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SECONDARY SUBMISSIONS



Request for continuance of the of the appeal hearing for 3851 S. Grand Ave. (DIR-2023-5190-TOC-HCA-1A) until 5/8/25

Gary Benjamin <gary@alchemyplanning.com>

Fri, Apr 4, 2025 at 1:28 PM

To: Planning CPC <cpc@lacity.org>, Maneri Roman <maneri.roman@lacity.org> Cc: Connie Chauv <connie.chauv@lacity.org>, "De Felice, Diane" <ddefelice@bhfs.com>, Anacany Hurtado <anacany.hurtado@lacity.org>

Hello City Planning Commission Staff,

Please see the attached letter from the applicant's counsel and signed form requesting a further continuation of the appeal hearing for 3851 S. Grand Ave. (DIR-2023-5190-TOC-HCA-1A) until 5/8/25.

In conjunction with Council District 9, the applicant and both appellants have agreed to participate in mediation in the month of April and are in agreement regarding the continuance to 5/8/25.

Please feel free to reach out with any questions.

Best Regards,

Gary

Gary Benjamin, AICP Principal Alchemy Planning + Land Use T: 213.479.7521 E: gary@alchemyplanning.com W: alchemyplanning.com



2 attachments

2025.04.03 Ltr to LACP_CPC re Request to Cont 04-10 Hearing).pdf 175K

3851 S. Grand_Extension of Time_4.1.25_Signed.pdf 73K

Brov//nstein

Brownstein Hyatt Farber Schreck, LLP

310.500.4600 main 2029 Century Park East, Suite 950 Los Angeles, California 90067-3007

April 4, 2025

Diane C. De Felice Attorney at Law 310.500.4613 direct ddefelice@bhfs.com

VIA EMAIL: <u>CPC@LACITY.ORG</u> <u>MANERI.ROMAN@LACITY.ORG</u>

Connie Chauf Maneri Roman Los Angeles City Planning/City Planning Commission Los Angeles City Hall 200 N. Spring Street, Room 720/721 Los Angeles, CA 90012

RE: CASE NO. DIR-2023-5190-TOC-HCA; ENV-2023-5191-CE 3851-3855 S. GRAND AVENUE, LOS ANGELES, CA 90037 Request for Continuance from April 10th to May 8th to conduct Mediation

To the City Planning Commission:

On behalf of Razi Grand Property LLC (Applicant), please accept this formal request for continuance for Item 6 on the April 10, 2025 agenda of the City of Los Angeles Planning Commission.

This item pertains to the appeals that have been made by the Los Angeles Football Club (LAFC) and University of California (USC) on the City's December 11, 2023 approval of a new 12,616 square-foot (2.1 FAR), five-story, 65-foot, 1-inch, mixed-use building on a currently vacant 6,008 square-foot lot in the CM-1-CPIO zone, within the Hybrid Industrial Subarea of the Southeast Los Angeles Community Plan Implementation Overlay area. The building includes 12 live-work dwelling units and reserves one (1) affordable unit equal to 8% of the total dwelling units for Extremely Low Income household occupancy for a period of 55 years, with Base Incentives permitted pursuant to LAMC 12.21 A.31, 723 square feet of retail space, and six commercial parking spaces.

In conjunction with Council District 9's out-reach to both LAFC and USC, as well as the Applicant. The Applicant has continually made good faith efforts to informally resolve this matter with both parties. In this regard, the parties, including LAFC's and USC's have agreed to participate in mediation before Mark Helm. Said mediation is scheduled for the month of April. Therefore, the Applicant requests a brief continuance until May 8th.

LA City Planning Commission/City Planning Commission April 4, 2025 Page 2 of 2

Thank you for your understanding and cooperation. Please let us know if you have any questions.

Sincerely,

Diane C. De Felice

DCD

cc: Hamid Razipour Perry Roshan-Zamir Gary Benjamin

33300215.1



Support for continuance of appeal hearing for DIR-2023-5190-TOC-HCA-1A

Nick.Cox@lw.com <Nick.Cox@lw.com> To: cpc@lacity.org Cc: maneri.roman@lacity.org, DJ.Moore@lw.com, Lauren.Paull@lw.com Fri, Apr 4, 2025 at 4:49 PM

Good afternoon,

Please see attached for a letter on behalf of the Los Angeles Football Club supporting a continuance of Case Number DIR-2023-5190-TOC-HCA-1A, which is currently on the City Planning Commission Agenda for April 10, 2025.

Best,

Nick Cox

LATHAM & WATKINS LLP

355 South Grand Avenue, Suite 100

Los Angeles, CA 90071-1560

Direct Dial: +1.213.891.8813

Email: nick.cox@lw.com

https://www.lw.com

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LAFC - Support of Applicant's request for continuance of Case No. DIR-2023-5190-TOC-HCA-1A.pdf

LATHAM&WATKINS^{LLP}

355 South Grand Avenue, Suite 100 Los Angeles, California 90071-1560 Tel: +1.213.485.1234 Fax: +1.213.891.8763 www.lw.com

FIRM / AFFILIATE OFFICES Austin Milan Beijing Munich Boston New York Brussels Orange County Century City Paris Chicago Rivadh Dubai San Diego Düsseldorf San Francisco Frankfurt Seoul Hamburg Silicon Valley Hong Kong Singapore Tel Aviv Houston Tokyo London Washington, D.C. Los Angeles Madrid

Re: <u>Support for Applicant's Request for Continuance of Case No. DIR-2023-5190-</u> <u>TOC-HCA-1A</u>

Dear President Lawshe and Honorable City Planning Commissioners:

We write on behalf of our client the Los Angeles Football Club ("LAFC") to support the applicant's request that the City Planning Commission continue the hearing on the pending appeals of Case No. DIR-2023-5190-TOC-HCA-1A, currently scheduled for Thursday, April 10, 2025, until May 8, 2025, so that we can participate in a scheduled mediation with the applicant concerning LAFC's objections to the proposed Project. We appreciate your consideration of this request, and look forward to our further discussions with the Project applicant.

Very truly yours,

Duncan Joseph Moore of LATHAM & WATKINS LLP

 cc: Hamid Razipour, Razi Grand Property LLC Lisa Webber, Deputy Director of Project Planning, Los Angeles City Planning Sherilyn Correa, Director of Planning and Economic Development, Council District 9 Theodore Irving, Principal City Planner, Los Angeles City Planning Connie Chauv, Senior City Planner, Los Angeles City Planning Maneri Roman Figueroa, Planning Assistant, Los Angeles City Planning Benny Tran, Los Angeles Football Club Lauren Paull, Latham & Watkins

April 4, 2025

VIA EMAIL

Los Angeles City Planning Commission Los Angeles City Hall 200 North Spring Street Los Angeles, CA 90012-2601



CASE NO. DIR-2023-5190-TOC-HCA; ENV-2023-5191-CE 3851-3855 S. GRAND

1 message

William Delvac <bill@agd-landuse.com>

Fri, Apr 4, 2025 at 4:25 PM lacity org"

To: Planning CPC <cpc@lacity.org>, Maneri Roman <maneri.roman@lacity.org>, "cecilia.lamas@lacity.org" <cecilia.lamas@lacity.org>

Cc: "sherilyn.correa@lacity.org" <sherilyn.correa@lacity.org>, "De Felice, Diane" <ddefelice@bhfs.com>

On behalf of the University of Southern California, which is the appellant in this matter, I am submitting this letter in support of the applicant's request that the City Planning Commission continue the appeal.

Please let me know if you have any questions.

Thank you.

Bill Delvac

213-500-3521

USC 3851 Appeal Continuance Support Letter to CPC 04-04-25 Item No. 6.pdf



April 4, 2025

City of Los Angeles City Planning Commission 200 North Spring Street, Room 272 Los Angeles, CA 90012

BY EMAIL: cpc@lacity.org

RE: CASE NO. DIR-2023-5190-TOC-HCA; ENV-2023-5191-CE 3851-3855 S. GRAND AVENUE, LOS ANGELES, CA 90037

Honorable City Planning Commissioners:

On December 26, 2023, the University of Southern California (University) submitted an appeal (Appeal) for the proposed mixed-use project (Project) located at 3851-3855 S. Grand Avenue (Project Site). This appeal is Item No. 6 on your April 10, 2025 meeting agenda. The applicant has requested that the matter be continued until April 10, 2025.

The University, as appellant, supports the applicant's request for a continuance. We have very recently agreed to mediate the issues in an effort to see if we can resolve the issues raised in the Appeal issues.

The University hopes that the mediation effort will be successful. Therefore, the University respectfully requests that the Commission continue this matter at its April 10th meeting.

Very truly yours,

William Ware

William F. Delvac

cc: Council Member Curren Price Diane de Felice, Applicant's Counsel Laurie Stone, USC Bryan Eck, USC

ATTACHMENT 1 EXCERPTS OF CITYWIDE HISTORIC CONTEXT STATEMENTS

In July 2016, the Planning Department released the LOS ANGELES CITYWIDE HISTORIC CONTEXT STATEMENT Context: Commercial Development, 1850–1980 Theme: Commercial Signs, 1906–1980 (Context Statement). In evaluating the significance of the Sign, relevant Sub-Theme is Pylons, Poles, Stanchions, and Billboards, 1920–1980.

The following are key excerpts from the Context Statement: Eligibility Standards

- Originally constructed as freestanding support for advertisements to be read from a distance by moving audiences
- Evokes iconic cultural associations with period- or regionally specific commercial establishments, personae, or multiple-family residential properties, and/or is an excellent example of an architectural style or promotional technique from its period

Character-Defining/Associative Features

- Pylons, poles, stanchions, or towers support metal or plastic boxes (in varying dimensions and shapes), cutouts, spheres, statuary, or other three-dimensional forms
- May support a combination of backlit plastic, incandescent bulbs, neon tubing, and/or fluorescent tubing
- Often bear signs on both sides and may include other intersecting shapes and forms that jut from the primary structure at different angles
- Evokes commercial ethos of its period through forms, typography, material, and/or imagery

Integrity Considerations

- The lifespan of neon is not everlasting, so replacements are acceptable if they follow the contours and basic materials of the sign (evident by sockets, wiring, remnants of tubing or gases, or painted images)
- Replacement of transformers, switches, timers or other mechanisms for the control of voltage, dimmers, and flashing mechanisms is acceptable to meet contemporary safety and maintenance standards
- Remains an integral part of the fabric of the building

ATTACHMENT 2 FACTORS OF INTEGRITY

Location is the place where the historic property was constructed or the place where the historic event occurred. To retain integrity of location, the historic property cannot have been moved.

Design is the combination of elements that create the form, plan, space, structure, and style of the property. Design includes such elements as organization of space, proportion, scale, technology, ornamental and materials. To retain integrity of design, the property must retain the primary design elements from its period of significance including pattern of fenestration; types of exterior cladding; and amount, type or style of ornamental detailing.

Setting is the physical environment of a historic property. It refers to the character of the place in which the property played its historical role. Physical features that constitute the setting include topographic features, vegetation, manmade features such as paths and fences, and relationships between buildings and other features or open space. If the property's setting contributes to its significance the character of its setting must be little changed from the period of its significance.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. To retain integrity of materials, a property must retain the key exterior materials dating from the period of its historic significance.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor or skill in constructing or altering a building. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery. If manifestations of workmanship were visible during the property's period of significance, these manifestations must remain evident for the property to retain integrity of workmanship.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. To retain integrity of feeling, the property must continue to evoke the feelings of its period of significance. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the nineteenth century.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.

Craig Lawson & Co., LLC

Land Use Consultants

April 7, 2025 BY EMAIL

The Honorable City Planning Commission of the City of Los Angeles 200 North Spring Street, Room 272 Los Angeles, CA 90012

Attn: Cecilia Lamas, Commission Executive Assistant cpc@lacity.org

RE:	
Project:	The Bloc Tower and Signage SUD Project
Project Addresses:	700 S. Flower Street, 700 W. 7th Street, and 711
-	S. Hope Street, Los Angeles 90017
Applicant:	NREA-TRC 700, LLC
Case Numbers:	CPC-2021-9958-TDR-SPR-HCA;
	CPC-2018-6388-SN; CPC-2024-8052-DA
	ENV-2021-9959-EIR
City Planning Commission	
Meeting Date:	April 10, 2025
Agenda Item Nos.:	7, 8 and 9
-	

Dear President Lawshe and Members of the City Planning Commission:

I am writing on behalf of NREA-TRC 700, LLC (the "Applicant"), the applicant for the above-referenced project (the "Project"), which is scheduled for the City Planning Commission's consideration at its meeting on April 10, 2025.

The Project seeks to enhance the existing mixed-use development known as The Bloc, which occupies an approximately four (4) acre city block in the Financial Core. The Project would further the vibrancy of DTLA by adding a new residential tower with up to 466 units, and a customized Signage Supplemental Use District (the "Signage SUD") to the site's existing commercial office, retail and hotel uses.

We appreciate staff's work on this matter and support the recommendation of the staff report to approve the above referenced entitlements, with one requested modification. For the reasons discussed in Section A below, the Applicant respectfully requests removal of the requirement for sign reduction in the proposed ordinance for the Signage SUD.

Craig Lawson & Co., LLC

Land Use Consultants

A. Requested Modification to Signage SUD

The current draft of the Signage SUD ordinance includes a requirement for sign reduction in connection with signs that provide off-site advertising. The Applicant understands that the recommended sign reduction is intended to further the City's interests in promoting aesthetics and safety by removing existing signage elsewhere in the City. From the Applicant's perspective, however, sign reduction is not necessary, and would create new obstacles to furthering the City's objectives for the Signage SUD.

First, sign reduction is not necessary to achieve the City's objectives. The signage proposed by the Signage SUD has been carefully designed to further the City's objectives, including its objectives of aesthetics and safety. The proposed signage into the architecture and scale of the existing structures. The proposed SUD ordinance provides tailored regulations to respect adjacent uses. The proposed Signage SUD will serve an important placemaking function that will further activate the site as a retail and transit hub and gathering space where visitors can experience a strong sense of engagement, comfort and security. The proposed signage will further public safety by providing appropriate illumination and enhancing the sense of activity and presence, thereby supporting a vibrant and secure 24-hour environment for The Bloc and surrounding Financial Core.

The proposed Signage SUD will also help draw residents, employees and visitors to The Bloc's diverse uses and its pedestrian portal to the 7th Street/Metro Center Station. The existing development is accessible to pedestrians from three of its four street frontages, but because most uses face the interior, the proposed signage is needed to enhance visibility and invite connections from the surrounding area.

Because the vast majority of the proposed signage will be located on existing structures, the signage component can be implemented upon Project approval, creating an immediate benefit for The Bloc and the surrounding area. Given the many challenges currently facing DTLA, this near-term enhancement will provide an important boost to a site that is so essential to the vibrancy and energy of the Financial Core.

Further, the Applicant proposes a contribution to fund a portion of the City's 7th Street Streetscape Improvement Project (the "7th Street Project"), which would provide a substantial aesthetic and safety benefit to residents, downtown workers, visitors and other stakeholders. The 7th Street Project consists of streetscape improvements designed by the City in collaboration with community and business leaders to add pedestrian and bicyclist safety improvements to 7th Street between Figueroa Street and San Pedro Street. The 7th Street Project seeks to transform this portion of 7th Street into a new boulevard that will safely serve pedestrians, bicyclists, and transit users. Additional details of the City's 7th Street Project are

Craig Lawson & Co., LLC

Land Use Consultants

described in the attached **Exhibit A** and at <u>https://engineering.lacity.gov/7th-street-streetscape</u>. The City's 7th Street Project faces a funding shortage, and the City's Bureau of Engineering (BOE) identified this public infrastructure project as an important unfunded need of DTLA. The Applicant proposes a payment of \$1.6 million, which is the amount BOE has identified as the cost to fund improvements for the length of one City block, on both sides of 7th Street. Given the overwhelming needs facing DTLA and the City in general, and in light of the current general fund budget shortfall, this contribution to public streetscape improvement can have a particularly meaningful impact.

Second, sign reduction has become increasingly difficult to achieve, and such a requirement would create a significant obstacle to realizing the benefits of the Signage SUD. The diminishing number of signs available to purchase for purposes of removal, combined with the increased competition for such signs as a result of existing sign reduction requirements for certain other projects, has led to both artificially inflated prices for sign reduction and substantial delay in achieving compliance with sign reduction requirements. This delay and disproportionate cost would create potentially insurmountable barriers to the objectives of the Signage SUD.

For all these reasons, the Applicant respectfully requests that the Commission approve the Project, and adopt the recommendations of the staff report, with the one modification to remove the sign reduction provisions from the draft Signage SUD ordinance.

We look forward to presenting the Project and answering any questions at the Commission meeting on April 10, 2025.

Sincerely,

Andie Adame Craig Lawson & Co., LLC

Attachment:

• Exhibit A. BOE's 7th Street Streetscape Project Webpage

THE 7TH STREET STREETSCAPE | Bureau of Engineering



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THE 7TH STREET STREETSCAPE

Building a Safer Street For All, From Figueroa Street to San Pedro Street

In April 2022, the City of Los Angeles Bureau of Engineering, in partnership with Council District 14, is beginning a \$12 million multimodal transportation project to add pedestrian and bicyclist safety improvements, including pedestrian lighting, bus islands, and trees, to Downtown LA's 7th Street between Figueroa Street to San Pedro Street. Construction will begin at San Pedro Street and continue westward.

