



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** November 21, 2024

**Time:** After 8:30 A.M.

**Place:** Van Nuys City Hall  
Council Chambers, 2<sup>nd</sup> Floor  
14410 Sylvan Street  
Van Nuys, CA 91401

*This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissionsboards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org)*

Case No.: CPC-2023-6312-ZC-CU-SPR

CEQA No.: ENV-2023-6313-MND

Incidental Cases: N/A

Related Cases: N/A

Council No.: 12 - Lee

Plan Area: Chatsworth-Porter Ranch

Specific Plan: N/A

Certified NC: Chatsworth

GPLU: General Commercial

Current Zone: MR2-1 & P-1

Proposed Zone: C2-1

Applicant: Matt Huss,  
9143 De Soto Investments,  
LLC

**Public Hearing:** October 22, 2024

**Appeal Status:** Zone Change is appealable only by the applicant to City Council if disapproved in whole or in part. Conditional Uses and Site Plan Review are appealable to the City Council by any party.

Representative: Sara Houghton, three6ixty

**Expiration Date:** November 21, 2024

**Multiple Approval:** Yes

**PROJECT LOCATION:** 9129, 9143, and 9145 North De Soto Avenue

**PROPOSED PROJECT:** The project involves the construction, use, and maintenance of four self-storage buildings (one four-story building and three one-story buildings) totaling 108,248 square-feet of floor area and one on-site caretaker's dwelling unit. The project will have a maximum height of 51-feet in height and 21 parking spaces. Proposed hours of operation for the self-storage use are from 6 a.m. to 10 p.m., daily.

- REQUESTED ACTION:**
1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2023-6313-MND ("Mitigated Negative Declaration"), all comments received, the imposition of mitigation measures and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
  2. Pursuant to Sections 12.32. F of the Los Angeles Municipal Code (LAMC), a **Zone Change** from MR2-1 and P-1 to (T)(Q)C2-1;

3. Pursuant to LAMC Section 12.24 W.50, a **Conditional Use** to permit a self-storage use in the proposed C2-1 Zone; and,
4. Pursuant to LAMC Section 16.05, **Site Plan Review** for a development project which creates or results in an increase of 50,000 square feet or more of non-residential floor area.

**RECOMMENDED ACTIONS:**

1. **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2023-6313-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; FIND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; FIND the mitigation measures have been made enforceable conditions on the project; and ADOPT the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Recommend** that the **City Council approve a Zone Change** from MR2-1 and P-1 to (T)(Q)C2-1 subject to the attached (T) and (Q) Conditions of Approval;
3. **Approve a Conditional Use** to permit a self-storage use for in the proposed (T)(Q)C2-1 Zone;
4. **Approve Site Plan Review** for a development project which creates or results in an increase of 50,000 square feet or more of non-residential floor area; and,
5. **Adopt** the attached findings.

VINCENT P. BERTONI, AICP  
Director of Planning

*Blake Lamb*

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Blake Lamb  
Principal City Planner

*Claudia Rodriguez*

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Claudia Rodriguez  
Senior City Planner

*Renata Ooms*

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Renata Ooms  
City Planner

*Correy Kitchens*

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Correy Kitchens  
City Planning Associate

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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## PROJECT ANALYSIS

### PROJECT SUMMARY

The proposed project is the construction, use and maintenance of a new 108,248 square-foot self-storage facility consisting of four new buildings on two interior vacant lots totaling 79,738 square feet. The project proposes three (3) one-story buildings with a proposed height of 19 feet, and one (1) four-story building with a height of 51 feet. The proposal includes one (1) on-site caretaker's dwelling unit. Proposed hours of operation for the self-storage use are from 6 a.m. to 10 p.m., daily. The proposed project is shown in **Figure 1** and the project site, which is vacant currently, is shown in **Figure 2**.

In order to achieve the proposed project, the applicant requests a zone change from the current MR2-1 and P-1 zones to the C2-1 zone; a conditional use to operate as a self-storage in the C2 zone; and a Site Plan Review.



Figure 1. Rendering looking North-West.



Figure 2. Google Maps aerial image of existing vacant site and surrounding development.



## **PROJECT DESCRIPTION**

The proposed self-storage facility is comprised of four buildings totaling 108,248 square-feet of floor area. (See **Figure 4** below.) A four-story building proposed at the southern side of the site anchors the facility with a customer service center at the ground floor street frontage and an 806 square-foot on-site caretakers unit on the second floor overlooking De Soto Avenue. The four-story building totals 81,074 square feet and reaches a maximum height of 51 feet. Three one-story buildings are located on the northern portion of the site ranging in size from 8,400 to 9,387 square feet with a maximum height of 19 feet and feature drive-up storage units. **Table 1** provides a summary of the project details.

**Table 1. Project Details.**

<b>Project Details</b>	<b>Building A</b>	<b>Building B</b>	<b>Building C</b>	<b>Building D</b>
Square Footage	81,074 SF	9,387 SF	9,387 SF	8,400 SF
Height	51 Feet, 4 Stories	19 Feet, 1 story	19 Feet, 1 Story	19 Feet, 1 Story
Uses	Storage Units on All Levels, Customer Service Center, 1 Caretaker's Dwelling Unit	Drive Up Storage Units	Drive Up Storage Units	Drive Up Storage Units
Automobile Parking	21 spaces			
Bicycle Parking	16 spaces			

The buildings will feature a modern building design with landscaping which will activate its frontage along De Soto Avenue. The four-story building features a clear glass curtain wall on the upper floors that offers a high degree of transparency into the building and a combination of clear glass windows, masonry walls and landscaping on the ground floor. While the glass doors visible through the glass curtain wall at the upper levels will not be functional, the high degree of visibility into the building will help create the appearance of an active frontage along De Soto Avenue. An elevator lobby will also be provided towards the center of the main self-storage building for convenient access to storage units on the upper floors. Two one-story buildings also front De Soto Avenue and include landscaping to screen and beautify the buildings.

The project will provide street improvements, including widening the sidewalk from 10 feet to 15 feet and planting nine (9) street trees. There is landscaping around the perimeter of the project including along the alley abutting the westerly property line of the site. See **Figure 3** for a rendering of the De Soto Avenue street frontage.



**Figure 3. Rendering De Soto Avenue frontage.**

### **Parking, Access, and Site Circulation**

The proposed project will utilize Assembly Bill (AB 2097), a California law which prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects within a half-mile radius of a public transit stop. The project would

otherwise be required to provide 41 parking spaces. Instead, it will provide 21 automobile parking spaces and 16 bicycle parking spaces with the utilization of AB 2097.

Pedestrian access will be provided from the sidewalk on De Soto Avenue to the customer service/office entrance located adjacent to the sidewalk. Vehicular access to the subject property will be provided via four new driveways: two ungated driveways on De Soto Avenue and two gated driveways on the abutting alley to the rear of the subject site. The alley driveway gates will require a code to access. See site plan in **Figure 4** for access and circulation details.



