Standards Quarterly Report VNY Map for Third Quarter 2025](https://www.lawa.org/sites/lawa/files/2025-12/VNY%203q25_%2020251124_Quarterly%20Report%20Map.pdf), https://www.lawa.org/sites/lawa/files/2025-12/VNY%203q25_%2020251124_Quarterly%20Report%20Map.pdf

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of a self-storage facility for household goods, which is not likely to increase in residential population. Any increase in population resulting from jobs created by the Project would not be considered substantial in consideration of anticipated growth for the Reseda – West Van Nuys Community Plan, and is within the Southern California Association of Governments’ (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The Project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the Project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been analyzed and mitigated, if necessary, in other portions of this document. Therefore, there would be no impact created by the Project to substantial unplanned population growth.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The Project is not currently improved. The Project site is not developed with housing and is not zoned for the development of housing. Therefore, no existing people or housing would be displaced as a result of the project, and the project would not necessitate the construction of replacement housing elsewhere.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Fire protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the Project, necessitating a new or physically altered station. The Project site and the surrounding area are currently served by LAFD Fire Station 90, located at 7921 Woodley Avenue (approximately 1.2 miles east of the project site). The Project would result in an increase of 119,718 square feet of floor area, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there is an existing fire station in close proximity to the Project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the Project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The Project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the Project would result in a less than significant impact.

b) Police protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the Project, necessitating a new or physically altered station. The Project would result in the addition of a 119,718 self-storage facility and could increase demand for police service. The Project site and the surrounding area are currently served by LAPD's Valley Bureau West Valley Community Police Station, located at 19020 Vanowen Street (approximately 6.3 miles southwest of the project site).

Prior to the issuance of a building permit, the LAPD would review the Project plans to ensure that the design of the Project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the Project design, in combination with the safety features already incorporated into the proposed Project, the Project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Regarding operations, in the event a situation should arise requiring increased staffing or patrol units, additional resources can be called in. Therefore, the Project would result in a less than significant impact related to police protection services.

c) Schools?

Less Than Significant Impact. A significant impact would occur if the Project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The Project would add a self-storage facility to the area, which is not likely to directly increase enrollment at schools that serve the area. It is possible that employees of the self-storage facility would have children who attend LAUSD schools. Development of the Project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to

provide full and complete mitigation of impacts to school facilities. Therefore, the Project would result in a less than significant impact to public schools.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the Project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The Project would result in the addition of a self-storage facility, which could result in increased demand for parks and recreation facilities if employees of the facility visit local parks. Therefore, the proposed Project is not expected to create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the Project would result in a less than significant impact on park facilities.

e) Other public facilities?

Less Than Significant Impact. A significant impact would occur if the Project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The Project would add a self-storage facility, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the Project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the Project would result in a less than significant impact on other public facilities.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

Less Than Significant Impact. A significant impact would occur if the Project increased the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or accelerate. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The Project would result in the addition of a self-storage facility, which could result in a minimal increased usage of parks and recreation facilities if employees of the facility visit local parks. Therefore, the proposed Project is not expected to cause the deterioration of existing parks. Accordingly, the Project would result in a less than significant impact on park facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. A significant impact would occur if the Project included recreational facilities or required the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The Project would result in the addition of a self-storage facility, which does not include recreational facilities and would not require the construction or expansion of recreational facilities. Accordingly, the Project would not include recreational facilities or require the construction or expansion of any recreational facilities which might have an adverse physical effect on the environment, and there is no impact.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. A significant impact would occur if the Project conflicted with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Mobility Plan 2035 serves as the required Circulation Element of the General Plan and provides circulation goals, objectives, policies, and programs. The Mobility Element designates Haskell Avenue an Avenue II at the Project site with a designated right-of-way width of 86 feet and a designated roadway width of 56 feet. The Mobility Element does not identify Haskell Avenue as part of the Vehicle Enhanced Network, which is comprised of corridors that are critical to vehicular circulation and balancing regional and local circulation needs. The Mobility Element also does not identify Haskell Avenue a part of the Bicycle Enhanced Network, which is comprised of non-arterial streets that are important to the movement of people who bike. Further, the Mobility Element does not identify Haskell Avenue as part of the Pedestrian Enhanced Network, which is comprised of non-arterial streets that are important to the movement of people who walk, or a Pedestrian Enhanced District where pedestrian improvements are needed on arterial streets to provide better walking connections. Haskell Avenue at the Project site is identified in the Mobility Plan for Goods Movement, which is an arterial street network with lanes and wider turning radii to accommodate heavy large vehicles (trucks weighing more than 3 tons). Interaction with residential uses is recommended to be limited along streets designated for Goods Movement. Therefore, the Project does not conflict with any program, plan, or policy addressing the circulation system.