First planned in 2015 as part of the "Envisioning 7th Street" process, Council District 14, City staff, and the design team worked closely with community and business leaders to develop plans for a more beautiful and functional 7th Street, transforming it into a new boulevard that will safely serve pedestrians, bicyclists, and transit users!

Project goals:

- To improve the pedestrian experience.
- To improve bicycling connectivity and safety.
- To improve the transit experience for riders and operators.

Stakeholder & Community Meetings

All are welcome to attend the next meeting, which will be hosted on Zoom.

Virtual Construction Update Community Meeting

Previous Community Meetings

- Stakeholder Meeting #1 October 4, 2018
- Stakeholder Meeting #2 March 4, 2019
- Virtual Stakeholder Meeting #3 December 17, 2020 (PRESENTATION HERE)
- Virtual Community Meeting #1 January 27, 2021 (PRESENTATION HERE)
- Virtual Community Meeting #2 March 30, 2022 (PRESENTATION HERE) (VIDEO HERE)

Through community input and technical evaluation, this thriving neighborhood and commercial corridor has been designed to allow safety improvements and additional amenities including:

- New protected "cycle track" bike lanes
- Sidewalk improvements, including ADA enhancements
- New pedestrian lighting in the parkways
- Well-lit transit "islands," for safer places to wait for transit
- New pavement and lane striping
- New street trees
- Micro-mobility stations for safer access to bike and scooter share and bike racks

The 7th Street Streetscape offers a new beginning for a historic street with a goal of delivering a better quality of life for pedestrians, cyclists, residents, businesses, and motorists.

Construction Schedule: Click here

Contact Us

If you'd like to be on the email list to receive construction updates, please email Kayla Peji at Kayla.Peji@lacity.org.

City of Los Angeles Public, Department of Public Works, Public Affairs Office, (213) 978-0333



201 Sotello Street - Letter of Support for Housing Development

Amber Kain <amberkain@gmail.com> To: CPC@lacity.org Sun, Apr 6, 2025 at 7:24 PM

Dear City Planning Commission Members,

I'm a middle class citizen of Santa Monica, CA. I own two modest homes in safe beachside neighborhoods. But I wasn't always so fortunate. As a child, I experienced homelessness for 21 months when my mother and I were displaced from our rental apartment in New York City by skyrocketing rents during the gentrification of Harlem. My mother continued to work and I continued to attend school where I was an honor student. But I had to complete my homework while riding buses and subway cars as my mother and I had to search every night for a new place to sleep – a friend's sofa bed, a relative's garage, a stranger's rooftop. The homeless shelters were too dangerous for women and girls to even entertain.

Homelessness is not an experience I would wish on my worst enemy. Certainly, no working mother and child should ever experience it. Please park the buses in an underground lot. Do everything in your power to mitigate the housing crisis in Los Angeles. With the ready availability of e-scooters, bikes, rideshare apps, etc., today's adult generation of Los Angeles embraces alternative modes of transportation so that fewer and fewer own cars, reducing their experience of traffic.

You are in a unique position to save thousands of innocent hard-working people from suffering the trauma of living unhoused. Please seize the day & *use your enormous power for good*. Current Angelenos and our children will gratefully look to you all as LA's heroes.

Amber Kain, Author & Landlord https://www.amazon.com/author/amberkain https://www.instagram.com/amberkainartist/ https://www.barnesandnoble.com/s/AmberKain



Appeal of Case No. TT-51669-IND-M3

Cynthia Clemons <cclemons88@gmail.com> To: "cpc@lacity.org" <cpc@lacity.org> Cc: ali@housingactioncoalition.org

Fri, Apr 4, 2025 at 7:44 PM

Dear LA City Planning Commission,

I am writing this letter in strong support of permitting new housing creation. Instead of simply removing a decades-old, out-of-date restriction prohibiting housing and aligning the property's tract map with existing and planned zoning, the City has imposed overly burdensome conditions, in violation of the Subdivision Map Act.

With such a massive need for housing, the City should be doing everything that it can to support the production of new housing, versus creating new barriers with overly burdensome conditions and protracted City processes. This causes undue expense and delay and ultimately prevents new housing from being built.

The City Planning determination violates the clear reading of the tract map statutes, as well as State Law prohibiting such exactions. I believe the Planning Department seeks to use this as a precedent setting case and to apply it to other previously industrial zoned properties with tract map use restrictions. This will impair the Planning Commission, City Council and Mayor's stated policy objectives of encouraging the redevelopment of obsolete industrial properties into desperately needed housing.

This body needs to get it right and allow much needed housing to go forward.

Sincerely, Cynthia Clemons

--Cynthia Clemons 404 - 542 - 2645





Cox, Castle & Nicholson LLP

2029 Century Park East, Suite 2100 Los Angeles, California 90067-3284 P: 310.284.2200 F: 310.284.2100

Alexander M. DeGood 310.284.2205 ADeGood@coxcastle.com

File No. 108688

April 7, 2025

VIA E-MAIL

Monique Lawshe President Los Angeles City Planning Commission 200 North Spring Street, Room 340 Los Angeles, CA 90012 cpc@lacity.org

Re: 201 W. Sotello Street Tract Map Modification Appeal: Agenda Item #11

Dear President Lawshe and Members of the City Planning Commission:

This office represents S&R Partners, LLC, the owner and applicant ("Applicant") for a tract map modification for the property located at 201 W. Sotello Street (the "Property"), Case No. TT-51669-IND-M3-1A, to conform the uses permitted by the map with current zoning (the "Conformance Application"). This letter follows the City's April 2, 2025, staff report ("Staff Report") concerning the Applicant's October 28, 2024, appeal (the "Appeal") of the Advisory Agency's October 21, 2024, heavily-conditioned Conformance Application approval. The City's position, as articulated in the Staff Report, is without legal support, would impose crushing burdens on the Applicant, and is direct contravention of the City's actions on an adjacent property. To wit:

- <u>The Staff Report misstates the record</u>. The Staff Report appears predicated on the idea there is an active application for a residential project on the Property. <u>There is no project application before the City</u>. The <u>only</u> thing before the City is the Conformance Application, which simply seeks to align an almost 30 year old tract map with <u>current</u> zoning, which permits residential development, as well as other uses currently prohibited on site.¹
- <u>The City's position violates the Subdivision Map Act</u>. The Map Act, in section 66472.1, explicitly states that a map modification cannot "impose any additional burdens on the fee owners," nor can it "alter any right, title, or interest" in the property. Yet the City here seeks to impose <u>millions of dollars</u> in fees and other requirements through the

¹ In November 2023 the Applicant filed for a preliminary zoning conformance determination for a potential residential project, which was due to expire shortly by its own terms and which the Applicant has formally withdrawn.

Monique Lawshe April 7, 2025 Page 2

Conformance Application, which simply seeks to permit uses on the site that the underlying zoning permits. The Map Act flatly prohibits imposition of such conditions through the modification process.

The City's "legal" response is a non-sequitur, as the Staff Report states the conditions "do not create an undue burden as they do not apply to unrelated properties or impose unnecessary obligations on neighboring landowners." What do neighboring properties not part of the application have to do with anything? The Map Act prohibits imposing a burden <u>on the applicant landowner</u>, which here it is unrefuted the City seeks to do.

• <u>There is no authority to "re-record" an already recorded tract map</u>. The City has treated the Conformance Application as if the Applicant filed for a new tract map by seeking to impose conditions it could only impose on a new map. But the City knows there is no mechanism under the Map Act to impose such conditions, so it manufactures a requirement to "re-record" the already recorded map, thereby requiring the Applicant to clear all of the imposed conditions, pay millions in fees, and bond for improvements, regardless of whether the Applicant has a project. Nothing in section 66472.1 mentions, let alone requires, re-recording an already recorded map, nor gives a jurisdiction the right or authority to interpret the Map Act to contain provisions not stated within it, and with good reason – the entire point of the operative Map Act section is to narrowly revise final maps to conform with changed circumstances (here, underlying zoning that permits residential and other uses that are prohibited in the tract map that predates current zoning).²

Further, many conditions do not even state the Applicant must "re-record" the map but state the Applicant must clear them "prior to recordation of a final map." However, the map in question was recorded decades ago, and not even the City can explain how the Applicant could clear such a condition.

 <u>The City seeks to impose millions in Quimby fees at the subdivision amount level when</u> <u>the Conformance Application does not subdivide the Property</u>. Despite no subdivision of property, as that occurred almost 30 years ago, the City seeks to impose approximately <u>\$6.9 million</u> in Quimby fees, calculated at the subdivision level for a potential future project. First, all required fees were paid at the time of map recordation in accordance with state law, and the City cannot now impose new fees. Second, even if the City could impose new fees, there is no basis to impose them based on the fee structure for subdivision of property when no subdivision is taking place here. Finally, as noted above,

² The City attempts a sleight of hand, stating that while nothing in the Map Act provides for re-recordation of a map, nothing explicitly prohibits it, which amounts to proving a negative. The Map Act creates a detailed statutory scheme regarding property subdivision, prescribing in detail myriad processes and requirements. It is absurd to suggest that it permits anything it does not explicitly prohibit. Further, the City's longstanding policy with respect to interpretation of its own code is that if the code does not explicitly permit something, it is not permitted.

Monique Lawshe April 7, 2025 Page 3

the imposition of such fees directly violates the Map Act section regarding map modifications.

<u>The City's Map Act interpretation would eliminate section 66472.1</u>. The City argues that because section 66472.1 references Map Act section 66474, which requires the City to find the Conformance Application is consistent with the City's General Plan, the City can impose all the conditions imposed here. The City badly misunderstands the scope of its authority, which is limited to determining whether *the proposed map modification is consistent with the General Plan*, which it is, as the General Plan permits residential and other uses at the Property. *McCorkle Eastside Neighborhood Group v. City of St. Helena* (2018) 31 Cal.App.5th 80, 95 (scope of agency discretion limited by statutory scope of authority); *San Diego Navy Broadway Complex Coalition v. City of San Diego* (2010) 185 Cal.App.4th 924, 938 (same). The map modification request is specifically for the purpose of bringing the tract map into conformance with the Cornfield Arroyo Specific Plan.

Here, the Map Act clearly limits the scope of the City's discretion to consideration of the specific proposed map modification. To hold that the reference to section 66474 allows the City to impose any conditions as it would on a new map application would invest the City with unlimited discretion and read section 66472.1 completely out of the Government Code and violate bedrock law regarding statutory construction. *State Dept. of Public Health v. Superior Court* (2015) 60 Cal.4th 940, 955 ("A court must, where reasonably possible, harmonize statutes, reconcile seeming inconsistencies in them, and construe them to give force and effect to all of their provisions.") (citations omitted)

• <u>The City imposed **no conditions** on an adjoining property's map modification</u> <u>application</u>. In 2018, the City approved an *identical* map modification request to remove a use restriction and align permitted uses with the underlying zoning for the adjacent property located at 200 Mesnager Street (the "Mesnager application"). The City properly applied the Map Act and imposed no conditions on the Mesnager application. Indeed, senior Bureau of Engineering staff stated in writing that BOE sought no conditions and that "no new final map recordation is required based upon the proposed modification request."³

The City's purported reason for such impermissible, differential treatment is that the Conformance Application concerns an actual project whereas the Mesnager application did not. But, as detailed above, that is not true. Nor can the City point to *any* time it sought to impose such burdensome conditions on a map modification application, and there is no legal justification for it here.

³ The Mesnager site now has a 280-unit residential project, thus effectuating City policy for residential development in this area of the Cornfields Arroyo Specific Plan ("CASP").

Monique Lawshe April 7, 2025 Page 4

The Conformance Application simply seeks to conform a decades-old tract map with the uses the City, as a policy matter, has now long permitted on the Property.⁴ Faced with a straightforward request under the Map Act it previously granted with no issue, for some reason the City here seeks to impose conditions that the Applicant would be forced to clear absent actually having a project, including payment of millions in fees and bonding for various public improvements.

The City Planning Commission should grant the appeal, resulting in an approved map modification identical to the Mesnager application that would permit future development consistent with the CASP and nothing more.

Sincerely,

Alexander M. DeGood

AMD:amd

Helen Campbell, Planning Director, Office of Councilmember Eunisses Hernandez cc: Lisa Webber, Deputy Director of Planning Jane Choi, Principal City Planner

⁴ Indeed, the City recently adopted an updated CASP and again adopted zoning for the Property that would permit substantial residential development.

20+ CONSTITUENTS SUBMITTED THE FOLLOWING STATEMENT TO THE <u>CPC@LACITY.ORG</u> INBOX FOR THE CITY PLANNING COMMISSION'S CONSIDERATION:

Item 11:

Case No. TT-51669-IND-M3

Subject Line: Appeal of Case No. TT-51669-IND-M3 - letter of support 201 Sotello street

Email Message:

Dear City Planning Commission,

I write this letter in support of permitting new housing creation.

Instead of simply removing a decades-old, out-of-date restriction prohibiting housing and aligning the property's tract map with existing and planned zoning (as it did for the 200 Mesnager project next door), the City has imposed overly burdensome conditions, in violation of the Subdivision Map Act.

The City Planning Commission should grant the appeal and impose the same conditions as those imposed in a prior, identical request for an immediately adjacent project: TT-51669-IND-M2. Any other result is both illegal and unfair, and in direction opposition to the City's stated goal of producing housing.

With such a massive need for housing, the City should be doing everything that it can to support the production of new housing, versus creating new barriers with overly burdensome conditions and protracted City processes. This causes undue expense and delay and, ultimately prevents new housing from being built.

Current zoning permits housing and prohibits industrial development. The applicant is requesting to align the tract map with current zoning. Instead, the City is attempting to impose dozens of conditions, which are both burdensome and inconsistent with a prior, identical request.

I oppose the Advisory Agency's imposed conditions and support the Appellant here. This body needs to get it right and allow much needed housing to go forward.

DAY OF HEARING SUBMISSIONS



Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA

April 8, 2025

TO: City Planning Commission

FROM: Bryant Wu, City Planning Associate

ADDITIONAL INFORMATION/TECHNICAL MODIFICATION/CORRECTION TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2024-5977-DB-VHCA; 361 North La Brea Avenue

Transmitted herewith is a revised Exhibit E that incorporates a letter of support dated January 22, 2025, from Abundant Housing LA into all Letters of Support and Opposition. This is to be considered at the City Planning Commission meeting of April 10, 2025, related to Item No. 5b on the meeting agenda.

Exhibit E

Public Correspondence



Re: Support for 361 N. La Brea Ave

Planning CPC <cpc@lacity.org>

Wed, Jan 22, 2025 at 2:05 PM

To: Tami Kagan-Abrams <projects@abundanthousingla.org>, Bryant Wu <bryant.wu@lacity.org> Cc: Jaime Del Rio <jaime@abundanthousingla.org>

Good afternoon,

Please note the mentioned case in your letter is not agendized for the CPC meeting of January 23, 2025. Adding the planner +Bryant Wu to place in the case file.

Thank you,



Cecilia Lamas, Commission Exec. Asst. II - City Planning Commission (CPC) - Harbor Area Planning Commission 200 N. Spring St., Room 272 Los Angeles, CA 90012 T: (213) 978-1299 | Planning4LA.org



Note: Regular Day Off Alternating Fridays

On Wed, Jan 22, 2025 at 10:32 AM Tami Kagan-Abrams <projects@abundanthousingla.org> wrote:

Please see our attached letter of support for the project at 361 N. La Brea Avenue, which will undergo review by a Hearing Officer on January 23.

Thank you,

Tami Kagan-Abrams, Projects Director

Abundant Housing Los Angeles



January 22, 2025

Bryant Wu, City Planning Associate bryant.wu@lacity.org 200 North Spring Street, Room 621 Los Angeles, CA 90012

Dear Hearing Officer,

We are writing to you in support of the proposed 40-unit mixed use development, including 5 affordable units, at 361 North La Brea Avenue, case number CPC-2024-5977-DB-VHCA. We urge the city to find the project exempt from CEQA and approve it with its requested density bonuses and incentives.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing and creating new housing in Hollywood will help to reduce issues of gentrification and displacement. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part. This project will help provide that much needed housing by replacing a car rental agency and parking lot without the loss of any residential units.

This project is in a great location for housing, across the street from a bus stop and a mile away from the upcoming Metro station at Wilshire and La Brea. It is also close to shopping and restaurants, and the new commercial spaces will benefit residents and the surrounding neighborhood.

It is great to see the developer using the Density Bonus program to bring new homes, including badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. This project is good for Los Angeles and for the region and we urge the city to find the project exempt from CEQA and approve it with its requested density bonuses and incentives.

Best Regards,

Azeen Khanmalek

Azeen Khanmalek AHLA Executive Director

Jaime Del Rio

Jaime Del Rio AHLA Director of Organizing

Tami Kagan-abrams

Tami Kagan-Abrams AHLA Project Director



Case Number: CPC-2024-5977-DB-VHCA

Avrohom Czapnik <Rabbi@jlela.com> To: "Bryant.Wu@lacity.org" <Bryant.Wu@lacity.org>

Wed, Jan 22, 2025 at 12:48 PM

Good afternoon Bryant Wu

I am writing to oppose the exemptions requested for the proposed new development at 361 N. La Brea Avenue, Los Angeles. Case Number: CPC-2024-5977-DB-VHCA, Environmental Case Number: ENV-2024-5978-CE.