**Figure 4. Site Plan.**

### Sustainability

In compliance with Green Building Code requirements, solar panels will be installed on the rooftop (9,552 square feet or 18% of the total roof area of the project will have solar panels) and Electric Vehicle (EV) parking will be provided. The project is utilizing AB 2097 to provide a reduced number of parking spaces; 21 parking spaces will be provided in lieu of the otherwise required 41 parking spaces. The project is providing nine (9) street trees and 36 on-site trees; currently there are no trees on the vacant site and no street trees along the property's street frontage (see **Figure 5** with the Landscape Plan). Furthermore, the project will be required to comply with the applicable provisions of the Los Angeles Green Building Code and California Green Building Standards Code.



**Figure 5. Landscape Plan**

## **PROJECT BACKGROUND**

### **Project Site**

The subject site consists of two vacant interior lots with approximately 79,738 square feet of lot area. The site has a frontage of approximately 290 feet along the west side of De Soto Avenue. An alley runs along the rear of the site (westerly property line). The former buildings (a LA Fitness gym/club) were demolished in 2022. An aerial view of the site is seen in **Figure 6**.

### **Zoning and Land Use Designation**

This site is located within a two-block commercial area along De Soto Avenue within a larger industrial neighborhood, the Chatsworth-Northridge Industrial Core (see **Figure 7**). The Chatsworth-Porter Ranch Community Plan designates the site for General Commercial uses with corresponding zones of C1, C1.5, C2, C4, and RAS3. The subject property is presently zoned MR2-1 and P-1, which does not correspond to the present Land Use designation. The site is within the Los Angeles State Enterprise Zone (ZI-2374), a 2,000-foot buffer zone for Hazardous Waste Area/Border Zone Properties (BZP) Site (ZI-1192), a Transit Priority Area (ZI-2452), and within the Chatsworth-Northridge Industrial Core (Innov818).





Figure 6. Aerial View of Site.

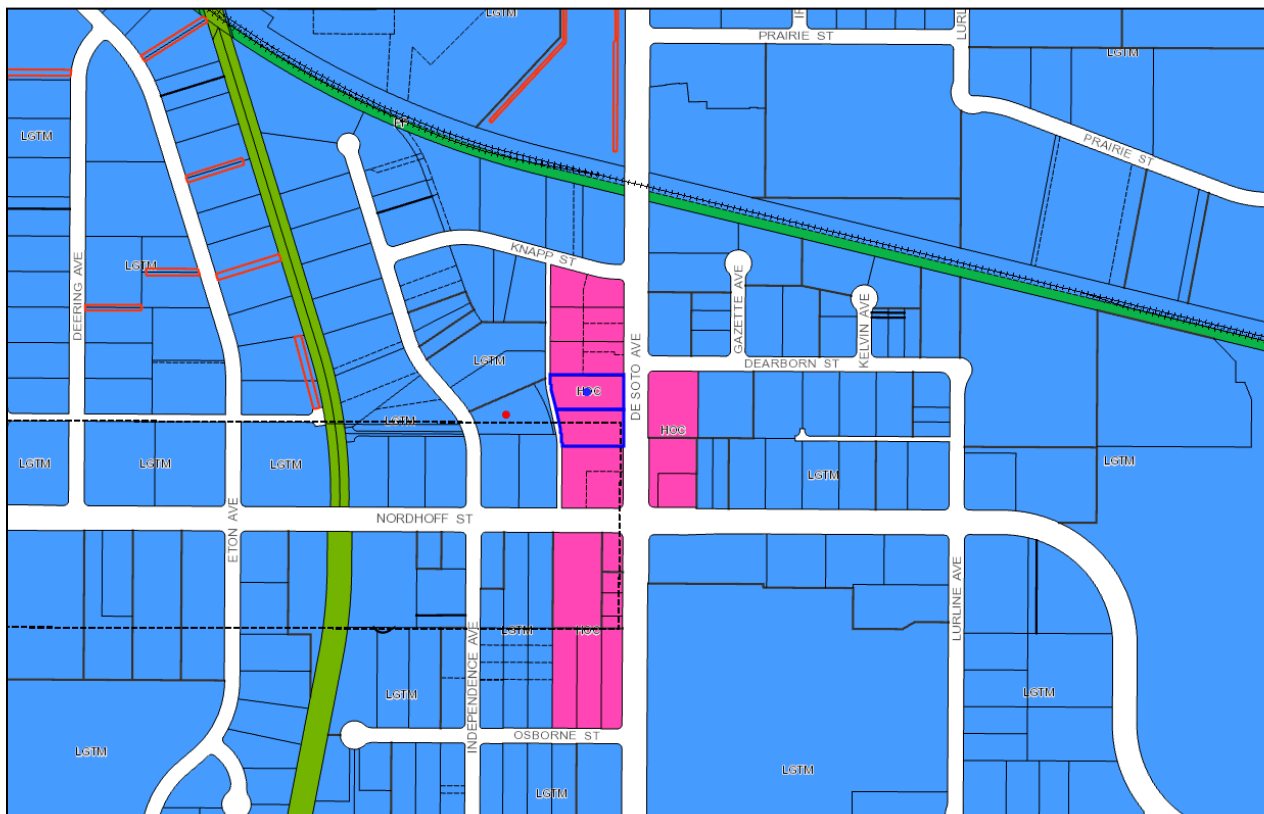


Figure 7. ZIMAS view of surrounding General Plan Land Use Designations. Pink signifies General Commercial, blue signifies Light Manufacturing. The subject site is outlined by a bold blue line.



### Entitlement Requests

The applicant is requesting the following entitlements:

- **Zone Change** from MR2-1 and P-1 to (T)(Q)C2-1 (see **Table 2** for a comparison of the existing and proposed zones),
- **Conditional Use** to allow the storage of household goods (self-storage) in the C2 zone, and
- **Site Plan Review** for a project that results in an increase of at least 50,000 square feet of commercial floor area.

**Table 2: Existing vs Proposed Zoning**

	<b>F.A.R.</b>	<b>Maximum Height</b>
<b>Present Zoning: MR2-1</b>	1.5:1	45 feet
<b>Proposed Zoning: C2-1</b>	1.5:1	Unlimited
<b>Proposed Project</b>	1.11:1	51 feet

### Previous Zone Change Approval at the Site

The subject site was previously approved for the same zone change as currently being requested, however it was in conjunction with a different project proposal. On March 6, 2018, the North Valley Area Planning Commission approved a Zone Change from MR2-1 and P-1 to (T)(Q)C2-1 for the expansion of an existing 25,730 square-foot LA Fitness health club/gym into an adjacent 8,227 square-foot retail space (Case No. APCNV-2017-1848-ZC-WDI). The newly expanded facility would include 33,957 square feet of floor area. The applicant for the 2017 zone change abandoned the project after it was approved and never effectuated the conditions of approval. As such, the site reverted back to the underlying MR2-1 and P-1 Zones.