The Project will not conflict with any State legislation or local ordinance regulating the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project site is proximal to public transit. The I-405 Freeway interchange is located on Haskell Avenue and Roscoe Boulevard, approximately 0.3 miles to the north of the Project site. The Project site is served by Metro Bus 152 along Roscoe Boulevard, which is 0.3 miles to the north of the Project site. The Metrolink Rail line runs approximately 0.2 miles south of the Project site. The Project site is located within an area designated on ZIMAS as ZI-2452 Transit Priority Area in the City of Los

Angeles as codified under Senate Bill (SB) 743 / Public Resources Code (PRC) Section 21099(d). SB 743 / PRC Section 21099(d) sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination. As such, parking impacts cannot be considered under CEQA for this Project. As shown on ZIMAS, the Project location is also designated as within ½ mile of a High Quality Transit Corridor. A High Quality Transit Corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor (CA Public Resources Code Section 21155(b)). The Project is located within one-half mile of a Major Transit Stop (AB 2097) as shown on ZIMAS, and therefore, no parking may be required.

On February 19, 2025, the Los Angeles Department of Transportation (LADOT) reviewed the trip generation and vehicle miles traveled (VMT) screening thresholds for the transportation assessment analysis prepared for the Project by Gibson Transportation Consulting, Inc. (GTC), dated February 18, 2025 (**Appendix K**). In compliance with Senate Bill (SB) 743 and CEQA, the VMT analysis was required to identify the project’s ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. Project impacts were measured against the VTM thresholds established in LADOT’s Transportation Assessment Guidelines (TAG). A trip generation analysis was conducted by GTC, and a total of 186 daily trips were estimated, which does not exceed the net 250 daily vehicle trips requiring further analysis. Further, trip counts conducted by GTC estimated between 155 and 180 daily trips, which is lower than the estimate of 186 trips. Therefore, a transportation assessment was not required by LADOT. The Project will be reviewed by LADOT for driveway dimensions and internal circulation during Plan Check.

Further, in their February 19, 2025 Assessment, LADOT recommended that any new updates to the Transportation Demand Management (TDM) Ordinance adopted by the City Council should apply to the Project. Following LADOT’s review on February 19, 2025, the updated TDM Ordinance became effective on August 10, 2025 under Ordinance Nos. 188,662, 188,663, and 188,664 (Council File 15-0719-S19; LAMC Section 12.26 J). The Project will be reviewed for compliance with the new ordinances during Plan Check.

Therefore, the Project will create less than significant impacts due to conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's land use transportation impacts. Generally, projects within one-half mile of either a major transit stop or a stop along an existing high quality transit corridor are presumed to cause less than significant impacts. The Project is located within one-half mile of a major transit stop and a high quality transit corridor. Further, as previously disclosed, on February 19, 2025, LADOT reviewed the trip generation and VMT screening thresholds for the February 18, 2025 transportation assessment analysis prepared for the Project by GTC (**Appendix K**). In compliance with SB 743 and CEQA, the VMT analysis was required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. Project impacts were measured against the VTM thresholds established in LADOT's TAG. A trip generation analysis was conducted by GTC, and a total of 186 daily trips were estimated, which does not exceed the net 250 daily vehicle trips requiring further analysis. Further, trip counts conducted by GTC estimated between 155 and 180 daily trips, which is lower than the estimate of 186 trips. Therefore, a transportation assessment was not required by LADOT. The Project will be reviewed by LADOT for driveway dimensions and internal circulation during Plan Check. Therefore, the Project will not conflict with and will be consistent with CEQA Guidelines Section 15064.3(b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project site is located along a stretch of Haskell Avenue which does not curve or intersect with any dangerous roadways. The Project design does not incorporate sharp curves. The proposed structure is set back 15 linear from Haskell Avenue. The proposed ingress and egress driveway at the southwest portion of the site along Haskell Avenue extends for 24 linear feet. The proposed self-storage facility is not an incompatible use from surrounding industrial and commercial uses. Therefore, the Project will not create or increase hazards due to a geometric design feature or incompatible use, and there is no impact.

d) Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). Due to the sensitivity of this information, a detailed list of facilities is not provided therein. Based on the available information, the proposed project would not impair or physically interfere with an adopted emergency response or emergency evacuation plan. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, there is no information to indicate that the proposed project would result in inadequate emergency access or interfere with an emergency response plan or emergency evacuation plan. Therefore, less than significant impacts would occur.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Less Than Significant With Mitigation. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice.

As discussed under **Section V. Cultural Resources**, a CHRIS Search was conducted for the Project. As a result of that search, no historical resources as defined under CEQA are considered to be present. The discussion of the CHRIS Search is by reference incorporated herein.

The Lead Agency requested a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search on October 31, 2025. On November 5, 2025, the NAHC contacted Planning and disclosed that a search of the NAHC Sacred Lands File (SLC) was completed with negative results as documented herein under **Appendix L**.

On October 30, 2025, notification was mailed to 11 Tribes that are traditionally and culturally affiliated with the geographic area associated with the Project. Planning received a response from two tribes as detailed below.

On November 13, 2025, the Fernandeano Tataviam Band of Mission Indians (FTBMI) requested additional information from the project applicant via submittal of an intake form. On November 19, 2025, the FTBMI contacted Planning staff and requested a copy of the geotechnical report for the Project, which Planning provided (Twining Consulting Geotechnical Investigation Report, February 13, 2025). On November 19, 2025, the FTBMI stated that no consultation is required but requested the implementation of mitigation measures in the event of an inadvertent discovery. The requested mitigation measures are included herein.

On November 12, 2025, Planning staff received a request for consultation from the Gabrieleño Band of Mission Indians - Kizh Nation. On January 8, 2026, the Tribe provided Planning staff with substantial evidence which is confidential in nature and requested mitigation measures. The requested mitigation measures are included herein.

With the implementation of mitigation measures herein as requested by the Fernandeano Tataviam Band of Mission Indians and the Gabrieleño Band of Mission Indians - Kizh Nation, the Project is not expected to cause a substantial adverse change in the significance of a tribal cultural resource.

MM-TRIBAL-1. IN THE EVENT OF AN INADVERTENT DISCOVERY - FERNANDEÑO TATAVIAM BAND OF MISSION INDIANS (FTBMI)

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards retained by the project applicant shall assess the find. Work on the portions of the Project outside of the buffered area may continue during this assessment period. Should the find be deemed significant, as defined by CEQA (as amended, 2015), the Project applicant shall retain a professional Tribal Monitor procured by the FTBMI to observe all remaining ground-disturbing activities including, but not limited to, clearing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity, and archaeological work.

MM-TRIBAL-2. DISPOSITION AND TREATMENT OF INADVERTENT DISCOVERIES - FERNANDEÑO TATAVIAM BAND OF MISSION INDIANS (FTBMI). The Lead Agency and/or applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

MM-TRIBAL-3. IN THE EVENT OF INADVERTENT DISCOVERY, HUMAN REMAINS - FERNANDEÑO TATAVIAM BAND OF MISSION INDIANS (FTBMI). If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced

for the duration of the Project. Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be decided by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.

MM-TRIBAL-4. RETAIN A NATIVE AMERICAN MONITOR PRIOR TO COMMENCEMENT OF GROUND DISTURBING ACTIVITIES - GABRIELEÑO BAND OF MISSION INDIANS – KIZH NATION

- A. The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM-TRIBAL-5. UNANTICIPATED DISCOVERY OF TRIBAL CULTURAL RESOURCE OBJECTS (NON-FUNERARY/NON-CEREMONIAL) - GABRIELEÑO BAND OF MISSION INDIANS – KIZH NATION. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM-TRIBAL-6. UNANTICIPATED DISCOVERY OF HUMAN REMAINS AND ASSOCIATED FUNERARY OR CEREMONIAL OBJECTS - GABRIELEÑO BAND OF MISSION INDIANS – KIZH NATION.