The project as designed will add 40 new units and retail space on a commercial street that runs through a residential neighborhood consisting of primarily owner-occupied single family homes and duplexes. This magnitude of this structure is far greater than any other buildings nearby, and will change the character of our neighborhood.

Traffic in this area is extremely busy including the streets in direct proximity to the proposed project. The residential streets such as Oakwood Avenue, are often full for blocks by people avoiding the major streets (e.g., Beverly Blvd and La Brea).

Parking is already scarce and exceeds 85% of legal on-street parking occupied as certified by the city's parking study to establish Preferential Parking District (PPD) 47. Allowing the extra units that are requested through these exemptions puts additional strains on the traffic and parking, in excess of those allowed by AB 2097. Though some people may use mass transit most wont, where will they park? And what about the retail customers? Where will they park? Especially because there is already no parking on La Brea after 4pm.

By rejecting these exemption request, the building will be scaled back to something more reasonable, keeping with the nature of the neighborhood and not further strain the already challenging traffic and parking in our neighborhood.

Thank you, for your consideration

Avrohom Czapnik 366 n Detroit St Los Angeles, CA 90036



Apartment building at La Brea and Rosewood

1 message

Irwin Lowi <abpf@ix.netcom.com> To: Bryant.wu@lacity.org Cc: Rabbi Bess <rgbess@gmail.com> Thu, Jan 23, 2025 at 8:14 AM

Dear Sir:

As a resident living on Orange, I must protest this huge development. Withe the increased restrictions on La Brea we have even more congestion and parking difficulties for residents. Adding so many apartments in one building will exacerbate the already difficult intersection. The doesn't specify how many spots will be underground for residents of the building. Why not? Will there employees for the retail first floor? Where will the park? Lastly was environmental impact report done the probability of soil contamination do to the onsite current business? Thank you for your consideration. Irwin Lowi

304 N Orange Dr LA, 90036 ABP Insurance Agency

6404 WILSHIRE BLVD. SUITE 1215 LOS ANGELES, CA 90048 OFFICE 323-658-7733 TOLL FREE FAX 866-848-5669



Opposition to exemptions requested for 361 N. La Brea Avenue, CPC-2024-5977-DB-VHCA

1 message

Ken Weinberg <kiweinberg613@gmail.com> To: Bryant.Wu@lacity.org Thu, Jan 23, 2025 at 5:04 AM

Los Angeles Department of City Planning

200 N. Spring Street

Los Angeles, CA 90012

I am writing to oppose the exemptions requested for the proposed new development at 361 N. La Brea Avenue, Los Angeles. Case Number: CPC-2024-5977-DB-VHCA, Environmental Case Number: ENV-2024-5978-CE.

The project as designed will add 40 new units and retail space on a commercial street that runs through a residential neighborhood consisting of primarily owner-occupied single family homes and duplexes. This magnitude of this structure is far greater than any other buildings nearby, and will change the character of our neighborhood.

This appears to be an attempt by a multi-million dollar corporation to profit off loopholes in the various codes at the expense of regular homeowners.

It also sets a bad precedent for other developers who realize that by utilizing loopholes in various regulations, they can circumvent the protections designed to provide affordable housing. For example, the applicant claims they are setting aside 5 units for very low income households, they also point out that this building will not be subject to the Rent Stabilization Ordinance (RSO), so they are free to raise rents to market levels after the first year.

Traffic in this area is extremely busy including the streets in direct proximity to the proposed project. The residential streets such as Oakwood Avenue, are often full for blocks by people avoiding the major streets (e.g., Beverly Blvd).

Parking is already scarce and exceeds 85% of legal on-street parking occupied as certified by the city's parking study to establish Preferential Parking District (PPD) 47. Allowing the extra units that are requested through these exemptions puts additional strains on the traffic and parking, in excess of those allowed by AB 2097. Adding 60 cars (Average $1\frac{1}{2}$ per apartment x 40 apartments) would put an excessive strain on our neighborhood, since parking is not permitted or severely restricted on La Brea Ave most of the day.

The proposed height also presents privacy concerns for the residences across the alley, which include several ADUs directly against the western side of the alley.

By rejecting these exemption requests, the building will be scaled back to something more reasonable, keeping with the nature of the neighborhood and not further strain the already challenging traffic and parking in our neighborhood.

Furthermore, the applicant states that they are not subject to the 25 foot transitional height limit since the project is more than 49 feet from any properties zoned R1, yet Google Maps appears to show that the R1 zoned property at 7111 Oakwood Avenue is within 49 feet of the proposed development.

Also, since the alley behind the subject property is used extensively throughout the day (and parts of the night) for the residences and businesses, there must be provisions to maintain unimpeded access during construction. Noise mitigation requirements should also be included for the project during construction and for the eastern wall of the project and the eastern portion of the rooftop deck so as not to unnecessarily disturb the residents of the ADUs on the western side of the alley.

Thank you,

Kenneth Weinberg

1/23/25, 7:48 AM City of Los Angeles Mail - Opposition to exemptions requested for 361 N. La Brea Avenue, CPC-2024-5977-DB-VHCA 356 N. Detroit Street

https://mail.google.com/mail/u/0/?ik=52d6a52a92&view=pt&search=all&permthid=thread-f:1822044985232199722&simpl=msg-f:1822044985232199722

2/2



Case number cpc-2024-5977-db-vhca

1 message

miriam moskovits <miriammoskovits@gmail.com> To: bryant.wu@lacity.org Tue, Jan 14, 2025 at 11:21 PM

Case number cpc-2024-5977-db-vhca

Good morning as related to the property that is planning to be built on the corner of La Brea and Oakwood Avenue.

We are neighbors that live the block behind this property and as is our area never has parking and is always congested and extremely crowded already by a lot of people and houses and cars and pedestrians.

Building this massive structure will hinder our neighborhood it will bring more crime into the area it will bring more people into the area that is not good for the safety of our children and our families.

in addition it is a huge structure that does not have adequate parking for all of the residents of the apartment building which means that all us residents who currently live here will never have any parking on our blocks.

In addition a building height of 75 ft is way over what is currently allowed in our area and I'm not sure why they would allow a higher building than 45 ft.

In addition I'm not a development of 40 units brings with it a lot of people that are neighborhood cannot handle it is a small quiet area that will be hampered by so many more residents.

Please do not ruin our neighborhood by allowing the building of these apartment buildings that should be built in areas that can handle such a huge apartment building.

Thank you,

Miriam moskovits



Case #CPC-2024-5977-DB-VHCA and ENV-2024-5978-CE

1 message

Naftali Alt <naftalialt@gmail.com> To: bryant.wu@lacity.org Fri, Jan 17, 2025 at 12:56 PM

Good afternoon.

I am writing you today about the plans to build an apartment complex at 361 North La Brea Ave. Los Angeles, CA 90036

We are neighbors that live in the block behind this property, and as is, our area doesn't have enough parking and is congested & crowded already by a lot of people, pedestrians, cars and houses.

Building this massive structure will hinder our neighborhood. It will bring more crime in to the area, which is obviously NOT GOOD for the safety & welfare of our children and families.

In addition, it is a huge structure that DOES NOT have adequate or ample parking for its residents and/or customers. This in turn, will affect the residents in this area, as it pertains to parking on the block.

In addition a building height of 75 feet plus is way over what is currently allowed in our area. I'm not sure why they would allow a building higher than 35 feet (which is what is currently allowed).

Also, a development of 40 units, brings in a lot of people that our neighborhood CANNOT HANDLE!

Please do not ruin our neighborhood by allowing the building of these apartment buildings.

Thank you in advance for your understanding.

Naftali Alt



361 N La Brea Project

1 message

rgbess@gmail.com <rgbess@gmail.com> To: Bryant.Wu@lacity.org Wed, Jan 22, 2025 at 12:28 PM

Dear Mr Wu,

I live ½ a block from the site, at 438 N Detroit St. I am well aware of the congestion on that corner and La Brea itself.

I am writing to oppose the exemptions requested for the proposed new development at <u>361 N. La Brea Avenue</u>, Los Angeles. Case Number: CPC-2024-5977-DB-VHCA, Environmental Case Number: ENV-2024-5978-CE.

The project as designed will add 40 new units and retail space on a commercial street that runs through a residential neighborhood consisting of primarily owner-occupied single family homes and duplexes. This magnitude of this structure is far greater than any other buildings nearby, and will change the character of our neighborhood.

It also sets a bad precedent for other developers who realize that by utilizing loopholes in various regulations, they can circumvent the protections designed to provide affordable housing. For example, the applicant claims they are setting aside 5 units for very low income households, they also point out that this building will not be subject to the Rent Stabilization Ordinance (RSO), so they are free to raise rents to market levels after the first year.

Traffic in this area is extremely busy including the streets in direct proximity to the proposed project. The residential streets such as Oakwood Avenue, are often full for blocks by people avoiding the major streets (e.g., Beverly Blvd).

Parking is already scarce and exceeds 85% of legal on-street parking occupied as certified by the city's parking study to establish Preferential Parking District (PPD) 47. Allowing the extra units that are requested through these exemptions puts additional strains on the traffic and parking, in excess of those allowed by AB 2097.

By rejecting these exemption request, the building will be scaled back to something more reasonable, keeping with the nature of the neighborhood and not further strain the already challenging traffic and parking in our neighborhood.

Rabbi Gershon Bess

438 N Detroit St

LA, Ca 90036



Case CPC-2024-5977-DB-VHCA

Yossie Weinberg <yossieweinberg@gmail.com> To: Bryant Wu <bryant.wu@lacity.org> Mon, Jan 6, 2025 at 10:22 AM

Thanks you so much for your responses,

I had a few follow up questions regarding this project,

I have a hard believing that La Brea and Beverly qualifies as a major transit stop since but I will follow up with the contact info attached to AB 2097 regarding that,

1) in regards to parking since the residents will presumably either have either an Oakwood or La Brea address they would be ineligible to obtain "47" parking permits which is the code for the permits on Detroit Street and the surrounding residential streets?

2) Is there a way to tighten up the existing parking restrictions on Detroit Street to make them permit parking only whereas now there is 2 hour parking most of the day which is not strictly enforced? this would help negate the ability for those using the commercial space from parking on the block

3) are there any specific plans as to what will occupy the commercial space or are there any restrictions as to what can occupy that space? for example a grocery store would have significantly more people in and at during the day than an office space

4) in regards to the upcoming hearing on January 23rd is your email the contact for letters opposing the project? and would there be a way to get the hearing information notice and zoom info in a clickable form if possible.

Thanks,

Yosef Weinberg

On Tue, Dec 31, 2024 at 12:42 PM Bryant Wu

bryant.wu@lacity.org> wrote:

Good afternoon Yossie,

Thank you for your email.

1) The project is located in an AB2097 area. AB 2097 is state law that prohibits cities from imposing parking requirements for projects within a half mile of a major transit stop.

2) There are regulatory compliance measures set forth from other departments within Los Angeles. I believe the Department of Building and Safety has RCMs to address these issues.

3) Projects that provide a certain percentage of units as affordable housing are permitted a density bonus. As this site is zoned C2-1VL and the project is providing a certain amount of affordable units, the project is allowed 40 units by right.
4) The property owner and signer information is vetted by the counter planners at the time of case acceptance.

Oftentimes, the signer is a managing officer of the corporation. I'll need some time to double check.

5) Please see the attached application and findings that may help you understand the project a little better.

Thanks and have a happy new year!

Best,



Bryant Wu

Preferred Pronouns: He, His, Him City Planning Associate Los Angeles City Planning 200 N. Spring St Room 621 Los Angeles, CA. 90012 Planning4LA.org Desk: (213) 202-5435



On Thu, Dec 26, 2024 at 8:45 PM Yossie Weinberg <<u>yossieweinberg@gmail.com</u>> wrote: | Hi,

I live on the 300 N. block of Detroit and I am looking for some additional information regarding the proposed project at 361 N. La Brea.

1) Why at least as far as I can see that there is no mention of a waiver regarding parking? the plan is for 40 apartments and a commercial space which would seem to mean you would need more than 40 spots yet the proposal calls for 16, additionally there already is parking shortage on the surrounding streets

2) What mitigation efforts are being implemented during construction to alleviate specifically regarding Oakwood Ave. and the alley between La Brea and Detroit which is already a challenge for 2 cars to pass through, specifically during rush hours when it gets very crowded and to allow emergency vehicles to safely pass through. Additionally a project like this will presumably require a large crew where they will be parking throughout the construction? the alley is important as because the residential garages are all on the alley side

3) Similar to point 2, what mitigation efforts will be implemented once the project is complete to alleviate 40 additional apartments?

4) Who owns this property? The applicant name says Samuel Einhorn yet my online research seems to show that the property seems to be registered to an LLC entitled 361 North La Brea, LLC and the incorporation documents seem to show no one by that name. It is possible the documents have not been updated online so if you could please confirm this.

5) Please produce any filings, waivers, exemptions and all documents etc. related to this project.

Thanks, Yosef Weinberg Los Angeles Department of City Planning 200 N. Spring Street Los Angeles, CA 90012

Subject: Formal Challenge to Applicant Standing for the Proposed Development at 361 N. La Brea Ave (Case No CPC-2024-5977-DB-VHCA)

Dear Members of the Los Angeles Department of City Planning,

I am writing to challenge the standing of Mr. Samuel Einhorn to file the application for the proposed development at 361 N. La Brea Ave on behalf of 361 North La Brea, LLC. After reviewing the relevant application documents and LLC filings that I was able to obtain, it appears based on those documents that Mr. Einhorn lacks the legal authority or standing to act on behalf of 361 North La Brea, LLC. Below, I outline the specific reasons for this challenge:

1. Lack of Official Role Within the LLC

The LLC filings on record with the California Secretary of State do not list Mr. Einhorn as a manager, member, or agent of 361 North La Brea, LLC. Instead, the filings identify Barry Weiss and Samantha Feld as managers or agents. If Mr. Einhorn holds no formal position within the LLC, he cannot act on behalf of the LLC without explicit and documented authorization in accordance with the filing documents' clear outline. Additionally, the incorporation documents specify that one manager is designated as the sole person in charge of the LLC (Management Structure "The LLC will be managed by One Manager"), raising questions about whether Mr. Einhorn's involvement is legitimate or authorized.

2. No Evidence of Ownership Interest

The application does not include any documentation demonstrating that Mr. Einhorn has a direct ownership interest in 361 North La Brea, LLC or the property itself. Without such evidence, his standing as an applicant is further undermined.

3. Absence of Authorization from 361 North La Brea, LLC

The City Planning Application explicitly states that applicants who are not property owners must submit a Letter of Authorization (LOA) signed by an authorized representative of the property owner entity. No such authorization has been provided by 361 North La Brea, LLC, empowering Mr. Einhorn to file this application on its behalf. Without this document, Mr. Einhorn's representation of the LLC cannot be considered valid.

4. Lack of Response from City Planning Staff

On December 26, 2024, at 8:45 PM, I sent an email to Bryant Wu, City Planning Associate and the assigned staff contact for Case CPC-2024-5977-DB-VHCA, asking the following question:

"Who owns this property? The applicant's name says Samuel Einhorn yet my online research seems to show that the property seems to be registered to an LLC entitled 361 North La Brea, LLC and the incorporation documents seem to show no one by that name. It is possible the documents have not been updated online so if you could please confirm this."

On December 31, 2024, at 12:42 PM, Mr. Wu replied:

"The property owner and signer information is vetted by the counter planners at the time of case acceptance. Oftentimes, the signer is a managing officer of the corporation. I'll need some time to double check."

No further information or confirmation regarding the property's ownership or Mr. Einhorn's role was provided. Additionally, I requested, "Please produce any filings, waivers, exemptions, and all documents etc. related to this project." Despite this request, no documents clarifying the property's ownership or the applicant's standing were shared.

Request for Investigation and Action

Given the above points, I respectfully request the following actions:

- 1. The Department of City Planning should investigate the legitimacy of Mr. Einhorn's authority to file this application on behalf of 361 North La Brea, LLC.
- 2. If Mr. Einhorn is found to lack standing, the application should be deemed invalid and require a new filing with proper authorization.
- 3. A requirement should be made for 361 North La Brea, LLC to submit clear documentation of its organizational structure, purpose, and authorization processes to verify its compliance with city planning requirements.

Attachments

To support this challenge, I am attaching the following documents:

- 1. The City Planning Application for the proposed development at 361 N. La Brea Ave.
- 2. The incorporation documents for 361 North La Brea, LLC, demonstrating the designated managers and their roles.

Thank you for your attention to this matter.