### Surrounding Land Uses and Abutting Zone Changes

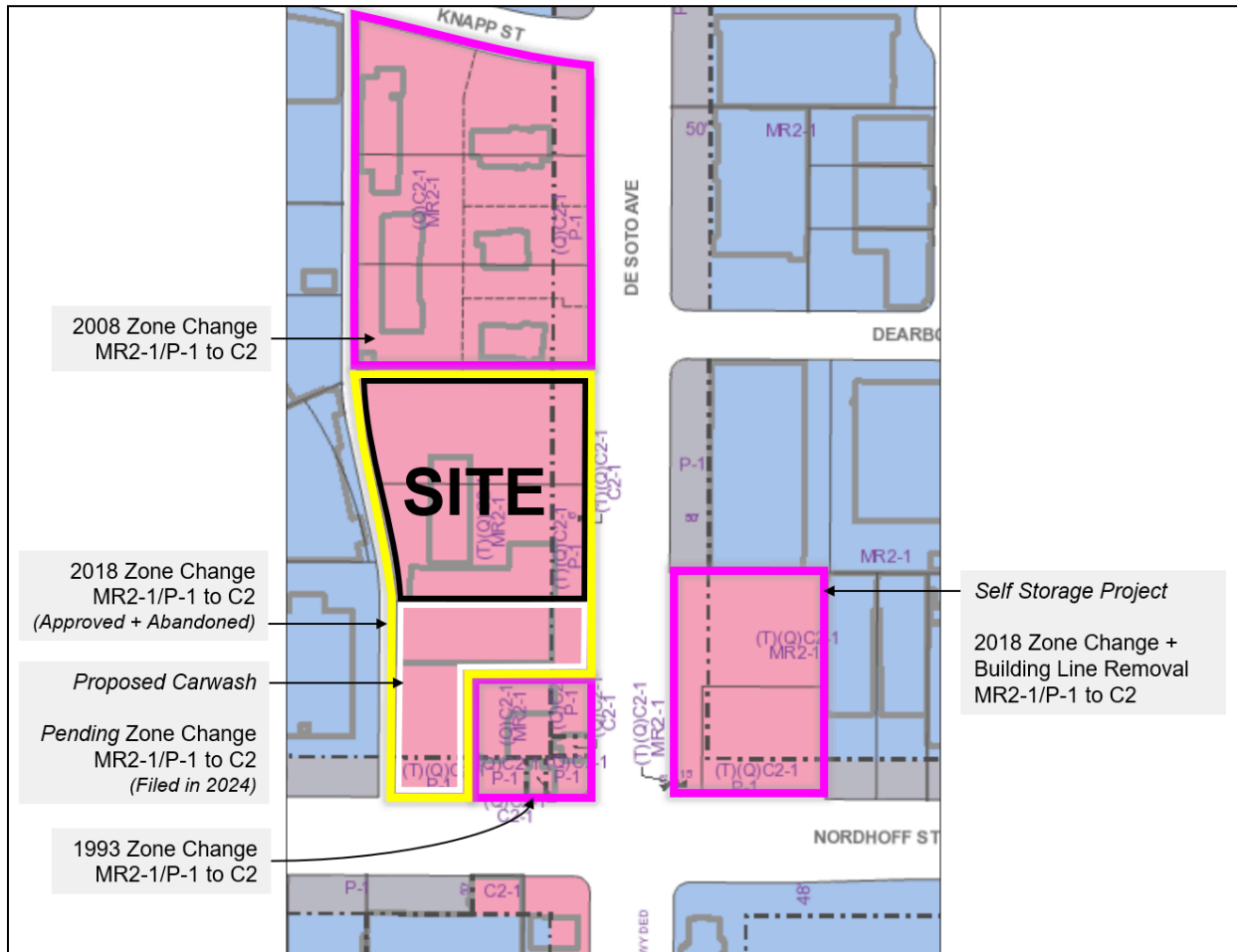
Surrounding uses include a mix of industrial and commercial uses. As shown in **Figure 8**, many of the abutting sites in the area have received approval for or have applied for zone changes from MR2-1 and P-1 to (T)(Q)C2-1; the same zone change being requested by the subject applicant.

The northern adjoining property has been zoned (T)(Q)C2-1 since 2008 when it received approval for a Zone Change from MR2-1 and P-1 to (T)(Q)C2-1. This site is developed with a mix of one-story commercial retail and restaurant/drive-through uses.

There are two eastern adjoining properties across from De Soto Avenue from the site. One site is zoned MR2-1 developed with light manufacturing uses. The other site is zoned (T)(Q)C2-1 after receiving a zone change approval in 2018 from MR2-1 and P-1 to (T)(Q)C2-1 and has recently been developed with a four-story self-storage facility, convenience store and gas station.

The southern adjoining property is developed with a partially demolished commercial retail building. In January 2024, the owner of the southerly abutting property filed a Zone Change entitlement from MR-2 and P-1 to C2-1 to allow for the construction of a proposed express car wash. The 2024 request is still pending and no decision has been made.

To the west of the project site, across the alley, properties are zoned MR2-1 and are developed as light industrial uses.



**Figure 8. Existing zoning pattern and zone changes near the site. ZIMAS.**

### Streets and Public Transit

De Soto Avenue, adjoining the subject property to the east, is a designated Boulevard II, dedicated to a width of 100 feet and is improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Alley, adjoining the subject property to the west, is a 20-foot in width alley improved with asphalt roadway.

Metro Local Lines 166 and 244 provide service to and around the project site.

### Related Cases On-Site:

APCNV-2017-1848-ZC-WDI (Ordinance No. 185585) – On March 1, 2018, the North Valley Area Planning Commission approved with conditions the expansion of an existing 25,730 square-foot LA Fitness health club/gym into an adjacent 8,227 square-foot retail space.

Ordinance No. 165,788-SA2080– On May 27, 1990, an Ordinance amending the zoning map for the Chatsworth-Porter Ranch Community Plan became effective, changing the site's zoning from M2-1 and P-1 to MR2-1 and P-1.

Related Cases Off-Site:

Case No. CPC-2024-0493-ZC – In early 2024, an application was filed for a Zone Change from MR-2 and P-1 to C2-1 to allow the construction of a 6,300 square foot express car wash (9119 North De Soto Avenue and 20921 West Nordhoff Street). No decision has been made.

Ordinance No. 185,974 and Case No. CPC-2018-790-ZC-BL-CU-SPR – On October 17, 2024 the City Planning Commission issued its Letter of Determination that approved and recommended the City Council adopt a Zone Change from MR2-1 and P-1 to (T)(Q)C2-1, a 25-foot Building Line Removal along De Soto Avenue, a Site Plan Review and a Conditional Use to allow for a 79,847 square-foot, four-story self-storage building, and a 2,500 square-foot convenience store and gas station at 9110 North De Soto Avenue. The City Council adopted the Zone Change and Building Line Removal; the ordinance became effective on March 19, 2019.

Ordinance No. 185,585 and Case No. APCNV-2017-1848-ZC-WDI – On March 6, 2018, the North Valley Area Planning Commission issued its Letter of Determination that recommended the City Council approve the requested Zone Change from MR2-1 and P-1 to (T)(Q)C2-1, for the expansion of an existing LA Fitness health club/gym at 9119 North De Soto Avenue into an adjacent retail space. The City Council adopted the Zone Change; the ordinance became effective on July 16, 2018.