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant With Mitigation. The discussion under a) above is by reference incorporated herein.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if the project would require or result in the relocation or construction of water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities to such a degree that the construction or relocation of which would cause significant environmental effects. The subject property is located in an established neighborhood in the Reseda – West Van Nuys community that has long been developed and urbanized. The project is entirely consistent with the applicable City long-range and development plans, including the current construction of an Advanced Water Purification Facility (AWPF) in conjunction with the existing Donald C. Tillman Water Reclamation Plant located in the nearby Sepulveda Dam Basin. In addition, the project will comply with all applicable regulations regarding energy usage and discharge, per the requirements of the applicable managing utility departments/agencies. Therefore, the Project will have less than significant impact on the relocation or construction of new or expanded utility facilities.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. A significant impact would occur if the Project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The construction of a 119,718 square foot self-storage facility as a result of the Project would be consistent with Citywide growth, and therefore, the Project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the Project, and any upgrades to the wastewater lines in the vicinity of the Project site that are needed to adequately serve the Project would be undertaken. Therefore, the Project would have less than significant impact related to water supplies.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact may occur if the amount of wastewater that the Project would generate would exceed the capacity of the existing wastewater treatment provider. Although the Project proposes to intensify the use on the subject property, it is unlikely to generate such a substantial increase in demand that would exceed the capacity of the existing wastewater treatment system. In addition, all wastewater from the project will be treated in accordance with the requirements of the LARWQCB. The project is entirely consistent with the applicable City long-range and development plans and projected growth, and thus alone will not likely exceed the capacity of the existing system. Prior to any construction activities, the applicant will be required to coordinate with the Los Angeles Bureau of Sanitation to determine the exact wastewater conveyance requirements of the Project. Currently, the construction of the AWPF at the Tillman Water Reclamation Plan will increase wastewater treatment in the City. Further, any upgrades to the wastewater infrastructure in the vicinity of the Project site that are needed to