Sincerely,

Yosef Weinberg



(916) 653-3516

For Office Use Only



STATE OF CALIFORNIA Office of the Secretary of State ARTICLES OF ORGANIZATION CA LIMITED LIABILITY COMPANY California Secretary of State 1500 11th Street Sacramento, California 95814

-FILED-

File No.: 202250814277 Date Filed: 5/19/2022

Limited Liability Company Name Limited Liability Company Name	361 NORTH LA BREA, LLC	
Initial Street Address of Principal Office of LLC		
Principal Address	11627 TELEGRAPH ROAD SUITE 200 SANTA FE SPRINGS, CA 90670	
Initial Mailing Address of LLC		
Mailing Address	11627 TELEGRAPH ROAD SUITE 200 SANTA FE SPRINGS, CA 90670	
Attention	Samantha Feld	
Agent for Service of Process		
Agent Name	Samantha Feld	
Agent Address	11627 TELEGRAPH ROAD SUITE 200 SANTA FE SPRINGS, CA 90670	
Purpose Statement The purpose of the limited liability company is to engage ir company may be organized under the California Revised U		
Management Structure		
The LLC will be managed by	One Manager	
Additional information and signatures set forth on attached pages, if any, are incorporated herein by reference and made part of this filing.		
Electronic Signature		
By signing, I affirm under penalty of perjury that the information herein is true and correct and that I am authorized by California law to sign.		
Samantha K. Feld	05/19/2022	
Organizer Signature	Date	



BA20220337771

For Office Use Only

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STATE OF CALIFORNIA Office of the Secretary of State STATEMENT OF INFORMATION LIMITED LIABILITY COMPANY California Secretary of State 1500 11th Street

Sacramento, California 95814

(916) 653-3516



File No.: BA20220337771 Date Filed: 6/7/2022

Entity Details	
Limited Liability Company Name	361 NORTH LA BREA, LLC
Entity No.	202250814277
Formed In	CALIFORNIA
Street Address of Principal Office of LLC	
Principal Address	11627 TELEGRAPH ROAD SUITE 200 SANTA FE SPRINGS, CA 90670
Mailing Address of LLC	
Mailing Address	11627 TELEGRAPH ROAD SUITE 200 SANTA FE SPRINGS, CA 90670
Attention	Samantha Feld
Street Address of California Office of LLC	
Street Address of California Office	None
Manager(s) or Member(s)	
Manager or Member Name	Manager or Member Address
+ BARRY WEISS	11627 TELEGRAPH ROAD
	SANTA FE SPRINGS, CA 90670
Agent for Service of Process	
Agent Name	Samantha Feld
	11627 TELEGRAPH ROAD SUITE 200
Agent Address	SANTA FE SPRINGS, CA 90670
Type of Business	
Type of Business	COLLEGE HEALTH
Email Notifications	
Opt-in Email Notifications	Yes, I opt-in to receive entity notifications via email.
Chief Executive Officer (CEO)	
CEO Name	CEO Address
None E	intered
Labor Judgment	
No Manager or Member of this Limited Liability Company h	as an outstanding final judgment issued by the Division

 PM Received by California Secretary of State

B0805-4735 06/07/2022

3:26

No Manager or Member of this Limited Liability Company has an outstanding final judgment issued by the Division of Labor Standards Enforcement or a court of law, for which no appeal therefrom is pending, for the violation of any wage order or provision of the Labor Code.

Electronic Signature		
By signing, I affirm under penalty of perjury that the information herein is true and correct and that I am authorized by California law to sign.		
ILIANA ANGULO	06/07/2022	
Signature	Date	



STATE OF CALIFORNIA

California Secretary of State

Sacramento, California 95814

1500 11th Street

(916) 657-5448

Office of the Secretary of State

STATEMENT OF INFORMATION LIMITED LIABILITY COMPANY

BA20241079553

BA202410/95

For Office Use Only



File No.: BA20241079553 Date Filed: 6/4/2024

Entity Details	
Limited Liability Company Name	361 NORTH LA BREA, LLC
Entity No.	202250814277
Formed In	CALIFORNIA
Street Address of Principal Office of LLC	
Principal Address	11627 TELEGRAPH ROAD SUITE 200 SANTA FE SPRINGS, CA 90670
Mailing Address of LLC	
Mailing Address	11627 TELEGRAPH ROAD SUITE 200 SANTA FE SPRINGS, CA 90670
Attention	Samantha Feld
Street Address of California Office of LLC	
Street Address of California Office	None
Manager(s) or Member(s)	
Manager or Member Name	Manager or Member Address
BARRY WEISS	11627 TELEGRAPH ROAD 200
	SANTA FE SPRINGS, CA 90670
Agent for Service of Process	
Agent Name	PATRICE KOCH
Agent Address	11627 TELEGRAPH ROAD SUITE 200 SANTA FE SPRINGS, CA 90670
Type of Business	
Type of Business	COLLEGE HEALTH
Email Notifications	
Opt-in Email Notifications	No, I do NOT want to receive entity notifications via email. I prefer notifications by USPS mail.
Chief Executive Officer (CEO)	
CEO Name	CEO Address
Non	e Entered
Labor Judgment No Manager or Member, as further defined by California (outstanding final judgment issued by the Division of Labo	

appeal is pending, for the violation of any wage order or provision of the Labor Code.

Electronic Signature		
By signing, I affirm under penalty of perjury that the information herein is true and correct and that I am authorized by California law to sign.		
MARISSA CHAVEZ	06/04/2024	
Signature	Date	





CITY PLANNING APPLICATION

THIS	BOX FOR CITY PLANNING STAFF U	SE ONLY
ED1 Eligible	AB 2097 Eligible	
Case Number:		
Env. Case Number:		
Application Type: _		
Case Filed With (Pri	int Name):	Date Filed:
•		
Application includes		
		•

THIS SECTION TO BE COMPLETED BY THE APPLICANT

Provide all information requested. Missing, incomplete or inconsistent information will cause delays. All terms in this document are applicable to the singular as well as the plural forms of such terms. Refer to the City Planning Application Filing Instructions (CP13-7810) for more information.

1. PROJECT LOCATION

Street Address ¹ : <u>361 N La Brea Ave, Los Angeles, CA 90036</u>	Unit/Space Number:
Legal Description ² (Lot, Block, Tract): Lots 1 and 2 of Trac	ct 4924
Assessor Parcel Number: 5525-033-001	Total Lot Area: 10,393

2. PROJECT DESCRIPTION

Present Use: _C	One-story commercial building.
Proposed Use:	A new 6-story, 75' high, 40-unit mixed-use building with 5 units set aside as Very Low-Income units with parking provided on the ground floor.
-	if applicable):

¹ Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<u>http://zimas.lacity.org</u>).

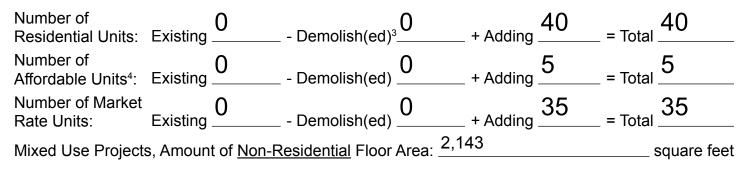
² Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site).

Describe in detail the characteristics, scope and/or operation of the proposed project:

A new 6-story, 75' high, 40-unit mixed-use building with 5 units set aside as Very Low-Income units with parking provided on the ground floor.

Additional Information Attached:	
EXISTING SITE CONDITIONS	
Complete and check all that apply:	
 Site is undeveloped or unimproved (i.e., vacant) Site has existing buildings (provide copies of building permits) Site is/was developed with uses that could release hazardous materials on soil and/or groundwater (e.g., dry cleaning, gas station, auto repair, industrial) 	 Site is located within 500 feet of a freeway or railroad Site is located within 500 feet of a sensitive use (e.g., school, park) Site has special designation (e.g., National Historic Register, Survey LA)
PROPOSED PROJECT INFORMATION	
 Check all that apply or could apply: Demolition of existing buildings/structures Relocation of existing buildings/structures Removal of any on-site tree Removal of any street tree Removal of protected trees onsite/in public right-of-way Grading Haul Route 	 <u>40,505</u> square feet Additions to existing buildings Interior tenant improvement Exterior renovation or alteration Change of use and/or hours of operation Uses or structures in public right-of-way Phased project

HOUSING COMPONENT INFORMATION



³ Number of units to be demolished and/or which have been demolished within the last five years.

⁴ As determined by the Los Angeles Housing Department.

PARKING INFORMATION

Is the project utilizing AB 2097?	× YES	

If Yes, provide a date-stamped ZIMAS Parcel Profile Report including AB 2097 Eligibility information.

Provided # of Parking Spaces: $\frac{16}{2}$ Required # of Parking Spaces: $\frac{0}{2}$

Parking Minimum Checklist

The following checklist will determine if parking minimums can be imposed on a Project under AB 2097. Parking minimums cannot be imposed if the proposed project meets any of the following criteria.

Check all that apply:

- □ Include a minimum of 20 percent of the total dwelling units for Very Low, Low, or Moderate-Income households, students, the elderly, or persons with disabilities
- Contain fewer than 20 dwelling units
- X Are subject to parking reductions of any other applicable law (by satisfying the applicable eligibility requirements)

PUBLIC RIGHT-OF-WAY INFORMATION

Have you submitted the Planning Case Referral Form to BOE? (if required)	× YES	
Is the project required to dedicate land to the public right-of-way?		imes NO
If so, what is/are the dedication requirement(s)? 0		feet
If dedications are required on multiple streets, identify as such:		

3. ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought, and follow with a description of the requested action.

Does the project include Multiple Approval Requests per	🗵 NO
LAMC Section 13A.2.10. of Chapter 1A?	

Authorizing Code Section: _____

Code Section from which relief is requested (if any):							
Action Requested:							

SEE ATTACHED

Authorizing Code Section:			
Code Section from which relief is reques	sted (if any):		
Action Requested:	Z		
Additional Requests Attached:	SEE ATTACHED	× YES	
4. RELATED CITY PLANNING CA	ASES		
Are there previous or pending cases/decision on the project site?	ons/environmental clearances		× NO
If YES, list all case number(s):			
If the <u>application/project</u> is directly related to below and complete/check all that apply (pr Case No.:	rovide copy).		numbers
Condition Compliance Review	Clarification of Q (Qualified) C		
Modification of Conditions	Clarification of D (Developme		
Revision of Approved Plans	Amendment to T (Tentative) C	Classification	
Renewal of Entitlement	Plan Approval subsequent to	Main Conditio	onal Use
For purposes of environmental (CEQA) ana larger project?	alysis, is there intent to develop a		× NO
Have you filed, or is there intent to file, a Su	ubdivision with this project?		× NO
If YES, to either of the above, describe the whether or not currently filed with the City:	other parts of the projects or the larg	ger project be	elow,

5. RELATED DOCUMENTS / REFERRALS

To help assigned staff coordinate with other Departments that may have a role in the proposed project, provide a copy of any applicable form and reference number if known.

Are there any recorded Covenants, affidavits or easements on this property?

imes YES (provide copy) \Box NO

Los Angeles City Planning | CP13-7771.1 [1.22.2024]

3. ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought; follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC 12.36? □ Yes ☑ No

- 1. Authorizing Code Section:
 12.22.A.25.(g)(3)

 Section from which relief is requested (if any):
 12.21.1

 Action Requested:
 Off-Menu Incentive to allow FAR at 3.91:1 in lieu of the 1.5:1 limit.
- 2. Authorizing Code Section: 12.22.A.25.(g)(3) Section from which relief is requested (if any): 12.21.1 Action Requested: Off-Menu Incentive to allow height at 75' / 6-stories in lieu of the 45' / 3-story limit per the 1VL height district.
- 3. Authorizing Code Section:
 12.22.A.25.(g)(3)

 Section from which relief is requested (if any):
 12.21.1.A.10.

 Action Requested:
 Off-Menu Incentive to allow relief from the 33' transitional height limit for the portion of the site that is within 99' of R1.
- 4. Authorizing Code Section:
 12.22.A.25.(g)(3)

 Section from which relief is requested (if any):
 12.14.C.2.

 Action Requested:
 Off-Menu Incentive to allow the southerly side yard setback at 5' in lieu of of the 9' required.

6. PROJECT TEAM INFORMATION (COMPLETE ALL APPLICABLE FIELDS)

APPLICANT

Applicant⁵ Name: <u>Samuel Einhorn</u>		
Company/Firm: 361 North La Brea I	LLC	
Address: 11627 Telegraph Road		Unit/Space Number: Suite 200
City: Santa Fe Springs		
Telephone: <u>323.301.9115</u>		
Are you in escrow to purchase the sub		
PROPERTY OWNER OF RECORD) 🛛 🛛 Same as a	applicant 🗌 Different from applican
Name (if different from applicant):		
Address:		Unit/Space Number:
City:	State:	Zip Code:
Telephone:	E-mail:	
AGENT / REPRESENTATIVE NAM	IE: Daniel Ahadia	an
Company/Firm: <u>nur - DEVELOPME</u>		
_		Unit/Space Number: 3rd Fl
		•
City: Los Angeles	State: CA	Zip Code: 90035

⁵ An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An agent/representative is someone filing an application on behalf of a client.

OTHER (E.G. ARCHITECT, ENGINEER, CEQA CONSULTANT): Architect

Name: Edward Xavier Carlson

Company/Firm:			
Address: 710 E Verdugo Ave		Unit/S	pace Number:
City: Burbank	State	<u>.</u> CA	Zip Code: 91501
Telephone: <u>It 303-520-8192</u>	_ E-mail: _ ^{ec}	lcarlson43@	msn.com
Primary Contact for Project Informa	ation ⁶		
(Select only <u>one</u> . Email address <u>anc</u>	<u>d</u> phone number	required.)	
🗌 Owner 🗌 Applicant 🛛 Agent/	Representative	Other:	
To ensure notification of any public he	aring as well as c	decisions on the	e proiect. make sure to incluc

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List and the Abutting Property Owners List.

⁶ As of June 8, 2022, the Primary Contact for Project is required to have an Angeleno Account and register with the Ethics Commission for Significant Project Entitlements, as defined in LAMC Section <u>49.7.37(A)(6)</u>. An email address and phone number shall be required on the DCP Application Form, and the email address provided shall match the email address used to create the Angeleno Account.

PROPERTY OWNER AFFIDAVIT

Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- Letter of Authorization (LOA). An LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized the file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items A-D below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g. John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.
 - a. I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.
 - b. I hereby consent to the filing of this application on my property for processing by the Department of City Planning.
 - c. I understand if the application is approved, as a part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.
 - d. By my signature below, I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true and correct.

Property Owner's signatures must be signed/notarized in the presence of a Notary Public. The City requires an original signature from the property owner with the "wet" notary stamp. A Notary Acknowledgement is available for your convenience on following page.

Signature:	-l Emb	Date: 09/16/24
Print Name: _SAMUEL	- EINHORN	
Signature:		Date:
Print Name		

SPACE BELOW FOR NOTARY'S USE

.

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT	CIVIL CODE '1189
A notary public or other officer completing this certificate verifi who signed the document, to which this certificate is attached or validity of that document.	
State of California County of <u>Lus ALGCLES</u> On <u>9/16/24</u> before me, <u>LAMM</u> (Insert Nar personally appeared <u>SANUELGIMOW</u> proved to me on the basis of satisfactory evidence to be the p subscribed to the within instrument and acknowledged to me in his/bef/theff authorized capacity(ies), and that by his/ber/tb person(s), or the entity upon behalf on which the person(s) ac	me of Notary Public and Title) , who person(s) whose name(s) is/are that he/she/they executed the same éir signature(s) on the instrument the
I certify under PENALTY OF PERJURY under the laws of the paragraph is true and correct. WITNESS my hand and official seal. Magm. I.C.M. Signature	State of California that the foregoing RALPH W. NARTMAN COMM. #2414142 Notery Public - Celifornia Orange County My Comm. Expires Sep. 25, 2025)

APPLICANT DECLARATION

A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the application can be accepted.

- a. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning, I agree to revise the information as appropriate.
- b. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.
- c. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required.
- d. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.
- e. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.
- f. I understand that there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.
- g. I understand that if this application is denied, there is no refund of fees paid.
- h. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions")), arising out of any City process or approval prompted by this Action, either in whole or in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but is not limited to, the payment of all court costs and attorneys' fees, all judgments or awards, damages, and settlement costs. The indemnity language in this

paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.

- i. I understand that the City is protected by numerous statutory immunities from liability for damages that may be caused by its land use regulatory actions, as set forth in Government Code, section 818, et seq. For instance, the City cannot be held liable for personal or property injuries or damages allegedly caused by its approval and issuance of any discretionary permit, entitlement or approval (Gov. Code § 818.4), or its failure to inspect or its negligence in inspecting a property for the purpose of determining whether the property complies with or violates any permit, entitlement or approval or contains or constitutes a hazard to health or safety (Gov. Code § 818.6).
- j. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

The City requires an original signature from the applicant. The applicant's signature below <u>does not</u> need to be notarized.

Signature:	Date:	
Print Name:		

NEIGHBORHOOD CONTACT SHEET (OPTIONAL)

7. SIGNATURES

Signatures of adjoining or neighboring property owners in support of the request are not required but are helpful, especially for projects in single-family residential areas. Signatures may be provided below (attach additional sheets if necessary).

NAME (Print)	SIGNATURE	ADDRESS	KEY # ON MAP

REVIEW of the project by the applicable Neighborhood Council is not required but is helpful. If applicable, describe, below or separately, any contact you have had with the Neighborhood Council or other community groups, business associations and/or officials in the area surrounding the project site (attach additional sheets if necessary).

Los Angeles Department of City Planning 200 N. Spring Street Los Angeles, CA 90012

Subject: Comprehensive Opposition to Waivers Requested for the Proposed Development at 361 N. La Brea Ave (Case No. CPC-2024-5977-DB-VHCA)

Dear Members of the Los Angeles Department of City Planning,

I am writing to formally oppose the waivers requested for the proposed development at 361 N. La Brea Ave. While I recognize the importance of addressing housing shortages and promoting transitoriented development, the requested waivers raise substantial concerns regarding compliance with zoning laws, environmental impacts, and the well-being of the community.