Ordinance No. 183,130 and Case No. CPC-2013-1953-ZC-CU-SPR – On April 16, 2014, the City Planning Commission issued its Letter of Determination that recommended approval of a Zone Change request from MR2-1 and P-1 to (T)(Q)M2-1, dismissed a Conditional Use request to permit the commercial corner development to operate 24 hours in lieu of the restricted 7am to 11pm, and approved a Site Plan Review for the properties at 20700-20848 Nordhoff Street. It was subsequently appealed and transmitted to the City Council's Planning & Land Use (PLUM) Committee for consideration. After consideration of the appeal, the PLUM Committee submitted its report to Council without recommendation. On June 24, 2014, the City Council adopted the item as amended, by approving the Zone Change, adopting modified conditions of approval and findings, and granting the appeal of the Site Plan Review. The ordinance became effective on August 10, 2014.

Ordinance No. 180,805 and Case No. APCNV-2008-1580-ZC-SPR – On April 2, 2009, the North Valley Area Planning Commission issued its Letter of Determination that approved a Zone Change from MR2-1 and P1-1 to (T)(Q)C2-1, and Site Plan Review for the construction of four one-story retail and restaurant buildings with two fast food drive-through restaurants and a combined floor area of 32,600 square feet at 9171-9185 North De Soto Avenue. The City Council adopted the Zone Change; the ordinance became effective on September 6, 2009

Ordinance No. 168,620 and Case No. CPC-1992-29-ZC – On February 26, 1993, an Ordinance amending Section 12.04 of the LAMC became effective, changing the site's zoning at 9111 De Soto Avenue from P-1, C2-1, and MR2-1 to (T)(Q)C2-1 to construct a mini-shopping center.

Public Hearing

A public hearing on this matter with the Hearing Officer was held virtually via Zoom on Tuesday, October 22, 2024 (see Public Hearing and Communications, Page P-1).

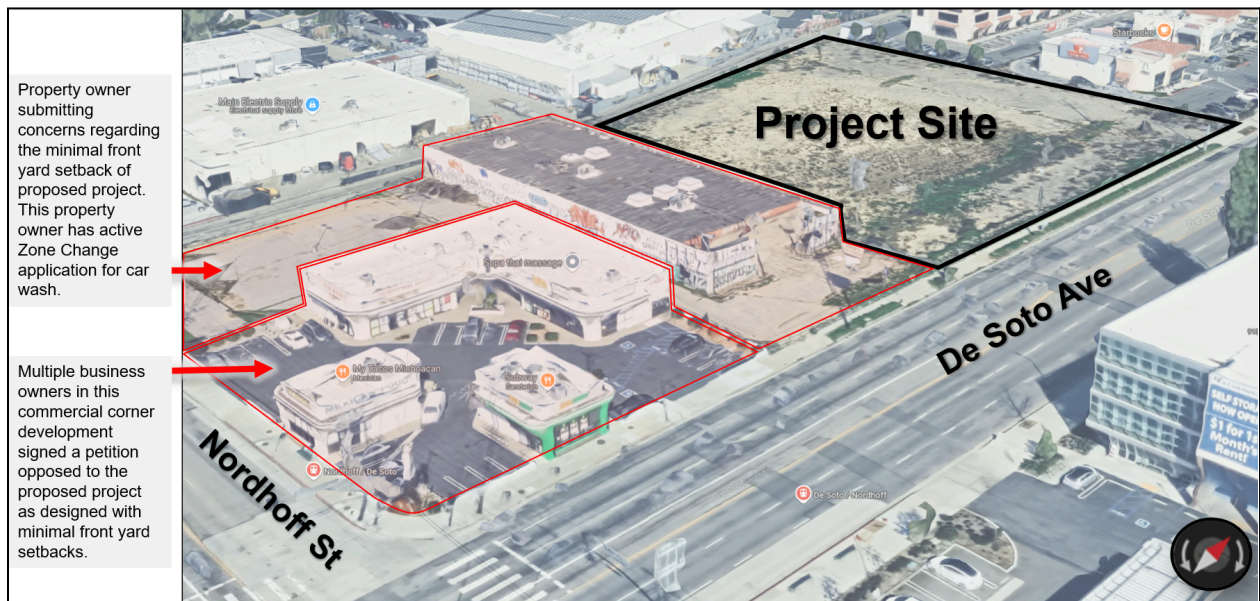
## **ISSUES AND RESPONSES**

### **Concerns about the proposed building obscuring views of neighboring business.**

Staff received verbal and written comments and a petition from the property and business owners to the south of the site stating concern that the proposed four-story self-storage building which is sited at the front property line would obscure visibility of adjacent businesses (see **Figure 9** below for location of commenting businesses in relation to the subject site). Commenters stated that the project as currently designed would negatively affect the other businesses on the De Soto Avenue corridor which they state are set back 50 feet from the street and are smaller in scale. Commenters further state that the western side of De Soto Avenue in this area is characterized by large front yard setbacks due to the historic P zoning and that the proposed project's design disrupts the existing building pattern in this area. Commenters suggested that the proposed Self Storage project be modified and/or conditioned to observe a 50 foot front yard setback which aligns with the P zone on the site currently.

In response to the setback concerns voiced at the public hearing, the applicant submitted revised plans. The applicant voluntarily set back the four story building an additional 10 feet from the front property line. This report incorporates the revised plans with the larger setback and conditions of approval to reflect said plans.

It is recommended that approving the project as conditioned would not negatively impact other businesses in the area. Conditioning the project to observe a 50 front yard setback would be inconsistent with the other four similar zone changes approved in the immediate area that do not require such a condition. The C2 Zone does not require any front yard setbacks for commercial uses and therefore the proposed project complies with the yards of the requested zone.



**Figure 9: Property/business owners to the south of the site are opposed to the project's design.**

### **Professional Volunteer Program**

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on Tuesday, January 9, 2024. PVP Comments are summarized herein:



- The PVP stressed the importance of 360 degree design for all elevations of the building.
- Adding pedestrian lighting on the east, north and west elevations and the secondary buildings will feature exterior lighting on all elevations.
- Adding windows to the stair towers, particularly the larger building.
- Treating the front façade on the smaller buildings with green screens will feature living vines and matching materials for all structures.
- Provide enclosed fencing around the proposed landscaping to prevent trash debris in the rear alley.

The applicant revised the project to incorporate the recommended changes regarding lighting, green screens, 360 design, and alley enhancements. The applicant updated the single-story structure elevations and added green screening and blue metal panels along the top of the buildings to add visual interest to the facade to continue a design element feature in the four-story building. The applicant has added windows to the Building A stairwell fronting De Soto Avenue to provide additional transparency and to provide natural lighting inside. The features can be seen in **Figure 10** and **Figure 11**.