adequately serve the Project would be undertaken as a part of the development. Therefore, the Project will have a less than significant impact on wastewater capacity.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. A significant impact may occur if the amount of solid waste that the Project would generate would exceed the capacity of existing infrastructure. The Los Angeles Bureau of Sanitation and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the Project site. The entire Southern California region is served by an extensive network of landfills and other waste disposal methods. Although the project proposes to intensify the use on the subject property, it is unlikely to generate such a substantial increase in waste that would exceed the capacity of the existing waste disposal system. The Project will comply with all applicable federal, State, and local regulations involving solid waste. Therefore, the Project will have a less than significant impact on the generation of solid waste.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if the Project would conflict with any statutes and regulations governing solid waste. The Los Angeles Bureau of Sanitation and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the Project site. The entire Southern California region is served by an extensive network of landfills and other waste disposal methods. Although the Project proposes to intensify the use on the subject property, it is unlikely to generate such a substantial increase in waste that would exceed the capacity of the existing waste disposal system. The Project will comply with all applicable federal, State, and local regulations involving solid waste. Therefore, the Project will have a less than significant impact on statutes and regulations governing solid waste.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). The City of Los Angeles Emergency Management Department coordinates with City departments, municipalities, and community-based organizations to ensure that the City and its residents have the resources to prepare, respond, and recover from emergencies, disasters and significant events. The City's Emergency Operations Organization comprises all agencies of the City's government, including Fire. Therefore, the construction of a three-story, 121,479 square foot self-storage structure will not significantly impair any adopted emergency response plan or emergency evacuation.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. A significant impact would occur if the proposed project exposed people to pollutant concentrations from a wildfire. The greatest wildfire risks are in areas designated as a Very High Fire Severity Zone, High Wind Velocity Area, and Hillside areas. The subject site is not located within a Very High Fire Hazard Severity Zone, High Wind Velocity Area, or Hillside area. The Project site is a flat, in-fill site that is surrounded by improved commercial and industrial uses. The Project site is located in the San Fernando Valley, which is surrounded by mountain ranges on all sides (Santa Susana Mountains to the northwest, Simi Hills to the west, Santa Monica Mountains to the south, Verdugo Mountains to the east, San Gabriel Mountains to the northeast). It is possible that pollutant concentrations from wildfires in mountain ranges surrounding the San Fernando Valley could negatively impact the subject site. Impacts to employees and customers of the self-storage facility due to pollutant concentrations can be mitigated on an as needed basis by closing doors and windows and using air filtration devices. Therefore, the impact of a possible spread of a wildfire would be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. A significant impact may occur if a project would require the installation or maintenance of associated infrastructure that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment. The Project would involve the construction of a 119,718 square foot self-storage structure in a highly urbanized area of the City of Los Angeles. No roads, fuel breaks, or emergency water sources would be installed or maintained. Installation of any required power lines or other utilities would be done in a manner consistent with other construction projects typical of urban development requiring connection to the existing utility grid and infrastructure and in accordance with applicable City building codes, and utility provider policies and would not exacerbate fire risk. Hydrants, water lines, and water tanks would be installed per Fire Code requirements. In addition, the LAFD would review the plans for compliance with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the Project would not create any undue fire hazard. Automatic fire sprinkler systems are also required for the proposed land uses as part of the Project. Compliance with all building code, developmental regulations, and utility providers' requirements and policies would ensure that the Project would not exacerbate fire risks and impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. A significant impact may occur if a project were to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. The Project site is located on a flat lot and is not in a designated Hillside area. Furthermore, the site is not designated as a Landslide area and is outside of a flood zone. The project would be required to comply with all developmental regulations, City building codes, and regulatory compliance measures with regard to fire safety. Therefore, impacts would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. Based on the analysis of this Initial Study, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Further, compliance with existing regulations would reduce impacts to less than significant levels.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if the Project, in conjunction with the related products, would result in impacts that are less than significant when viewed separately, but significant when viewed together. Although other projects may be constructed in the Project vicinity, the cumulative impacts to which the Project would contribute would be less than significant. Implementation of the mitigation measures identified would reduce cumulative impacts to less than significant levels.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if the Project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the Project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

4 PREPARERS AND PERSONS CONSULTED

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Los Angeles Department of Building and Safety (LADBS)

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Gabrieleño Band of Mission Indians - Kizh Nation

Native American Heritage Commission (NAHC)

Chronicle Heritage

5 REFERENCES, ACRONYMS AND ABBREVIATIONS

ACM - asbestos-containing materials

AQMP – Air Quality Management Plan

BMP – Best Management Practices

BOS – City of Los Angeles Bureau of Sanitation

CARB – California Air Resources Board

CDFW – California Department of Fish and Wildlife

CEQA – California Environmental Quality Act

CFGC – California Fish and Game Code

CMP – Congestion Management Program

DTSC – California Department of Toxic Substances Control

EV – Electric Vehicle

FMMP – Farmland Mapping and Monitoring Program

GHG – greenhouse gasses

LADBS – Los Angeles Department of Building and Safety

LADOT – Los Angeles Department of Transportation

LADWP – Los Angeles Department of Water and Power

LAFD – Los Angeles Fire Department

LAGBC – Los Angeles Green Building Code

LAMC – Los Angeles Municipal Code

LAPD – Los Angeles Police Department

LBP – lead-based paint

LID – low impact development

LST – localized significance thresholds

MBTA – Migratory Bird Treaty Act

Metro – Los Angeles County Metropolitan Transportation Authority

MND – Mitigated Negative Declaration

NAHC – Native American Heritage Commission

PRC – California Public Resources Code

RAP – Los Angeles Department of Recreation and Parks

REC – Recognized Environmental Condition

RHNA – Regional Housing Needs Assessment

RTP – Regional Transportation Plan

SCAG – Southern California Association of Governments

SCAQMD – South Coast Air Quality Management District

SCCIC - Central Coastal Information Center

SCS – Sustainable Communities Strategy

SLCP – Short Lived Climate Pollutants

TDP - Treatment and Disposition Plan

UBC – Uniform Building Code

USFWS – U.S. Fish and Wildlife Services