Key Issues

1. CEQA Exemptions and Environmental Concerns

The applicant's request for a CEQA Class 32 exemption under Section 15332 is unwarranted due to the following:

- **Cumulative Impacts:** Increased traffic, parking strain, and noise from 40 residential units and commercial space will exacerbate congestion on Oakwood Avenue and nearby streets, violating CEQA Guidelines Section 15300.2(b).
- **Significant Environmental Effects:** The development will significantly increase vehicular circulation, greenhouse gas emissions, and noise pollution, especially from rooftop terraces, violating Section 15300.2(c).
- **Unusual Circumstances:** The six-story height and FAR of 3.91:1 are grossly disproportionate to the surrounding low-density residential neighborhood, qualifying as unusual circumstances under Section 15300.2(a).
- Lack of Environmental Studies: The applicant has not provided required studies to substantiate their claim of no significant environmental impacts.

The CEQA Guidelines clearly state that exemptions cannot be granted when exceptions under Section 15300.2 apply. Given the substantial evidence of environmental impacts and the lack of supporting studies, this project fails to qualify for a Class 32 exemption. Denying the exemption aligns with CEQA's purpose of protecting communities from developments with significant environmental and cumulative impacts.

2. Parking Waivers and Permit Parking Concerns

The project relies on AB 2097 to waive parking requirements, providing only 16 spaces for 40 residential units and 2,143 square feet of retail space. This is inadequate and creates significant issues:

- Impact on Permit Parking District (PPD) 47: The site is within PPD 47 but not on a street with restricted parking. If residents of the development are ineligible for PPD permits, they will rely heavily on nearby unrestricted streets like Oakwood Avenue, which are already oversaturated. If they are eligible, the influx of new residents will further strain the existing PPD system, disadvantaging current residents. Additionally, while the floors that no waivers are required for (first 3 floors) may be covered under AB 2097 that exemption should not apply to the units and floors where other variances are being requested.
- **Unrealistic Bicycle Parking Provisions:** The requirement for 43 bicycle spaces—to offset the lack of automobile parking—is impractical given the demographic and car-reliant nature of the area. It does not address the fundamental need for adequate parking.

Under AB 2097, the city has the authority to impose parking minimums if a project adversely impacts existing parking resources.

3. Violations of Transitional Height Rules

The project seeks to bypass the 33-foot transitional height limit for developments within 99 feet of R1 properties, as mandated by LAMC Section 12.21.1. Granting this waiver would:

- **Exacerbate Height Disparities:** The six-story structure would overshadow neighboring properties, creating a stark and intrusive contrast with the surrounding low-density residential zones.
- **Privacy Violations:** The rooftop terraces allow direct views into adjacent residential properties, significantly infringing on their privacy. These terraces, above the 75-foot height limit, would enable residents and visitors to overlook private yards and homes, further eroding the sense of security and peace for nearby residents.

Notably, the applicant seemingly has not provided any survey or measurement data to confirm the project's distance from R1 properties or demonstrate compliance with legal requirements. It also fails to include what percentage of the property the waivers for this would cover.

4. Excessive Height and FAR Variances

The proposed height of 83.5 feet (including elevator shafts) and Floor Area Ratio (FAR) of 3.91:1 far exceed the zoning limits of 45 feet and 1.5:1 for the C2-1VL zone. These variances:

- Well and Above Max Variances Allowed: The project asks for 75 feet in total height, yet the top of elevator shaft will be nearly 10 feet higher then the max allowance. Additionally, based on that it seems that the walls surrounding the rooftop terrace will also be over the 75-foot allowance.
- **Disrupt Neighborhood Character:** The structure's scale is inconsistent with the surrounding area of single-family homes and duplexes, permanently altering the community's character.

• Set a Dangerous Precedent: Approving such extreme variances would encourage other developers to exploit similar waivers, eroding zoning protections citywide.

5. Setback Reductions

Reducing the southern setback from 9 feet to 5 feet:

- Reduces open space, impacting light and air circulation for adjacent properties.
- Facilitates overdevelopment by likely adding additional units.

6. Retail Space Concerns

The lack of restrictions on the retail component raises concerns about disruptive uses:

- **Alcohol Sales:** Frequently approved without sufficient community oversight, potentially exacerbating noise and traffic issues.
- Late-Night Operations: Could introduce noise and traffic, further disturbing residents.

7. Inadequate Affordable Housing Contribution

The project reserves only 5 out of 40 units (12.5%) for very low-income households. Moreover:

- **Temporary Affordability:** The development will not be subject to the Rent Stabilization Ordinance (RSO) after the first year, allowing rents to rise to market levels. This undermines the project's claim of providing meaningful affordable housing.
- **Disproportionate Benefits to Developers:** The small percentage of affordable units does not justify the extensive waivers requested, which primarily benefit the developer at the expense of the community.

8. Construction Impacts

The project lacks clear plans to mitigate construction disruptions:

- **Alley Access:** The adjacent alley, heavily relied upon by residents and businesses, will face disruptions without a management plan.
- Worker Parking and Noise: Construction workers will likely park in residential areas, exacerbating parking shortages, while construction noise will disrupt daily life.

Recommendations and Restrictions

To mitigate these issues and ensure responsible development, I propose the following:

- 1. **Environmental Review:** Deny the CEQA exemption and require comprehensive environmental studies to evaluate traffic, noise, and cumulative impacts.
- 2. **Height and FAR Limits:** Enforce zoning limits on height (45 feet) and FAR (1.5:1) to preserve neighborhood character and ensure compliance with transitional height rules.

- 3. **Parking Requirements:** Impose minimum parking provisions for all units and restrict reliance on AB 2097 for floors requiring additional variances.
- 4. **Retail Restrictions:** Prohibit alcohol sales, enforce noise mitigation measures, and restrict operating hours for retail spaces.
- 5. **Construction Management:** Mandate plans to maintain alley access, control construction noise, and designate off-site parking for workers.

Conclusion

If I was a developer, I would likely seek similar waivers to maximize profits. While addressing housing needs is important, granting extensive waivers for this project prioritizes developer profits over the well-being of the community and long-term neighborhood stability. I urge the Department to reject the requested waivers and require the developer to propose a scaled-back project that aligns with existing zoning regulations, mitigates environmental and construction impacts, and incorporates meaningful community input.

Thank you,

Yosef Weinberg



Bryant Wu <bryant.wu@lacity.org>

Case CPC-2024-5977-DB-VHCA Opposition Statements

1 message

Yossie Weinberg <yossieweinberg@gmail.com> To: Bryant Wu <bryant.wu@lacity.org> Wed, Jan 22, 2025 at 10:28 PM

Thank you for your responsiveness in answering questions to the best of your ability and for providing all the documents you were able to obtain for me,

I hope to be present by the meeting tomorrow but just to be on the safe side and because the amount of info enclosed I figured I would provide written statements as well

These opposition statements are based on the facts available to me regarding this project as well as my interpretation of various statutes and codes, obviously if provided with additional information or studies that may or may not change my opinions

Yosef Weinberg

2 attachments

- Case No CPC-2024-5977-DB-VHCA 361 N. La Brea LLC.pdf 1616K
- Case No. CPC-2024-5977-DB-VHCA (361 North La Brea).pdf



Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

April 8, 2025

- TO: City Planning Commission
- FROM: Kathleen King, City Planner

TECHNICAL MODIFICATION AND ADDITIONAL INFORMATION TO THE STAFF RECOMMENDATION REPORT FOR CASE NOS. CPC-2021-9958-TDR-SPR-HCA AND CPC-2018-6388-SN, LOCATED AT 700 S FLOWER ST, 700 W 7^{TH} ST, AND 711 HOPE ST

The following modifications are presented for your consideration to be incorporated into the Staff Recommendation Report related to Item Nos. 7 and 8 on the meeting agenda for the City Planning Commission meeting of April 10, 2025. Unless otherwise specified, the following modifications include text corrections to typographical errors; deleted text is shown in **strikethrough** and added text is shown in **underline**.

PROJECT ANALYSIS SECTION

Page A-10, Vehicle Parking (1st Paragraph)

Revise the following sentence to clarify the correct number of parking spaces:

[...] After the seismic retrofit is complete <u>and the two new levels of above-grade parking are</u> <u>constructed</u>, a total of <u>1,948</u> 1,507 on-site spaces would be provided.

Page A-18, Sign District (Table)

Revise the following table to correct the total number of High-Rise Sign 2 Signs and include the existing High-Rise Sign 2 Sign located on the southern facade of the 26-story hotel to the Project's Sign District:

Sign Type	Number of Signs	Combined Size	Operation	On-Site/ Off-Site	Review
High-Rise Sign 2	5 <u>7</u>	4,057 <u>4,270</u> sf	24 hrs.	On-Site	Director Sign-Off

Page A-18, High-Rise Sign 2 Signs (1st Paragraph)

Revise the text to correct the number of High-Rise Sign 2 Signs and account for the existing High-Rise Sign 2 Sign located on the 26-story hotel's south façade:

High-Rise Sign 2 Signs

The Project is permitted a total of <u>seven</u> five High-Rise Sign 2 Signs <u>(including one existing sign</u> <u>located on the 26-story hotel's south façade)</u>, which are identification signs located in close proximity to the top of a building. Each building tower is permitted one High-Rise Sign 2 Sign per elevation, for a maximum of two High-Rise 2 signs per building, consistent with the LAMC, with the exception of the residential tower which is permitted a maximum of three High-Rise <u>Sign</u> 2 Signs [...]

CONDITIONS OF APPROVAL

Page C-1, Transfer of Floor Area Conditions

Remove the following text from Condition No. 1, as the Project is not requesting the maximum floor area:

 Floor Area. The Development shall not exceed a total floor area of 1,894,988 square feet. The Transfer Payment and Public Benefit Payment shall be pro-rated to the amount of TFAR being acquired in the event the maximum amount of TFAR is not required. The requested floor area for transfer shall be based on the difference between the requested total floor area for the site and the existing legal non-conforming floor area (1,424,314 square feet). The buildable area of the Project used to calculate the maximum floor area shall be 273,236 square feet with a 13:1 FAR. Changes to the Project that result in a 20 percent decrease in floor area, or more, shall require new entitlements.

Page C-5, Environmental Conditions

Add the following Conditions, which were inadvertently omitted, and renumber any subsequent Conditions of Approval accordingly:

- 29. Inadvertent Discovery of Tribal Cultural Resources. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any Ground Disturbance Activities (demolition, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, potholing, pavement removal, grubbing, tree removals, boring or a similar activity at the project site), the potential tribal cultural resources shall be properly assessed and addressed pursuant to the process set forth below:
 - <u>Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately</u> <u>stop all Ground Disturbance Activities in the immediate vicinity of the find, i.e. within a</u> <u>radius of 60 feet, and contact the following: (1) all California Native American tribes that</u> <u>requested consultation on the proposed project; (2) and the Department of City Planning.</u>
 - The applicant shall retain a qualified archaeological monitor, identified as principal personnel who must meet the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California, and shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.
 - If the archaeological monitor determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the Applicant shall consult with the archaeological monitor and with the Gabrieleño Band of Mission Indians – Kizh Nation tribe on the recommended disposition and treatment of any Tribal Cultural Resource encountered during all Ground Disturbing Activities.
 - <u>The Applicant shall implement the tribe's recommendations if a qualified archaeologist</u> and a culturally affiliated tribal monitor, both retained by the City and paid for by the

Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.

- <u>The Applicant shall submit a tribal cultural resource monitoring plan to the City that</u> includes all recommendations from the Gabrieleño Band of Mission Indians – Kizh Nation tribe that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities in the vicinity of the find (i.e. within a radius of 60 feet) until this plan is approved by the City.
- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by the Gabrieleño Band of Mission Indians – Kizh Nation tribe, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- <u>The Applicant may recommence ground disturbance activities outside of a specified radius</u> of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by the Gabrieleño Band of Mission Indians – Kizh Nation tribe and determined to be reasonable and appropriate.
- 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.
- 30. Inadvertent Discovery of Archaeological Resources. In the event that any subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. The applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2 and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the qualified archaeologist and approved by the Department of City Planning must be followed unless avoidance is determined to be unnecessary or infeasible by the qualified archaeologist. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.
- 31. Inadvertent Discovery of Paleontological Resources. In the event that any prehistoric subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the qualified paleontologist and approved by the Department of City Planning must be followed unless avoidance is determined to be unnecessary or infeasible by the qualified paleontologist. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

ENTITLEMENT FINDINGS

Page F-18, Site Plan Review Finding b. (2nd and 3rd Paragraphs)

Correct the number of parking spaces and remove a duplicative paragraph:

Off-Street Parking and Loading Area

<u>A total of 1,971 on-site vehicle parking spaces are currently provided within the parking structure for the existing retail, office, restaurant, and hotel uses.</u> After the seismic retrofit is complete <u>and the two new levels of above-grade parking are constructed</u>, a total of 1,507 <u>1,948</u> on-site spaces would be provided [...]

A total of 1,971 on-site vehicle parking spaces are currently provided within the seven-level subterranean and above-ground parking structure for the existing retail, office, restaurant, and hotel uses. Pursuant to LAMC Chapter IX Article I Division 95 the podium building would be seismically retrofitted which would result in a reduction of 464 parking spaces. After the seismic retrofit is complete, a total of 1,507 on-site spaces would be provided. As the Project would not construct a new hotel and/or expand the existing hotel, the remaining existing and proposed uses are eligible for AB 2097 (Government Code Section 65863) and no minimum vehicle parking requirements are required for the uses. A total of 344 spaces are required for the existing hotel use; Additionally, two parking affidavits (Nos. 81-31644 and 89-94331) require 251 on-site vehicle parking spaces be provided. Thus, a total of 595 parking spaces are required for the existing uses and parking affidavits.

Page F-22, Sign District Finding b. (1st paragraph)

Update the total number of proposed and existing High-Rise Sign 2 Signs:

The Sign District would permit a variety of signage types, including nine Digital Displays (two of which would be triplet signs), three Supergraphic signs, eight Advertising Kiosks, **and** six **<u>new</u>**High-Rise Sign 2 Signs, <u>and one existing High-Rise Sign 2 Sign</u>.

EXHIBIT C - DRAFT SIGN ORDINANCE

Page 5, Section 5, Procedural Requirements (2nd Paragraph)

- B. Director Sign-Off Required
 - [...]

The Director shall approve the permit application if the sign complies with all the applicable requirements of this Ordinance and <u>Conceptual Conception</u> Sign Plan (Appendix A) [...]

Page 9, Section 6, General Requirements

H. Refresh Rates

2. Non-Controlled Refresh Rate. The Non-Controlled Refresh <u>Rate</u> may <u>shall</u> permit images, videos, animation, parts and/or illumination that flash, change, move, stream, scroll, blink or otherwise incorporate motion to change at an unrestricted rate.

Page 11, Section 7, Standards for Specific Types of Signs

A. Digital Displays

4. Encroachment Over Property Line. Notwithstanding Section 4C.11.4.C.4 of the Code, <u>Digital Displays shall be permitted to project over the public right-of-way, and</u> the maximum allowed projection for any Digital Display is six feet, eight inches (and up to seven feet, seven inches at a corner radius), which applies to signs with a clear height of 18 feet or greater [...]

Pages 12 and 13, Section 7, Standards for Specific Types of Signs

C. High-Rise Sign 2 Signs

- 1. Sign Area.
 - a. The total combined area for High-Rise Sign 2 Signs shall not exceed <u>4,270</u> 4,057 square feet.

Add the following regulations and renumber all subsequent regulations within this Section accordingly:

- 3. Height and Location. High-Rise Sign 2 Signs shall be in substantial conformance with the design height and location identified in Conceptual Sign Plan (Appendix A). For purpose of this eOrdinance substantial conformance can also be achieved by complying with the following regulations: On a flat-topped building, High-Rise Sign 2 Signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 30 feet below the top of the roof parapet. On buildings with stepped, non-flat, or otherwise articulated tops, High-Rise Sign 2 Signs may be located within an area 30 feet below the top of the building or within an area 30 feet below the top of the building or within an area 30 feet below the top of the building or within an area 30 feet below the top of the building or within an area 30 feet below the top of the building or within an area 30 feet below the top of the building or within an area 30 feet below the top of the building or within an area 30 feet below the top of the building below the stepped or articulated top.
- 5.6. Hours of Operation. High-Rise Sign 2 Signs may shall be permitted to operate 24 hours a day.

Page 13, Section 7, Standards for Specific Types of Signs, D. Advertising Kiosks

- 3. Number and Location. A maximum of eight Advertising Kiosks may shall be permitted and shall be in substantial conformance with the number and locations identified in the Conceptual Sign Plan (Appendix A). For the purposes of this Ordinance, a sign shall be considered in substantial conformance for location can also be achieved if the Advertising Kiosk is if located in the street and plaza levels and not primarily visible from the Public Right-of-Way.
- 6. Hours of Operation. Advertising Kiosks may shall be permitted to operate 24 hours a day.