**Figure 10. Rendering of the four-story building.**



**Figure 11. Rendering of western elevation along De Soto Avenue showing decorative blue metal horizontal panels along roof edge and green screening along front walls.**

**CONCLUSION**

The proposed project will improve a vacant site with a self-storage facility. The project will introduce a new service to meet the growing market demand for household storage in an urban area. The project will facilitate the redevelopment of an underutilized parcel along De Soto Avenue in Chatsworth and will provide public improvements in the right of way, widening the sidewalk to the current street standards and planting street trees. Based on the information submitted to the record, the surrounding uses, the proposed project's compliance with the Chatsworth – Porter Ranch Community Plan, and good planning and zoning practices, the Department of City Planning recommends that the City Planning Commission approve the requested entitlements subject to conditions of approval.

## CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

**Dedications and Improvements.** Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary). Dedications and improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering.

### Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
  - a. **Street Dedications.**
    1. De Soto Avenue (Boulevard II) – Accept the 2-foot-wide future street easement and dedicate an additional 3-foot-wide strip of land along the property frontage to complete a 15-foot-wide Boulevard II sidewalk standard.
    2. Alley (West of De Soto Avenue) - None
  - b. **Street Improvements.**
    1. De Soto Avenue – Remove the existing sidewalk and construct a new full-width concrete sidewalk. Remove and replace any existing broken curb, gutter, and pavement. Remove existing driveway and construct new ADA compliant driveways.
    2. Alley – remove and replace any existing broken and damaged concrete gutter and asphalt pavement.

Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are

separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

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

All new sidewalk curb and gutter shall conform with the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551 or via <https://appointments.lacity.org/apptsys/Public/Account>.

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

Refer to the Department of Transportation regarding traffic signals, signs, and equipment (818) 374-4699 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (818) 374-5005 or via <https://appointments.lacity.org/apptsys/Public/Account>.

- a. Provide proper drainage for street being improved and for the site being developed.
- b. Sewer mainlines exist in De Soto Avenue. Extension of the house connection lateral to the property line may be required. All Sewage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- c. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

### **3. Street Lighting.**

- a. Prior to recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
- b. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights: one (1) on De Soto Avenue.



#### **4. Department of Transportation**

- a. A minimum of 20-foot reservoir space is required between any security gate or parking space and the property line, or to the satisfaction of LADOT.
- b. A two-way driveway width of 28 feet is required for all driveways, or to the satisfaction of LADOT.
- c. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Los Angeles Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Boulevard, Room 320, Van Nuys, CA 91401.
- d. The report fee and condition clearance fee be paid to the Los Angeles Department of Transportation as required per Ordinance No. 183,270 and LAMC Section 19.15 prior to recordation of the final map.

Note: The applicant may be required to comply with any other applicable fees per this new ordinance.

#### **5. Los Angeles Fire Department**

- a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- b. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
- c. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req #75).
- d. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway or an improved street, access road, or designated fire lane.
- e. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- f. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- g. Entrance to the main lobby shall be located off the address side of the building.
- h. Any required Fire Annunciator panel or Fire Control Room shall be located within 20 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- i. Site plans shall include all overhead utility lines adjacent to the site.

- j. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- k. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- l. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or satisfactory access shall be required.
- m. Submit plot plans indicating access road and turning area for Fire Department approval.
- n. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- o. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- p. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- q. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy and Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- r. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- s. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
- t. Private streets shall be recorded as Private Streets, **AND** Fire Lane. All private streets plans shall show the words, "Private Street and Fire Lane" within the private street easement.
- u. Private streets and entry gates will be built to City standards to the satisfactory of the City Engineer and the Fire Department.
- v. Construction of public or private roadway in the proposed development shall not exceed 10 percent of grade.
- w. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plans S-470-0.
- x. Standard cut—corners will be used on all turns.
- y. Private roadways for general access use shall have a minimum width of 20 feet.
- z. All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less three square feet in area in accordance with Section 503 of the City of Los Angeles Municipal Code.

- aa. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- bb. FPB #105. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- cc. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, and properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:
- dd. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
- ee. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the device on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
- ff. In the event that the property owners association fails to maintain the common property and easement as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
- gg. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
- hh. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
- ii. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.
- jj. Adequate off-site public and on-site private fire hydrants may be required. Their numbers and location to be determined after the Fire Department's review of the plots plan.

**6. Los Angeles Department of Sanitation and Environment**

- a. Wastewater Collection Systems Division of the Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject area and found no potential problem to its structures and/or potential maintenance issues, as stated in the memo dated November 14, 2023.

**7. Urban Forestry – Street Trees.**

- a. Street trees shall be provided to the satisfaction of the Urban Forestry Division.

Note: Removal or planting of any tree in the public right-of-way- requires approval of the Board of Public Works. All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077 for permit information.



## (Q) QUALIFIED CONDITIONS OF APPROVAL

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

1. **Site Plan.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped “Exhibit A,” and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. The site is limited to uses as permitted by the C2 zone.
3. **Floor Area.** Development at the site is limited to 108,248 square feet of floor area as shown in Exhibit A.
4. **Height.** Development at the site is limited to a maximum height of 51 feet as shown in Exhibit A.

## CONDITIONS OF APPROVAL

Pursuant to Sections 12.24 W.27 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property.

### Entitlement Conditions

1. **Use.** Authorized herein is a four-story, 108,248 square-foot self-storage facility (storage building for household goods) with one on-site caretaker's dwelling unit.
2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan, and elevations labeled Exhibit "A" attached to the subject case file. Minor deviations may be allowed in order to comply with provisions of the Municipal Code and the conditions of approval.
3. **Hours of Operation.** The self-storage use may operate from 6 a.m. to 10 p.m., daily.
4. **Shared Automobile Parking.**
  - a. **Automobile parking.** The project shall not be required to provide any vehicle parking as Assembly Bill 2097 applies to this site. The applicant may elect to provide parking voluntarily.
  - b. **Electric Vehicle Parking.** All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Section 99.05.106 of Article 9, Chapter IX of the LAMC.
  - c. **Bicycle parking** shall be provided in conformance with the Municipal Code.
5. **Signage.** On-site signs shall be limited to the maximum allowable under the Municipal Code and shall be in substantial conformance with those shown in Exhibit A.
6. **Solar Panels.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
7. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
  - a. Except as additionally conditioned herein, a submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." Proposed trees shall have a minimum trunk diameter of two inches and a height of eight feet at the time of planting. Palm trees shall not be considered in meeting this requirement.
  - b. The project shall be planted with trees at a minimum ratio of one tree for every four surface parking spaces, planted evenly throughout the parking area.
8. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Per Exhibit "A", nine (9) Street trees shall be provided.
9. **Roof Structures.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view from any abutting properties.

- 10. Loading Area.** The project shall provide a loading area near the south-west corner of the site where there are three drive-up storage units facing the Alley. The loading area shall comply with the requirements of LAMC 12.21-C,6 including 12.21-C,6(c) which states that the loading area must *“have a minimum area of 400 square feet, a minimum width of 20 feet measured along the alley line, and a minimum depth of ten feet measured perpendicularly to the alley line except as hereafter provided in this Subsection.”* As an alternative to providing a loading area these three drive-up storage units may be converted to walk up storage units with access only from the interior of the building.

### **Environmental Conditions**

- 11. Mitigation Monitoring Program.** The Project shall comply with the adopted Mitigation Monitoring Program in compliance with Appendix J of the State CEQA Guidelines.
- 12. TCR-1-MM-1:** Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation. Any qualified archeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).
- a. The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring the on-site monitoring shall end when the ground disturbing activities are completed, or when the archeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.
  - b. Prior to commencing any ground disturbance activities, the archaeological monitor in consulting with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.
  - c. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporary cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in conjunction with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
  - d. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.

- e. If OHR determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- f. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendation are reasonable and feasible
- g. In addition to any recommendations from the applicable tribe(s), a qualified archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with the best practices identified the Native American Heritage Commission and in compliance with applicable federal, state, or local law, rule or regulation.
- h. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all cost and fees associated with the mediation.
- i. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long the radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
- j. The Applicant, or successor, may recommence ground disturbance activities inside of the specified radius of the discovery only after it has complied with all the recommendations developed and approved pursuant to the process to the process set forth in paragraphs 2 through 5 above.
- k. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
- l. Notwithstanding paragraph 8 above, any information that Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidential Protocols.

- 13. PDF-1 Construction Traffic Management Program:** A Construction Traffic Management Program, including but not limited to, lane closure or modification information, hauling, staging, and temporary access and parking plans, as necessary, shall be prepared by the

Project construction contractor and submitted to the City for review and approval. The Construction Traffic Management Program shall convey the specific actions of the construction process, with focus on the activities that may potentially affect off-site rights-of-way. The Construction Traffic Management Program shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- a. Construction vehicle and equipment parking or staging on surrounding public streets shall be minimized to the extent feasible.
- b. Temporary vehicular traffic controls (such as signage and/or flag persons) during construction activities adjacent to public rights-of-way to improve traffic flow on public roadways shall be implemented.
- c. Safety precautions for pedestrians and bicyclists, through such measures as signage and protection barriers, shall be implemented, as appropriate.
- d. Construction-related activities (such as deliveries and/or hauling) shall be scheduled to occur outside the commuter peak hours.
- e. To avoid structural damage related to construction period vibration, loaded trucks shall be prohibited from operating within 15 feet of off-site structures.

#### **Administrative Conditions**

14. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
15. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
16. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
17. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
18. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
19. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
20. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code

to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

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

Applicant shall do all of the following:

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

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.



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

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

## FINDINGS

### General Plan/Charter Findings (Charter 556)

#### 1. General Plan.

- a. **General Plan Land Use Designation.** The subject property is located within the Chatsworth-Porter Ranch Community Plan area which was updated by the City Council on September 4, 1993 and designates the subject property for General Commercial land uses corresponding to the C1.5, C2, C4, and RAS3 Zones. The site has an underlying zone of MR2-1 and P-1. The zone change from MR2-1 and P-1 to C2 is warranted as the site's zoning does not correspond to the range of zones within the General Commercial land use designation. The zone change to C2 would allow the site to be consistent with the current land use designation. The proposed self-storage is a commercial use that is consistent with development permitted by conditional use in the proposed (T)(Q)C2-1 Zone. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

- b. **Land Use Element.**

The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Chatsworth-Porter Ranch Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Chatsworth-Porter Ranch Community Plan, which designates the site for General Commercial land uses corresponding to the CR, C1.5, C2, C4, and RAS3 Zones.

**Chatsworth-Porter Ranch Community Plan.** The Community Plan text includes the following relevant land use objective:

*Objective 4: To promote economic well-being and public convenience through: a) Allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.*

The zone changes will promote a strong and competitive commercial sector by allowing for the development of a presently vacant site. The new development and improvements to the public right of way will substantially upgrade the aesthetic and functional qualities of the site. The project will result in the addition of a 108,248 square-foot self-storage facility consisting of four buildings. The project will add a neighborhood serving use through the creation of a public convenience through the provision of a new self-storage option. The project will also widen the sidewalks along the street frontage to create a more pedestrian friendly area. The improvements will substantially upgrade the aesthetic and functional qualities of the site and will promote economic well-being for the surrounding businesses and support public convenience in the community.

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

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

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

*Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plan sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.*

*Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

*Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.*

*Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

*Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

The project will contribute toward the City's long-term fiscal and economic viability by redeveloping a presently vacant site with a new self-storage use. Removal of the existing MR2-1 and P-1 Zone will allow the proposed project to be built and will require a street dedication and sidewalk widening and improvements thereby enhancing pedestrian safety and comfort along De Soto Avenue.

*Goal 3K: Transit stations to function as a primary focal point of the City's development.*

*Objective 3.15: Focus mixed commercial/residential uses, neighborhood – oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.*

*Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.*

The project will maintain the character of the existing commercial district, while improving a presently underutilized portion of De Soto Avenue. Surrounding properties are generally developed with industrial warehouses, mini-shopping centers and another self-storage facility. The project adheres to floor area and height limitations of the requested C2 zone. The proposed project is located within the boundaries of a busy intersection that is heavily used by Metro's buses (Metro 244 and Metro 166). The project is also 0.5 miles away from the Metro G Line Norhoff station that provides another alternative for patrons to access the proposed project through transit. The new 108,248 square-foot self-storage development will be easily accessible, add updated landscaping, improved sidewalks, and will maintain the general character of the existing commercial district along De Soto Avenue.

*Goal 5A: A liveable city for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of these neighborhoods and function at both the neighborhood and citywide scale.*

*Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

*Policy 5.5.1: Plant and/or facilitate the planting of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City.*

The Project is conditioned to provide nine (9) street trees, to the satisfaction of the Urban Forestry of the Bureau of Sanitation, enhancing the quality of the public realm.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements surrounding the project site. De Soto Avenue is a designated Boulevard II under Mobility Plan 2035, dedicated to a right-of-way width of 105 feet and improved with asphalt roadway, concrete curb, gutters, and a sidewalk. The half right-of-way includes 40-foot roadway, and 10-foot sidewalk.

The Bureau of Engineering (BOE) is requiring a 2-foot future easement and 3-foot dedication along the property frontage to complete a 15-foot wide Boulevard II sidewalk standard in accordance with Boulevard II standards of Mobility Plan 2035. Conditions for

improvements have been imposed under the (T) Tentative Classification conditions in accordance with Boulevard II standards of Mobility Plan 2035.

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

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

*Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.*

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

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

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

The proposed project will provide a 15-foot sidewalk along De Soto Avenue to create a quality, safe and comfortable walking environment. The new sidewalk facilities will improve pedestrian walkability along De Soto Avenue. The self-storage facility will orient the front entrance to be in line with a direct pedestrian path of travel from the sidewalk. The project will take vehicular access from two driveways on De Soto Avenue and two additional access driveways from the rear alley. The proposed project is located in a major employment center and will be located proximate to neighborhood destinations including places of employment, restaurants, and transit service. The project is located within 0.5 miles of the Metro G Line Nordhoff station, which offers access to local and regional destinations including Chatsworth, Warner Center, Van Nuys, and North Hollywood. The project is also within 0.5 miles of the Metro G Line bike path, which mostly runs parallel with the busway. To accommodate bicycle travel, the project will provide convenient and secure bicycle parking on-site as it is code required.