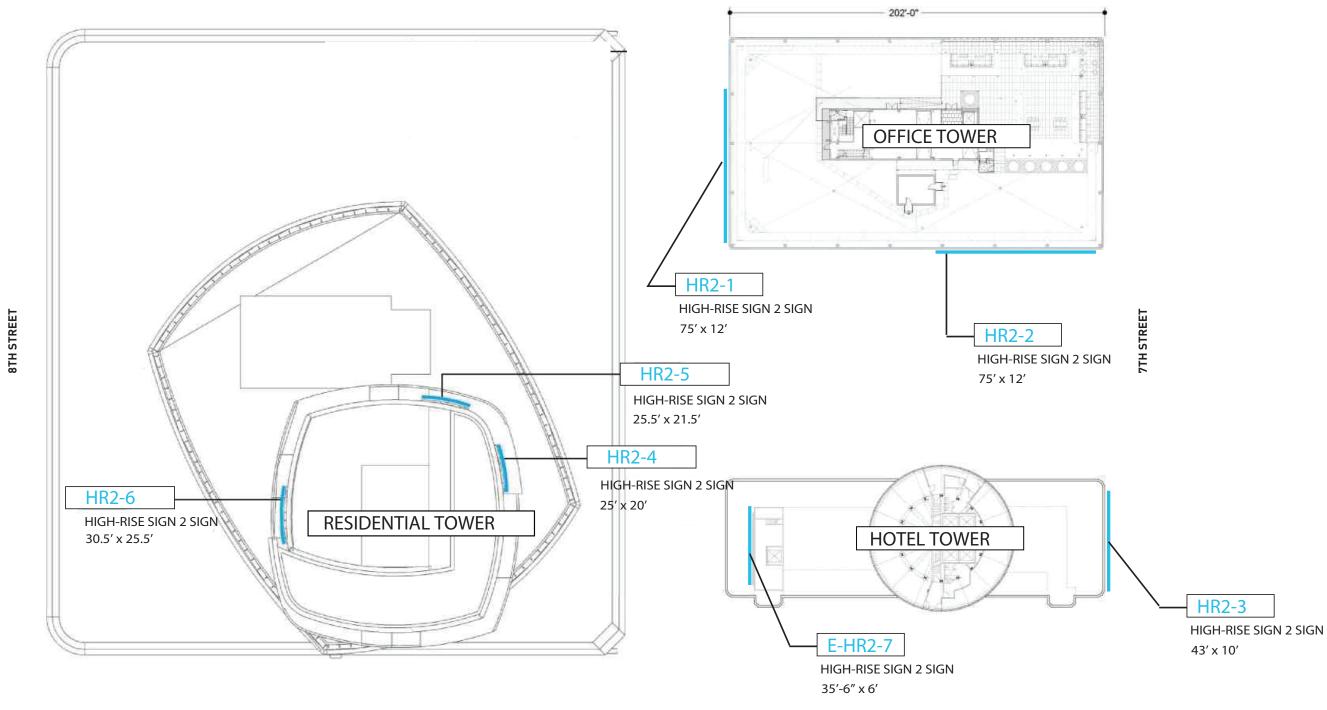
APPENDIX A TO EXHIBIT C, CONCEPTUAL SIGN PLANS

Update pages 4 and 22 to include the existing High-Rise Sign 2 Sign, located on the south façade of the 26-story hotel, and add page 23, a rendering of the existing High-Rise Sign to the plans.

See Attached Pages

Enclosures

Exhibit C pages 4, 22, and 23



HOPE STREET

ROOF LEVEL



APRIL 4, 2025

4

Sign No.	Sign Type	Digital <i>/</i> Non Digital	On-Site / Off-Site	Dimensions (w X h)	Sign Area (SF)	Location	Facing (Street / Direction)	Encroachment over Property Line
DD-1	Digital Display	Digital	Off-Site	60' X 26'	1,560	Horizontal Band	7th Street / N & W	2'-6"
DD-2 (A, B, C)	Digital Display	Digital	Off-Site	12' X 26', 12' X 26', 12' X 26'	936	Horizontal Band	Flower Street / W	6'-8"
S-1	Supergraphic Sign	Non-Digital	On-Site	20' X 14'	280	Parking/Retail Podium	Flower Street/ W	6"
S-2	Supergraphic Sign	Non-Digital	On-Site	23' X 26'	598	Horizontal Band	8th & Flower Street / SW	2'-6" (5'-4" at Corner Radius Portion)
DD-3	Digital Display	Digital	Off-Site	26' X 79'	2,054	Horizontal Band	8th & Hope / SE	2'-6" (7'-7" at Corner Radius Portion)
S-3	Supergraphic Sign	Non-Digital	On-Site	20' X 14'	280	Parking/Retail Podium	Hope Street/ E	6"
DD-4 (A, B, C)	Digital Display	Digital	Off-Site	12' X 26', 12' X 26', 12' X 26'	936	Horizontal Band	Hope Street / E	6'-8"
DD-5	Digital Display	Digital	Off-Site	25' X 22'	550	Horizontal Band	7th Street/ E	0"
HR2-1	High Rise Sign 2 Sign	Non-Digital	On-Site	75'x12'	900	Office Tower	8th Street / S	0"
HR2-2	High Rise Sign 2 Sign	Non-Digital	On-Site	75'x12'	900	Office Tower	Hope Street/ E	0"
HR2-3	High Rise Sign 2 Sign	Non-Digital	On-Site	43'x10'	430	Hotel Tower	7th Street / N	0"
HR2-4	High Rise Sign 2 Sign	Non-Digital	On-Site	25' X 20'	500	New Tower	7th Street / N	0"
HR2-5	High Rise Sign 2 Sign	Non-Digital	On-Site	25'-6" X 21'-6"	549	New Tower	Flower Street / W	0"
HR2-6	High Rise Sign 2 Sign	Non-Digital	On-Site	30'-6" X 25'-6"	778	New Tower	8th Street / S	0"
E-HR2-7	High Rise Sign 2 Sign	Non-Digital	On-Site	35'-6" x 6'	213	Hotel Tower	8th Street / S	0"
				Total Sign Area	11,464	SF		

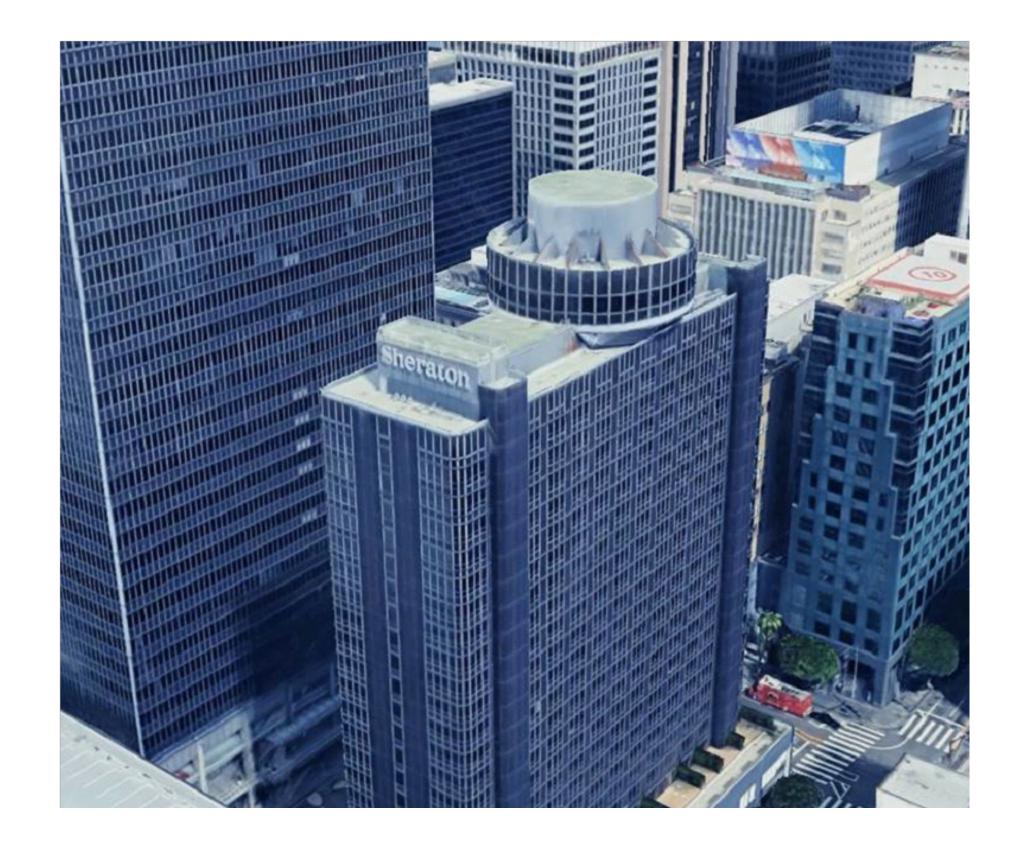
* Horizontal Band: The horizontal architectural element that resembles a band and extends around the entirety of the mixed-use complex NOTE: Signs S-1, S-2 and S-3 are not digital and will have externally mounted light fixtures that will extend beyond the property line.

Kiosk No.	Kiosk Type	Mounting	Sign Dimensions	Sign Area Per Side (SF)	Number of Sides	Total Sign Area per Kiosk (SF)	Location
AKG-1	Advertising Kiosk	Floor	8'-0" x 4'-0"	32	2	64	Street Level / 7th Street Plaza
AKG-2	Advertising Kiosk	Floor	8'-0" x 4'-0"	32	2	64	Street Level / 7th Street Plaza
AKG-3	Advertising Kiosk	Floor	8'-0" x 4'-0"	32	2	64	Street Level / 7th Street Plaza
AKW-1	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
AKW-2	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
AKW-3	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
AKW-4	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
AKW-5	Advertising Kiosk	Wall	6'-0" x 4'-0"	24	1	24	Street Level / Office Colonnade
				Tot	tal Sign Area	312	SF



APRIL 4, 2025

22



Hotel Tower - Facing 8th Street/ South Facade

Existing High-Rise Sign 2 Sign E-HR2-7 35'-6"w x 6'h

Item No. 11



Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

April 8, 2025

TO: City Planning Commission

FROM: Yi Lu, City Planner

TECHNICAL MODIFICATION TO THE APPEAL REPORT FOR CASE NO. TT-51669-IND-M3-1A; 201 West Sotello Street

Transmitted herewith is a revised Exhibit H that incorporates a revised Condition 20. This is to be considered at the City Planning Commission meeting of April 10, 2025, related to Item No. 11 on the meeting agenda.

EXHIBIT H

Revised Conditions and Findings

TT-51669-IND-M3-1A

The following are proposed revised Conditions of Approval and Findings to the Deputy Advisory Agency's original determination dated October 21, 2024, for the City Planning Commission's consideration.

Deleted text is shown in strikethrough and added text is shown in underline.

10. Comply with any applicable requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any Department permit.

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor Suite 1200. The approval of this Tract Map shall not be construed as having been based upon a geological investigation such as will authorize the issuance of the building permit of the subject property.

- 12. Prior to the recordation of the final map, the subdivider will prepare and execute two copies of a covenant and agreement (Planning Department Form CP-6770) in a manner satisfactory to the Department of Building and Safety and the Planning Department, binding the subdivider and all successors to the following:
 - a. Limit the industrial development to a maximum of 367,605 square feet of gross floor area, exclusive of the floor area used for automobile parking spaces, for basement storage or for rooms housing mechanical equipment incidental to the operation of the building.

The maximum floor area permitted on a lot may be exceeded by transferring unused floor area from another lot within the tract. In no event shall a lot be left with less than a total of 10,000 square feet of permitted floor area or have an excess of 1.5:1 FAR. In addition, the overall permitted floor area for the tract shall not exceed 367,605 square feet.

Whenever the subdivider chooses to transfer floor area, a new Covenant and Agreement must be recorded to reflect the changes.

Notwithstanding the above, the limitations on floor area shall not apply to Lot Nos. 1, 2, 3, 4, and a portion of Lot No. 8 as identified in Exhibits A and B of Instrument No. 97-1724079 and as described as follows:

Lot 2 of Tract No. 51669, in the City of Los Angeles. County of Los Angeles, State of California, as per map filed in Book 1221 Pages 1 through 4 inclusive of maps, in the Office of the County Recorder of said county; along with that portion of Lot 8 of said Tract 51669 described as follows:

Beginning at the northwest corner of Lot 8 of said Tract 51669, thence along the northwest line of said Lot 8, north 53° 45' 57" east 248.08 feet to the northeast line of said Lot 8 shown on said Tract No. 51669 as having a bearing of north 35 10 14 west; thence along said northeast line south 35° 10' 14" east 25.31 feet; thence

south 58° 05' 27" west 249.43 feet to the southwest line of said Lot 8; thence along said southwest line north 31° 44' 52" west 16.54 feet to the point of beginning, as per certificate of compliance recorded October 30, 1997 as instrument No. 97-1724079, of official records.

The maximum floor area on each lot shall be limited as follows:

Lot No.	Maximum Floor Area* Permitted (sq. ft.)
5	25,379
6	19,272
7	18,480
8**	38,462
9	28,490
10	25,951
11	11,880
12	14,995
13	14,361

*Floor Area per Planning and Zoning Code Section 12.03. **Excludes portion of Lot No. 8 as described above.

- b. The use of the site shall be limited to warehousing/manufacturing, except for Lot Nos. 1, 2, 3, 4, and a portion of Lot No. 8 as described in Condition No. 12.a. Development of Lot Nos. 1, 2, 3, 4, and a portion of Lot No. 8 shall be in conformance with the applicable zoning regulations.
- c. Provide, as a minimum, warehouse parking in compliance with Section 12.21.A.4(c) of the Los Angeles Municipal Code, except for Lot Nos. 1, 2, 3, 4, and a portion of Lot No. 8 as described in Condition No. 12 (a). Parking for the development of Lot Nos. 1, 2, 3, 4, and a portion of Lot No. 8 shall be in conformance with the applicable zoning regulations.
- 14. Prior to the recordation of the final map, to assure that cable television facilities will be installed in the same manner as other required improvements, the applicant shall email ita.cabletvclearance@lacity.org, which provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

Any questions regarding this report should be directed to the Case Management Permit Division, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8604.

- 19. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.
- 20. That a 60-foot wide strip of land be dedicated from Lot Nos. 3 and 4 of the tract to extend Naud Street from Sotello Street to Mesnager Street in accordance with the Cornfield Arroyo Seco Specific Plan (CASP) on an alignment satisfactory to the City Engineer.

- 21. That 15-foot radius property line returns or 10-foot by 10-foot cut corners be dedicated at the intersection of Naud Street and Sotello Street.
- 22. That the existing public easements be clearly shown on the final map.
- 23. That a Covenant and Agreement be recorded advising all future owners and builders that prior to issuance of a building permit, a Notice of Acknowledgement of Easement must be recorded and an application to do work in any sewer and drainage easements and to construct over any existing facilities must be submitted to the City Engineer for review and approval.
- 24. That no portion of the proposed development shall encroach within the new public rightof-way, this includes any encroachments above or below the grade.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 or Laura.Duong@lacity.org to schedule an appointment.

- 25. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Obtain approval from the Advisory Agency for the modification request to modify Conditions No. 12.a, 12.b, and 12.c.
 - b. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedications. Front yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).

Notes:

This property is located in a Liquefaction Zone.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

DEPARTMENT OF TRANSPORTATION

Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, contact LADOT's One Stop email at: ladot.onestop@lacity.org.

- 26. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively or as shall be determined to the satisfaction of the Department of Transportation.
- 27. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street, LAMC 12.21 A.
- 28. Driveway(s) and vehicular access for residential component of any development should be limited to the street with lowest classification or as shall be determined to the satisfaction of the Department of Transportation.
- 29. The project must adhere to the requirements outlined in the Cornfield Arroyo Seco Specific Plan (CASP) and associated recommendations. In collaboration with LADOT's Central District Office, the applicant is tasked with conducting traffic signal warrant studies for the intersections of Spring/Sotello and Spring/Mesnager, as designated in the CASP Chapter 3- Streets, Section E, Street Intersection Design Regulations (Page 3-14) for signal installation.
- 30. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety.

FIRE DEPARTMENT

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6543. You should advise any consultant representing you of this requirement as well.

- 31. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - 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.

- d. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
- e. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- f. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- g. Fire Lane Requirements:
 - 1) 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.
 - 2) 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.
 - 3) Fire lanes, where required and dead ending streets shall terminate in a cul-desac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - 4) Submit plot plans indicating access road and turning area for Fire Department approval.
 - 5) All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - 6) 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.
 - 7) Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - 8) 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 or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
 - 9) No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- h. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

- i. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
- j. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- k. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- I. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)
 - i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
 - It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
- m. Site plans shall include all overhead utility lines adjacent to the site.
- n. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- o. No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

- p. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
- q. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- r. Standard cut-corners will be used on all turns.
- s. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- t. The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Safety Plan, which is an element of the General Plan of the City of Los Angeles.
- u. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.
- v. Each standpipe in a new high-rise building shall be provided with two remotely located Fire Department Connections (FDCs) for each zone in compliance with NFPA 14-2013, Section 7.12.2.
- w. During demolition, the Fire Department access will remain clear and unobstructed.
- x. The Fire Department has no objection to the Airspace Vacation.
- y. 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.
- z. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are 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:
 - i. 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.

- ii. 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 devices 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.
- iii. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
- iv. 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.
- v. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
- aa. 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.
- bb. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- cc. Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.
- dd. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.
- ee. Entrance to the main lobby shall be located off the address side of the building.
- ff. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

- gg. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- hh. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- ii. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

DEPARTMENT OF WATER AND POWER

32. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c)).

BUREAU OF STREET LIGHTING – SPECIFIC CONDITIONS

Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office, see condition S-3. (c).

33. Prior to the 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.

BUREAU OF SANITATION

34. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found potential problems to their structure or potential maintenance problem, as stated in the memo dated April 18, 2024. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d)).

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

35. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2: 1 as approved by the Board of Public Works and Urban Forestry Division.

- 36. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.
- 37. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at: (213) 847- 3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS

Clearances may be conducted at the Figueroa, Valley, or West Los Angeles Development Services Centers. To clear conditions, an appointment is required, and can be requested at planning.lacity.org.

- 38. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

DEPARTMENT OF RECREATION AND PARKS

39. Prior to the recordation of the final map, the applicant shall pay the applicable Park Fee to the Department of Recreation and Parks, which shall be calculated as a Subdivision (Quimby in-lieu) fee.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (I) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.
- S-3. That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:
 - (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

1) Construct new street light: one (1) on Naud St. If street widening per BOE improvement conditions, relocate and upgrade street lights; five (5) on Spring St., one (1) on Sotello St. and one (1) on Main St.

NOTES:

The quantity of streetlights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with Cornfield Arroyo Seco Specific Plan, 2) by Los Angeles Department of Transportation, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (h) Construct any necessary additional street improvements to comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.
- (m) Improve Sotello Street adjoining Lot No. 4 of the tract by the repair and or replacement of any damaged, cracked or off-grade concrete curb, gutter, sidewalk and roadway pavement including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.
- (n) Improve North Spring Street adjoining Lot Nos. 1 and 3 of the tract by the repair and or replacement of any damaged, cracked or off-grade concrete curb, gutter, sidewalk and roadway pavement including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.
- (o) Improve Mesnager Street adjoining Lot No. 1 of the tract boundary by the repair and or replacement of any damaged, cracked or off-grade concrete curb, gutter, sidewalk, and roadway pavement including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.
- (p) Improve Naud Street extension adjoining Lot Nos. 3 and 4 of the tract boundary from Mesnager Street to Sotello Street by the construction the following:
 - (1) Longitudinal concrete gutters and 10-foot concrete sidewalks with tree wells-on both sides of the street adjoining the said lots.
 - (2) Suitable surfacing to join the existing pavement to complete a 40-foot "V-Shape" roadway.
 - (3) Curb ramps at the new street intersections with Mesnager Street and Sotello Street to BOE standards to comply with ADA requirements and per Special Order No. 01-1020.
 - (4) The necessary removal and reconstruction of existing improvements.

- (5) The necessary transition to join the existing improvements all satisfactory to the City Engineer (Central District Office) and Department of City Planning.
- (q) Close all unused driveways adjoining Lot Nos. 1, 3 and 4 of the tract satisfactory with full height curb, gutter and sidewalk satisfactory to the City Engineer.
- (r) Improve all curb ramps adjoining Lot Nos. 1, 3 and 4 of the tract per BOE Standards and Special order 01-1020 satisfactory to the City Engineer.
- (s) Construct mainline sewer if necessary and house connection sewers to serve the development satisfactory to the City Engineer.

FINDINGS OF FACT (CEQA)

The Advisory Agency found, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. 93-0244, adopted on July 11, 1994; and the Cornfield Arroyo Seco Specific Plan Environmental Impact Report No. ENV-2009-599-EIR, SCH No. 2009031002, certified on June 28, 2013, and the addendum dated September 23, 2022, and pursuant to CEQA Guidelines 15162 and 15164, no major revisions are required to the EIR and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

FINDINGS OF FACT (SUBDIVISION MAP ACT, LAMC Chapter 1)

In connection with the modification of recorded Tract No. 51669-IND, the Advisory Agency of the City of Los Angeles, pursuant to the State of California Government Code Sections 66427.1 (the Subdivision Map Act), makes the prescribed findings as follows:

1. That there are changes in circumstances which make any or all of the conditions of such map no longer appropriate or necessary.

The subject site and the scope of the modification request comprised of Lot Nos. 1, 3, and 4 of recorded Tract No. 51669-IND, which encompasses a total of 13 lots, as initially approved in 1994. The site is located within the Central City North Community Plan, and the Cornfield Arroyo Seco Specific Plan (CASP) which was adopted after the original 1994 Tract Map approval.

Prior to the Los Angeles City Council's adoption of the CASP on June 28, 2013, the site had a land use designation of Light Industrial and was zoned MR2-1. On July 11, 1994, the Advisory Agency approved Tract No. 51669-IND. Among the conditions of approvals, several were implemented as mitigation measures, including Condition No. 12. Condition No. 12 contained conditions which implemented mitigation measures which were intended to reduce impacts of future development of the parcels to be created by the recordation of the map. The conditions and mitigation measures were appropriate as it related to the zoning and land use designation at the time of the approval.

On August 14, 2013, however, the CASP became effective, which amended the land use designations and zoning for properties located within the boundaries of the plan area requiring specific development standards in regards to building form, urban design, open

space, and street standards. The zoning of the subject site (Lot Nos. 1, 3, and 4 of Tract No. 51669-IND) was changed to Urban Village, or UV(CA) per the CASP. The Urban Village zone allows for a mix of uses, including multi-family residential, light manufacturing and assembly, wholesale, commercial office, schools, hotels, entertainment, and cultural facilities uses. Additional uses and increased floor area permitted by the CASP were analyzed as part of the certified Environmental Impact Report (EIR), Case No. ENV-2009-599-EIR. The CASP greatly expanded the range of uses and the permitted density and floor area allowed on the subject site. Specifically, the project site now has a permitted base Floor Area Ratio (FAR) of 3:1, or 1.5:1 for projects with more than 15 residential units. The FAR on the site may be increased up to 5:1 through use of the CASP's Floor Area Bonus and/or Transfer of Floor Area Rights (TFAR) program. Projects may obtain said increase in floor area greater than the otherwise maximum floor area permitted by demonstrating compliance with the CASP requirements, including street improvement requirements set forth herein.

Subsequently, on April 11, 2018, the Advisory Agency conditionally approved a modification (Tract No. 51669-IND-M1) of Condition No. 12 of recorded Tract No. 51669-IND allowing the property located at 200 N. Mesnager Street (Lot 2 and a portion of Lot 8) to be redeveloped in accordance with the standards, regulations, and policies of the CASP. At the time of the filing of the first modification, there was no specific development plan or program proposed or contemplated for the site or evidence of a future project in the record, either in the form of building permit applications or within the project description. On December 23, 2021, a second modification request to Tract No. 51669-IND was filed but subsequently terminated on January 18, 2024, at the request of the applicant.

The subject Modification (Tract No. 51669-IND-M3) was filed to amend Condition No. 12 to remove existing restrictions related to use, permissible floor area, and parking for Lot Nos 1, 3 and 4. Under the original Condition No. 12 of Tract No. 51669-IND, the subject property would be limited to warehousing/manufacturing use with a maximum floor area of 86,969 square feet. With the requested Modification, it would allow for the construction development of a 7-story, 445-unit multi-family residential -development project with a proposed floor area of approximately 476,764 square feet and a proposed FAR of 3.41:1 (Building Permit 23010-10000-04539, filed on November 15, 2023) or any other use permitted for the zone per the CASP. The dedications and improvements, along with the conditions of approval as modified, are directly related and limited to boundaries of the tract map modification request. Additionally, the CASP establishes specific street designations and standards that apply to the project site. Sotello Street is designated as a Modified Local Street per the CASP. Condition S-3 (m) has been updated to limit the scope of the improvements to Lot Nos 1, 3 and 4 while ensuring compliance with the CASP street standards. Furthermore, the CASP specifies a street extension to connect the Naud Street section between Sotello and Mesnager (Chapter 3 Street, Page 3-9), leading to the inclusion of additional dedication and improvement conditions that require this future street extension. The adoption of the CASP and associated zoning represents a change in the projected future development of the area that was not anticipated at the time of the approval of the original tract map. As such, the CASP and its specific zoning regulations have made the restrictions of Condition No. 12 of the recorded tract no longer necessary.

2. That the modification does not impose any additional burden on the present fee owner of the property.

The modification under the current request is limited to removal of existing restrictions pertaining to permitted uses, permissible floor area, and parking on Lot Nos. 1, 3 and 4 and grants the applicant additional development rights in excess of what was additional entitled as part of the 1994 approval, and therefore does not impose any additional planning or zoning requirements. Through the modification process, the applicant would be able to eliminate floor area restrictions and avail themselves of the Floor Area Bonus available in the CASP. The modification does not result in changes to the number of lots of Tract Map No. 51669-IND. As of March 27, 2024, the applicant notified all the owners of the Tract Map about the proposed tract map modifications via certified mail with a return receipt. Two out of five adjacent owners have signed consent letters regarding the proposed modification and no opposition has been received to date. As such, it can be found that the modification was communicated to and would not impose any additional burden on the present fee owner(s) of the property.

3. That the modifications do not alter any right, title or interest in the real property reflected on the recorded map.

Tract Map No. 51669-IND-M3 is a modification of the original subdivision (Tract No. 51669). The modification of Tract Map 51669-IND would only affect property, title and interest conferred on the applicant as a fee owner by the City's approval of Tract No. 51669 and the recordation of the same by the County Recorder. The property owner of record does not change as a result of the modification and the modification does not result in additional lots to be created as part of this modification request. As such, the modification approved herein does not alter any right, title, or interest in the real property reflected on the recorded Tract Map No. 51669-IND.

4. That the map and conditions as modified conform to the provisions of Government Code Section 66474 and of this Code.

As described in Finding 1, the project site is located within the Central City North Community Plan, one of 35 community plans that comprise the Land Use Element of the General Plan. Additionally, the site is located within the Cornfield Arroyo Seco Specific Plan (CASP) and is zoned UV(CA), or Urban Village, which allows for a mix of uses, including multi-family residential, light manufacturing and assembly, wholesale, commercial office, schools, hotels, entertainment and cultural facilities uses. The existing floor area, use and parking restrictions in Condition No. 12 of Tract Map No. 51669-IND limits the project site to warehouse and manufacturing uses with a maximum Floor Area of 86,969 square feet. Those limitations are more restrictive than the floor area and use provisions permitted for the zone under the CASP. The modification of recorded final Tract Map No. 51669-IND would make the site-specific restrictions that were imposed as part of the 1994 approval consistent with what is permitted under the later-adopted CASP, including the floor area, use, and parking restrictions of Condition No. 12. As a result, the modification would permit development of the site with a project that is in conformance with the adopted Cornfield Arroyo Seco Specific Plan and subjects the project to the requirements of the CASP.

The conditions of approval of the modification would ensure that the proposed

development complies with the development standards from various departments. (As previously noted, <u>O</u>n November 15, 2023, the applicant applied for a building permit, under application number 23010-10000-04539, to allow the construction of 7-story, 445-unit affordable housing development utilizing CASP floor area incentives at the project site. The proposed Floor Area is approximately 476,764 square feet, and the proposed FAR is 3.41:1.) <u>Subsequently, on March 26, 2025, the applicant withdrew the aforementioned building permit with the Department of Building and Safety.</u>

It would also require the project to adhere to the CASP street standards outlined in Chapter 3- Streets Pages 3-9 and 3-14, including extending Naud Street along the project site and providing a traffic signal warrant study. As such, the proposed modifications would be consistent with the use and area requirements of the Urban Village zone and would therefore align with the applicable General and Specific Plans.

Additionally, as an existing recorded tract map, the design and improvement of the subdivision has already been reviewed, approved, and implemented. The modification has no effect on the design or improvement of the existing subdivision, which was found to be consistent with applicable General and Specific Plans. The modification would be in conformance with the adopted CASP, the provisions of which take into consideration the suitability of the site with respect to development type, density, environmental impact, public health, and passive or natural heating or cooling. Furthermore, as no changes to the tract or lot lines are requested or proposed, the modification would not conflict with any easements for access through or use of property within the subdivision.

5. That the decision-maker has given consideration, among other factors, to the effects of the modifications on surrounding properties.

The project site and surrounding properties are located within the boundaries of the CASP and were re-designated and re-zoned as part of the adoption of the Specific Plan. The adjoining property to the east is Lot No. 2 of Tract No. 51669-IND, zoned Urban Village, and is currently being developed into a new 285-unit mixed-use housing and commercial development, reviewed under Administrative Clearance (ADM-2021-8129-CASP), with a total Floor Area of 225,745 square feet and an FAR of 3.39:1. The adjoining properties to the south are Lots Nos. 5 and 8 of Tract No. 51669-IND, zoned Urban Innovation, and developed with surface parking lots and industrial warehousing and distribution buildings. The adjoining property to the west is zoned UV(CA) and developed with manufacturing uses. The property to the north of the subject site, across North Spring Street, is the Los Angeles State Historic Park and is zoned GW(CA) for open space. The adjoining property to the north of the south side of North Spring Street, is an unnumbered lot zoned UV(CA) and developed with a billboard.

As noted, the modifications would permit<u>the</u> development of the site with a <u>multi-family</u> residential project, <u>or any other uses permitted in the zone provided that they are that</u> is- in conformance with the adopted CASP. When it was adopted in 2013, the CASP amended the zoning and land use designations of a 65-acre area northeast of Downtown Los Angeles, comprised primarily of industrial uses, to support new commercial and residential developments within the Specific Plan. The Specific Plan involved an extensive

public outreach process, and its effects were studied in the environmental impact report certified by the Los Angeles City Council (EIR No. ENV-2009-599-EIR).

The Applicant is requesting approval of this Tract Map Modification to eliminate floor area, use and parking restrictions to allow <u>future development that would be in line with the</u> <u>CASP regulations</u> the construction of a 100% residential project consisting of 445 residential dwelling unit. The residential <u>F</u>uture development will be reviewed separately under administrative clearance for compliance with the CASP. <u>under building permit</u> number 23010-10000-04539. As such, it can be found that the modifications will not result in detrimental effects on surrounding properties, which are subject to many of the same provisions under the CASP as the subject site.



April 9, 2025

Bryant Wu, City Planning Associate bryant.wu@lacity.org 200 North Spring Street, Room 621 Los Angeles, CA 90012

Dear Hearing Officer,

We are writing to you in support of the proposed 40-unit mixed use development, including 5 affordable units, at 361 North La Brea Avenue, case number CPC-2024-5977-DB-VHCA. We urge the city to find the project exempt from CEQA and approve it with its requested density bonuses and incentives.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing and creating new housing in Hollywood will help to reduce issues of gentrification and displacement. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part. This project will help provide that much needed housing by replacing a car rental agency and parking lot without the loss of any residential units.

This project is in a great location for housing, across the street from a bus stop and a mile away from the upcoming Metro station at Wilshire and La Brea. It is also close to shopping and restaurants, and the new commercial spaces will benefit residents and the surrounding neighborhood.

It is great to see the developer using the Density Bonus program to bring new homes, including badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. This project is good for Los Angeles and for the region and we urge the city to find the project exempt from CEQA and approve it with its requested density bonuses and incentives.

Best Regards,

Azeen Khanmalek

Azeen Khanmalek AHLA Executive Director

Tami Kagan-Abrams

Tami Kagan-Abrams AHLA Project Director



Apr 9, 2025

City of Los Angeles City Planning Commission 200 North Spring Street Los Angeles, CA 90012

Re: Proposed Housing Development Project at 361 North La Brea Avenue; CPC-2024-5977-DB-VHCA

To: cpc@lacity.org

Cc: Bryant Wu, City Planning Associate, <u>bryant.wu@lacity.org</u>; City Clerk's Office, <u>clerk.cps@lacity.org</u>; City Attorney's Office, <u>cityatty.help@lacity.org</u>

Dear Los Angeles City Planning Commission,

The California Housing Defense Fund ("CalHDF") submits this letter to remind the Commission of its obligation to abide by all relevant state laws when evaluating the proposed 40-unit housing development project at 361 North La Brea Avenue, which includes five units for very low income households. These laws include the Housing Accountability Act ("HAA"), the Density Bonus Law ("DBL"), and California Environmental Quality Act ("CEQA") guidelines.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subds. (d), (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would render the project infeasible or reduce the project's density unless, again, such written findings are made. (*Id.* at subd. (j).) As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA's ambit, and it complies with local zoning code and the City's general plan. Increased density, concessions, and waivers that a project is entitled to under the DBL (Gov. Code, § 65915) do not render the project noncompliant with the zoning code or general plan, for purposes of the HAA (Gov. Code, § 65589.5, subd. (j)(3)). The HAA's protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above.

360 Grand Ave #323, Oakland 94610 www.calhdf.org CalHDF also writes to emphasize that the DBL offers the proposed development certain protections. The City must respect these protections. In addition to granting the increase in residential units allowed by the DBL, the City must not deny the project the proposed waivers and concessions with respect to FAR, height, Transitional Height limit, and side yard setback, unless it makes written findings as required by Government Code, section 65915, subdivision (e)(1) that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, or as required by Government Code, section 65915, subdivision (d)(1) that the concessions would not result in identifiable and actual cost reductions, that the concessions would have a specific, adverse impact on public health or safety, or that the concessions are contrary to state or federal law. The City, if it makes any such findings, bears the burden of proof. (Gov. Code, § 65915, subd. (d)(4).) Of note, the DBL specifically allows for a reduction in required accessory parking in addition to the allowable waivers and concessions. (Id.at subd. (p).) Additionally, the California Court of Appeal has ruled that when an applicant has requested one or more waivers and/or concessions pursuant to the DBL, the City "may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes 'amenities' beyond the bare minimum of building components." (Bankers Hill 150 v. City of San Diego (2022) 74 Cal.App.5th 755, 775.)