### **Zone Change Findings: "T", "Q" Classification Findings**

2. **Pursuant to Section 12.32-F of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.**
  - a. **Public Necessity:** Approval of the Zone Change removes the existing zoning and allows the site to be developed consistent with the goals and objectives of the General Plan Framework Element and the Chatsworth-Porter Ranch Community Plan as outlined above. The project site is in the Los Angeles State Enterprise Zone and are unimproved vacant lots. The project will construct four new buildings for a total 108,833 square-foot

self-storage facility. The project will establish a new viable commercial service to the site and expand the availability and location of self-storage services for the Chatsworth community. Thus, the proposed project optimizes the use of the currently vacant property, introduces new development and new public improvements and will generate increased tax revenues from an existing vacant commercial use, thus providing a public necessity.

- b. Convenience: The project will redevelop a vacant and restricted industrially zoned property that is located within close proximity to a major employment center (Chatsworth-Northridge Industrial Core) and residential neighborhoods. Public convenience will be served by the addition of viable commercial development at the site that will add an additional needed commercial use.
- c. General Welfare: Granting the Zone Change to the (T)(Q)C2-1 Zone allows for the redevelopment of an underutilized and vacant site. The development of a self-storage would create a safer site for the community rather than a lot that currently sits vacant. The project will enhance the urban environment by providing a use that is within the General Commercial land use designation and by improving public facilities surrounding the site to be in line with Mobility Plan 2035 street standards and ADA requirements. Given the project's proximity to existing job centers and transit services, the project will provide a desirable commercial use to serve the Chatsworth community, thereby advancing the general welfare.
- d. Good Zoning Practices: The project site is presently zoned MR2-1 and P-1 and is located within the General Commercial land use designation, which includes the following corresponding zones C1.5, C2, C4, and RAS3. The MR2 and P Zones are not corresponding zones of the General Commercial land use designation. Approval of the Zone Change to C2-1 will make the site's zoning consistent with the land use designation, in keeping with good zoning practice. The Zone Change will also accommodate the proposed self-storage and is consistent with the type of development encouraged by the General Plan Framework Element and the Chatsworth-Porter Ranch Community Plan.
- e. "T" and "Q" Classification Findings. Pursuant to LAMC Sections 12.32-G.1 and G.2, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are issued to meet the public's needs, convenience and general welfare served by the required actions. The conditions that limit the operations, scale and scope of development, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

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



**Conditional Use Findings**

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

The project will enhance the built environment by redevelopment a presently underutilized and vacant site with a 108,248 square-foot self-storage facility with four new buildings. The project would provide a neighborhood serving commercial use within a major industrial-commercial jobs center in the West Valley. The newly proposed four self-storage buildings will enhance the built environment with well-designed commercial buildings, public right of way improvements, new landscaping including street trees and on-site trees. The proposed buildings display a clean design of contemporary elements and materials to improve the aesthetic appearance along De Soto Avenue. The self-storage facility will include a ground floor customer service center and enhanced landscaping along the ground floor that will enhance the appearance of De Soto Avenue.

- 4. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The 1.82 acres subject property consists of two vacant lots and has approximately 290 feet of frontage along De Soto Avenue and rear frontage along an alley. The previous use was an LA Fitness gymnasium which was demolished.

With the concurrent Zone Change request, the project will be located on a site zoned C2-1, which permits commercial uses and conditionally allows self-storage use. The C2-1 zone permits a Floor Area Ratio (FAR) of 1.5 to 1 and the project proposes an FAR of 1.11:1 and thus is in compliance with the C2-1 Zone. The proposed zone C2-1 does not have a height limit and thus the proposed four story, 51-foot height building complies with the requested zone. The overall project complies with the overall floor area and height limitations of the zone and is thus compatible with the surrounding neighborhood.

Surrounding uses include a mix of industrial and commercial uses. The northern adjoining property is zoned (Q)C2-1 and is developed with a mix of commercial retail/restaurant uses. The eastern adjoining properties (across De Soto Avenue) are zoned MR2-1 and P-1 and are developed with a self-storage facility, convenient store and gas station (located at 9110 North De Soto Avenue) and other industrial uses. The southern adjoining property is developed with a mini-shopping center with various fast food and neighborhood serving uses. Therefore, the project's location, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

- 5. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan**

The project site is comprised of two interior lots totaling 79,738 square-feet. The Chatsworth-Porter Ranch Community Plan designates the site as General Commercial with corresponding zones of CR, C1.5, C2, C4, RAS3 and Height District No. 1. The Property is currently zoned MR2-1 and P-1 and is inconsistent with the land use designation. The property is not located within a specific plan and is not located within an interim control ordinance area. The applicant has requested a Zone Change of the project site from MR2-1 and P-1 to C2-1 and a conditional use for self-storage in the requested C2-1 Zone. The Chatsworth-Porter Ranch Community Plan contains the following text:

*Objective 4: To promote economic well-being and public convenience through: a) Allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.*

The project will develop the site with a viable commercial enterprise in an area designated and zoned for such uses. The project will include features such as electric vehicle charging stations and solar panels that are intended to help the site reduce its environmental footprint. EV chargers onsite will be provided in conformance with the code and will support the adoption of low and zero emission transportation fuel sources by the project's visitors. Solar panels will be provided in conformance with the code and will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element Policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the visitors who use electric vehicles and utilize electricity on site for other functions. As such, the project substantially conforms with the purpose, intent, and provisions of the General Plan.

### **Site Plan Review Findings**

#### **6. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan.**

The project site is comprised of two interior lots located at 9129, 9143, and 9145 North De Soto Avenue. The Chatsworth-Porter Ranch Community Plan designates the site for General Commercial land uses with corresponding zones of C1.5, C2, C4, RAS3, and Height District No. 1. The property is not located within a specific plan and is not located within an interim control ordinance area. The applicant has requested a zone change of the project site from MR2-1 and P-1 to C2-1. The Chatsworth-Porter Ranch Community Plan contains the following objectives.

*Objective 4: To promote economic well-being and public convenience through: a) Allocating and disturbing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards;*

*Objective 10: To improve vehicular circulation patterns within the Community and encourage specific improvements to key streets and intersections to improve the flow of traffic and accommodate future demand;*

The project is consistent with the objectives of the Community Plan in that it utilizes land designated for commercial uses for a new commercial use (self-storage). The proposed self-storage use will help to serve the surrounding neighborhood and the Chatsworth community. The commercial development will create a pedestrian friendly environment by widening the public sidewalk, and by separating vehicular and pedestrian access points to

the site. The project will improve and provide nine (9) street trees and provide appropriate drought tolerate landscaping, including providing landscaped buffer around the site's street and alley frontages. As proposed, the project will be in substantial conformance with the provisions of the General Plan and the Chatsworth-Porter Ranch Community Plan. The project is not located within a Specific Plan.

7. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.**

#### Compatibility with Existing and Future Development

The proposed structures are consistent with the visual character of the area. Surrounding uses include a mix of industrial and commercial uses. The northern adjoining property is zoned (Q)C2-1 and P-1 and is developed with commercial uses. The eastern properties (across De Soto Avenue) are zoned MR2-1, (T)(Q)C2-1 and P-1 and are developed with industrial and commercial uses. The southern adjoining properties are zoned C2-1 and are developed with a mini-shopping center. To the west of the project site, properties are zoned MR2-1 and P-1 and are developed with industrial uses. The project complies with the floor area and height limitations of the proposed C2-1 zone regulations that regulate developmental form in the area. While the self-storage use is taller than most of the existing buildings, it is sufficiently setback and includes articulation and landscaping to minimize the appearance of bulk and massing. As such, the new structures will be similar in scale to existing buildings in the surrounding area.

#### Arrangement of Buildings (Height, Bulk, Setbacks)

##### *Height*

The current MR2-1 Zone and Height District allows for a maximum building height of 45 feet. The requested C2 zone with Height District 1 allows for unlimited building height. A building height of 51-feet is proposed for the four-story building and a height of 19-feet is proposed for the three one-story buildings. There is one other four story self-storage site across De Soto Avenue from the subject site.

##### *Bulk*

The project site is comprised of two vacant lots with a total lot area of 79,705 square feet. The existing MR2-1 and P-1 Zones as well as the proposed C2-1 Zone limit FAR at the site to 1.5 to 1. The project proposes 108,248 square feet of floor area with an FAR of 1.11:1. Therefore, the proposed project complies with the floor area requirements of the proposed C2 zone and will be compatible with the other commercial and industrial development in the area.

##### *Setbacks*

No setbacks are required for non-residential development within the requested C2 Zone. However the project provides voluntary setbacks along all property lines to allow space for landscaping. The project's one-story buildings are set back five-feet and five inches from De Soto Avenue. The project's proposed four-story building has a variable front yard setback from De Soto Avenue between 10-feet and 16-feet. Additionally, the project's proposed northern side yard of two-feet and seven-inches, southern side yard of five-feet and four-inches and variable rear yard of three feet and two-inches to 21 feet and four-inches all comply with the zero-yard C2 Zone yard requirements.

The location of the buildings has been designed to be compatible with adjacent uses. While the four-story proposed building is taller than existing one-story buildings to the north and south, it is compatible with the adjacent uses as it is setback from De Soto Avenue and includes articulation and landscaping to minimize the appearance of bulk and massing. The proposed project also provides a landscape buffer along the rear alley. Therefore, the proposed height, bulk and setbacks of the development are compliant with the requested C2-1 Zone and are compatible with nearby structures and similar to the existing self-storage use across the street from the site.

#### Parking, Loading Areas, Trash Collection

The project will include a total of 21 vehicle parking spaces (utilizing AB 2097 for reduced parking), eight bicycle parking spaces, and a dedicated trash enclosure area. Loading and unloading will take place throughout the site, adjacent to the individual drive-up storage units, and on-site trash enclosure area and at the available parking spaces adjacent to the elevator lobby near the center of the parking lot. The project has been conditioned to provide a code-compliant loading zone adjacent to the drive-up storage units abutting the alley. The project will also include on-site trash collection for both refuse and recyclable materials, in conformance with the L.A.M.C. The trash enclosure is located on the southwest side of the property.

#### Landscaping

Currently the site does not have any trees or landscaping. The proposed project will provide 5,940 square feet of landscaping including 45 trees, including nine (9) street trees along De Soto Avenue (subject to the requirements of the Urban Forestry Division). Landscaping will be provided along the perimeter of the site which include the street frontages, and rear alley.

#### Lighting

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

The project has been conditioned, herein, to ensure that the proposed arrangement of buildings, off-street parking facilities, and other such pertinent improvements will be compatible with existing and future development on neighboring properties.

**8. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The proposed project involves the development of a self-storage facility. No residential uses are proposed and thus the proposed project is not subject to the City's open space requirements pursuant to LAMC Section 12.21-G,2. However, the project has been conditioned so that all open areas not used for buildings, driveways, and parking areas be attractively landscaped, include an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect.

**Environmental Findings**

9. On July 25, 2024, a Mitigated Negative Declaration (ENV-2023-6313-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. Pursuant to Assembly Bill 52, the City completed the tribal consultation process in compliance with the California Environmental Quality Act. The records upon which this decision is based are with the Environmental Review Section of the Department of City Planning in Room 763, 200 North Spring Street.
10. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

## **PUBLIC HEARING AND COMMUNICATIONS**

### **Summary of Public Hearing Testimony and Communications**

On Tuesday, October 22, 2024, the Hearing Officer held a hearing to take public testimony regarding the proposed project. The hearing was held telephonically via Zoom. The hearing was attended by the applicant team and members of the public. The following is a summary of the testimony received at the public hearings:

#### Applicant's Comments:

- The project is a proposed self-storage facility, a valuable use in the area.
- Public right of way dedications and improvements will improve the pedestrian environment and comply with BOE dedication and improvements along De Soto Avenue.
- The project will provide lighting for security purposes along De Soto Avenue.
- No existing utility poles/lines will be disrupted.
- Chatsworth Neighborhood Council voted in support of the project.

#### Public Comments:

- Concerned with the height of the proposed four-story building being located too close to the street. The proposed four-story building obstructs views of the neighboring commercial buildings thereby harming neighboring business. Requests for the buildings to be set back 50 feet from the front property line.
- This area does not have enough shade trees or street trees and would like to see more landscaping than is proposed.
- This is a Tier 3 TOC area. Would like to see affordable housing developed here.
- Questioned if the site will propose solar panels.

#### Council District 12 Comments:

- Attended the meeting to confirm the applicant completed their outreach with the community and the Chatsworth Neighborhood Council.
- Happy to see vacant lots moving forward with development.
- Expressed gratitude that the applicant is working with owner of the site to the south to discuss their concerns.
- Happy to see the project is and providing greenery along De Soto Avenue. And encouraged the applicant to provide maximum amount of landscaping and greenery.
- CD 12 is aware the applicant is constructing the proposed structures within a zero-yard setback which is allowed in the C2 zone.

#### Applicant Response to Public Comments

The applicant team provided the following responses addressing comments and questions raised by the public and Hearing Officer:

- The applicant has reached out directly to the neighbors to discuss their concerns with placement and height of the proposed structures.
- Properties to the north that have received a Zone Change are not conditioned to a setback of 50 feet. The Zone Change request would not require any setbacks on the site.
- The project will not obstruct views of the nearby properties.
- Applicant agrees to abide by the Urban Forestry Division's landscaping conditions.
- Solar Panels will be constructed on the roof in compliance with the code.



**Chatsworth Neighborhood Council**

Staff received a letter of support from the Chatsworth Neighborhood Council dated January 19, 2024 for the proposed self-storage use, including the four story structure and zone change from MR2-1 and P-1 to (T)(Q)C2-1. The letter stated that: “there was a concern about unhoused being able to live there and we were assured that this would not happen. Right now, the vacant lot is an eyesore to the community, and we are looking forward to having the lot developed.”