Furthermore, the project is exempt from state environmental review under the Class 32 CEQA categorical exemption (In-Fill Development Projects) pursuant to section 15332 of the CEQA Guidelines, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare, or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. And recent caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state's homelessness crisis; it will bring new customers to local businesses; it will grow the City's tax base; and it will reduce displacement of existing residents by reducing competition for existing housing. It will also help cut down on transportation-related greenhouse gas emissions by providing housing in denser, more urban areas, as opposed to farther-flung regions in the state (and out of state). While no one project will solve the statewide housing crisis, the proposed development is a step in the

right direction. CalHDF urges the Commission to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at <u>www.calhdf.org</u>.

Sincerely,

Dylan Casey CalHDF Executive Director

James M. Lloyd CalHDF Director of Planning and Investigations



April 9, 2025

Maneri Roman, Planning Assistant maneri.roman@lacity.org (213) 682-6366

Dear City Planning Commission,

We are writing to you in support of the proposed 12-unit mixed use development, including 1 affordable unit, at 3851 – 3855 South Grand Avenue, case number DIR-2023-5190-TOC-HCA-1A. We urge the city to reject the appeal and approve the project with the requested Density Bonus and incentives.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing. This project will help provide that much needed housing by replacing a vacant lot without the loss of any residential units. The new commercial spaces and rental units will benefit the surrounding neighborhood and help reduce issues of gentrification and displacement. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is close to Exposition Park and USC, as well as bus stops and the Expo Park/USC Metro E Line station. This project is good for Los Angeles and for the region and we urge the city to reject the appeal and approve the project with the Density Bonus and incentives.

Best Regards,

Azeen Khanmalek

Azeen Khanmalek AHLA Executive Director

Tami Kagan-abrams

Tami Kagan-Abrams AHLA Project Director



April 9, 2025

Kathleen King, City Planner kathleen.king@lacity.org (213) 847-3624

Dear City Planning Commission,

We are writing to you in support of the proposed 466-unit development at 700 South Flower Street, 700 West 7th Street, and 711 South Hope Street, case number CPC-2021-9958-TDRSPR-HCA; CPC-2018-6388-SN. We urge the city to approve the project.

This project is part of The Bloc, a development already containing a hotel, office building, and commercial building. This project will be built above the commercial building, and add 466 units of housing without the loss of any residential units.

This project is in a great location for housing, amid shopping and restaurants, next to bus stops and the 7th Street / Metro Center station, where multiple lines stop. This is exactly the sort of dense residential development in a Transit Priority Area that the city should encourage. This project is good for Los Angeles and for the region and we urge the city to approve the project.

Best Regards,

Azeen Khanmalek

Azeen Khanmalek AHLA Executive Director

Tami Kagan-akrams

Tami Kagan-Abrams AHLA Project Director



January 20, 2025

Ms. Kathleen King, Hearing Officer Los Angeles Department of City Planning Major Projects, Room 1350 221 N. Figueroa Street Los Angeles, California 90012

RE: Project: The Bloc Tower and Signage SUD Addresses: 700 S. Flower Street, 700 W. 7th Street, and 711 S. Hope Street, Los Angeles 90017 Applicant: NREA-TRC 700, LLC Case #: CPC-2021-9958-TDR-SPR-HCA CPC-2018-6388-SN CPC-2024-8052-DA VTT-83482-CN-HCA ENV-2021-9959-EIR

Dear Deputy Advisory Agency and Hearing Officer:

Established in 1924, Central City Association (CCA) represents approximately 300 member organizations committed to advancing policies and projects that enhance Downtown Los Angeles' vibrancy and increase economic opportunities. On behalf of CCA, I am writing to express our emphatic support of The Bloc Tower and Signage SUD Project (Project) referenced above. The Project proposes a new 53-story tower to include up to 466 residential units within an existing development that comprises an entire city block currently developed with hotel and commercial uses to remain. The Project also includes a Sign Supplemental Use District (Sign District).

The addition of a multi-family residential use would transform the existing development into a true mixed-use project that includes residential, commercial and hotel uses. The Project would aid in creating a balanced 24-hour community, with direct access to the Los Angeles County Metropolitan Transportation Authority (Metro) 7th Street/Metro Center Station via the pedestrian portal located on the Project site. The Sign District would facilitate unique and vibrant signage that would support and enhance the design of the existing development, as well as the existing site's role as a central gathering space. The Project will serve to activate and further support downtown commercial and retail uses and contribute to a lively and exciting pedestrian experience along the Project's multiple frontages.

The BLOC is a key contributor to the vitality of Downtown Los Angeles, and in these challenging times the addition of currently scarce residential units, and the incorporation of the Sign District signs will each independently strengthen this important development, furthering the goals of a vibrant downtown and financial district. CCA supports the Project's vesting tract map, Transfer of Floor Area Rights, Site Plan Review, Development Agreement and Sign District. *We strongly urge you to grant the approvals requested by the applicant.*

Sincerely,

Nella McOsker President & CEO Central City Association



Apr 9, 2025

City of Los Angeles City Planning Commission 200 North Spring Street Los Angeles, CA 90012

Re: Proposed Housing Development Project at 5271 West Sunset Boulevard; DIR-2023-2587-TOC-SPP-HCA-1A

To: cpc@lacity.org

Cc: Yamillet Brizuela, City Planning Associate, <u>yamillet.brizuela@lacity.org</u>; City Clerk's Office, <u>clerk.cps@lacity.org</u>; City Attorney's Office, <u>cityatty.help@lacity.org</u>

Dear Los Angeles City Planning Commission,

The California Housing Defense Fund ("CalHDF") submits this letter to remind the Commission of its obligation to abide by all relevant state laws when evaluating the proposed 19-unit housing development project at 5271 West Sunset Boulevard, which includes two units for extremely low income households. These laws include the Housing Accountability Act ("HAA") and California Environmental Quality Act ("CEQA") guidelines.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subds. (d), (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would render the project infeasible or reduce the project's density unless, again, such written findings are made. (*Id.* at subd. (j).) As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA's ambit, and it complies with local zoning code and the City's general plan. The HAA's protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above.

Furthermore, the project is exempt from state environmental review under the Class 32 CEQA categorical exemption (In-Fill Development Projects) pursuant to section 15332 of the CEQA Guidelines, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable zoning designation and

360 Grand Ave #323, Oakland 94610 www.calhdf.org regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare, or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. And recent caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state's homelessness crisis; it will bring new customers to local businesses; it will grow the City's tax base; and it will reduce displacement of existing residents by reducing competition for existing housing. It will also help cut down on transportation-related greenhouse gas emissions by providing housing in denser, more urban areas, as opposed to farther-flung regions in the state (and out of state). While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the Commission to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at <u>www.calhdf.org</u>.

Sincerely,

Dylan Casey CalHDF Executive Director

James M. Lloyd CalHDF Director of Planning and Investigations



Los Angeles City Planning Commission LA City Department of City Planning 200 N. Spring St., Room 272 Los Angeles, CA 90012

April 8, 2025

RE: Council Office Support of Appeal for DIR-2023-2587-TOC-SPP-HCA-1A at 5271-5277 W. Sunset Boulevard

Dear President Lawshe and Honorable Members of the City Planning Commission,

In October of 2023, our office was first connected with an organized group of tenants, now known as the 5271 W Sunset Tenants Union, facing displacement at 5271-5277 Sunset Boulevard in East Hollywood due to a proposed 19-unit multifamily project at the site (Case <u>DIR-2023-2587-TOC-SPP-HCA</u>). The project was initially filed in April of 2023, and the first approval of this project was made on December 11, 2024. It was subsequently appealed by the existing onsite tenants, which is why this case is in front of your Commission now.

The Housing Crisis Act of 2019 (SB 330) ensures that any "existing residents will be allowed to occupy their units until six months before the start of construction activities with proper notice"¹. Ten months after filing for entitlements, on February 5, 2024, the owners of the property filed Ellis Act evictions for all four rent-stabilized units to be removed from the market, despite not having an approved project and no indication that construction activities would commence within six months. The tenants were able to remain in their units for 12 months after the notice to withdraw was filed, which made February 5, 2025 the new date they were supposed to move out, at which date there was still no approved project. As of today, two of the units are still occupied, and they have been served with an Unlawful Detainer, though the project has not yet been approved, let alone started its pre-construction activities.

In the time since we were first connected with the tenants, we have worked with them to inform them of their rights to remain, their right to relocation, and attempted to negotiate a more adequate relocation package that reflects the true cost of being displaced. After unsuccessfully engaging with the applicant team to provide an appropriate relocation package, our office is in opposition to this project on the basis that it would have a specific, adverse impact on the displaced tenants and that its approval is not in compliance with the Housing Crisis Act (SB 330).

Under the Housing Crisis Act, cities are given extremely limited discretion when it comes to approving or denying housing projects. However, local jurisdictions do have the authority to deny a proposed housing project given that it would have a "specific, adverse impact" where "there is no feasible method to

¹ <u>https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330</u>, California Government Code Section 66300(d)(2)(C)



satisfactorily mitigate as a result of the project being approved"². A "specific, adverse impact" must be a "significant, quantifiable, direct, and unavoidable impact, based on objective"³, but to our office's knowledge, no local jurisdiction has yet defined what this type of impact looks like. Councilmember Soto-Martinez believes that the displacement of these tenants, the costs associated with moving, and their potential departure from this community are a specific, adverse impact that comes with the approval of this project. Our office is of the opinion that the only method to satisfactorily mitigate these impacts would be to provide the displaced tenants with a relocation package that adequately addresses the burden of displacement.

As you have heard from the tenants in their appeal, there are "significant, quantifiable, direct, and unavoidable" impacts that they will have to endure if this project is approved. Those impacts include the new increased rent costs that come with losing a rent-stabilized unit, moving costs, and being forced to leave this community because it is no longer affordable. The Councilmember believes that the consequences of this approval, while unintentional, should result in denial of this project if they are not adequately mitigated. The Councilmember was pleased to support deepening protections for tenants as part of the newly-adopted Resident Protections Ordinance (RPO), and believes that the RPO sets a standard that all tenants facing displacement should be able to access. Applying these standards for relocation and the right to remain would constitute a method of addressing the currently unmitigated specific, adverse impacts to our constituents.

Furthermore, the Housing Crisis Act also provides local municipalities with the ability to deny a housing project if the denial "is required in order to comply with specific state or federal law, and there is no feasible method to comply"⁴. When the City of Los Angeles allowed for the applicant to file a Notice to Withdraw without an approved project and nowhere near the six month before construction activities deadline, it violated the tenant protections enumerated in SB 330. There is an extremely problematic mismatch in the timelines that apply to approving new new housing projects and replacing protected units that the Councilmember is interested in fixing.

While our office is generally supportive of new housing development in light of our extreme housing crisis, Councilmember Soto-Martinez is strongly opposed to the displacement of existing tenants from rent-stabilized units in Council District 13 without making them whole and adequately mitigating the effects of their displacement.

Unfortunately, this is not a unique situation that we face in Los Angeles. There are countless cases like this one, where the City is allowing project applicants to evict rent-stabilized tenants without giving them the six months right to remain in advance of construction activities that they are entitled to through the Housing Crisis Act. If your Commission and the City cares about the rights of tenants facing

² <u>https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330</u>, California Government Code Section 65589.5. (a)(3)

³ <u>https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330</u>, California Government Code Section 65589.5(d)(2)

⁴ <u>https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330</u>, California Government Code Section 65589.5(d)(3)



displacement, they would be at least guaranteed to stay in their homes up until a project has been approved and all subsequent opportunities for appeal are exhausted. We cannot continue this pattern of emptying naturally-occurring affordable housing for the potential of more units and leaving our most vulnerable populations behind. The State has given tenants these protections that the City of Los Angeles is not enforcing, and we are looking to close that loophole in this case and all others that we see.

We believe that the only way to mitigate these impacts would be through the imposition of an adequate relocation package, such as the one now provided to tenants facing displacement through the Resident Protections Ordinance. Additionally the rights to remain should be set forward clearly, so that the City is compliant and not evicting tenants prior to their legal time to stay. Without these at a minimum we recommend you sustain this appeal. Should you decide today to move this project forward with the knowledge that its approval is not in compliance with the Housing Crisis Act, the Councilmember will have no choice but to utilize his authority under Section 245 of the Los Angeles City Charter to assert jurisdiction over this appeal⁵.

Thank you for your thorough consideration of this case.

Sincerely,

Ted Walker Planning Deputy Council District 13, Councilmember Soto-Martinez City Hall, 200 N Main St, Room 480 Los Angeles, CA 90012

CC: Yamillet Brizuela, City Planning Associate, Los Angeles Department of City Planning Kevin Keller, Executive Officer, Los Angeles Department of City Planning Lisa Webber, Deputy Director Of Planning, Los Angeles Department of City Planning Emma Howard, Director of Community Development and Planning, Council District 13 East Hollywood Neighborhood Council

⁵ https://codelibrary.amlegal.com/codes/los_angeles/latest/laac/0-0-0-663#JD_Ch245.



GOVERNING BOARD OFFICERS Christopher Martinez - President Colter Carlisle - Vice President Mike Sadler - Treasurer Jeff Zarrinnam - Corresponding Treasurer Jillian Schultz - Corresponding Secretary Jack Symington - Recording Secretary

GOVERNING BOARD MEMBERS

Doug Haines Jennifer Lee Stephanie Park Vicky Olson Rosie Echeverria Joshua Kirchmer James Bennett Danalynn Dominguez Dept. of City Planning 221 N Figueroa St. Suite 1245 Los Angeles, CA 90012

Application:DIR-2023-2587-TOC-SPP-VHCAAddress:5271 W Sunset Blvd., Los Angeles, CA 90027Position:OPPOSE

To the president and honorable commission members of the Los Angeles City Planning Commission:

The East Hollywood Neighborhood Council (EHNC), in compliance with our Los Angeles City Charter mandate, and on behalf of the 50,000 residents of East Hollywood, voted at its January 22, 2024 Governing Board meeting to oppose the above-referenced application.

The people of East Hollywood believe that the project at 5271 Sunset BLVD will have a clear and specific adverse impact to the public health of East Hollywood. The EHNC also believes that the current building structure at 5271 Sunset BLVD is a rare historic resource that must be maintained.

The project will replace the current RSO ordinance units with significantly more expensive market rate units. The new project will also be significantly taller than the current building on the property. This increase in height, partially due to the height of the structures directly west and east of the property, will result in the almost complete loss of sunlight to approximately 10-20 units in the apartment building directly north of 5271 Sunset BLVD. This lack of sunlight will create a health hazard for the units north of the property and, effectively, make the units unlivable. Thus, multiplying the loss of RSO units in East Hollywood, and reducing the overall supply of affordable housing in East Hollywood. The East Hollywood Neighborhood Council believes the loss of sunlight for the building north of the project, and the loss of RSO units from the demolition of the current building structure, will result in the project at 5271 Sunset BLVD creating a clear and specific adverse impact to the public health of East Hollywood.



The EHNC believes that the current structure at 5271 Sunset BLVD is a rare historical resource. The current building is one of the, if not the, last house left over from the pre-World War II era of Hollywood. Sunset BLVD was previously called "Prospect" and was lined with upper income houses and mansions. Buildings like the one currently at 5271 Sunset BLVD have beautiful and historic elements that are an important historic resource for the people of East Hollywood. This building highlights the history of Hollywood, should be maintained, and not destroyed. Thus, the EHNC is also opposing the project at 5271 Sunset BLVD due to the current structure being an important historical resource for the people of Hollywood.

It is this council's position that this project should not move forward until the developer, existing tenants, and representatives from the East Hollywood Neighborhood Council meet and successfully come to a resolution approved by all parties.

Thank you, Christopher Martinez

Council President East Hollywood Neighborhood Council





April 9, 2025

Los Angeles City Planning Commission Department of City Planning 200 North Spring Street Los Angeles, California 90012

Re: Agenda Item 11, 201 West Sotello Street, TT-51669-IND-M3-1A

Dear Honorable Members of the City Planning Commission,

On behalf of the First District, I encourage the City Planning Commission to carefully consider the appeal and balance the opportunities to support the potential development of a major housing project at this site while also ensuring for the necessary infrastructure to be developed in keeping with the Cornfield Arroyo Seco Specific Plan (CASP). This map modification will work to bring regulations on the site in alignment with the current CASP and will open the opportunity for this site to host much-needed multifamily housing in an area that is well served by transit and open space.

Our office urges the Commission to ensure that the public street and lighting improvements along Spring, Sotello and Mesnager outlined in the conditions for modifying the map be conditioned when a project is filed for development on the site. <u>Chapter 8 of the updated CASP</u> (see Appendix A), which has been approved by Council and is undergoing form and legality review, outlines the requirements for street dedications and improvements. I encourage the Commission to consider the guidance under section B.4.b ("Proposed Paseo"), for the Naud Street Extension. In short, the updated CASP calls for the creation of a paseo as the extension of Naud Street, instead of the full roadway proposed under the existing CASP. The paseo would serve pedestrians and cyclists, and I encourage the Commission to explore conditioning the future project such that the paseo be dedicated and improved as a public right-of-way when a project is filed at this site.

I urge you to support part of the appeal to ensure the conditions meet the guidance of the updated CASP, and recommend that the Commission modify conditions to demonstrate compliance as part of the plan check and permitting process, as opposed to demonstrating compliance before recordation of the final map. It is important that the City reasonably impose conditions, so that we receive these important infrastructure improvements without entirely precluding beneficial projects for our City.

Thank you for your consideration,

EunssesRemancy

Eunisses Hernandez, Los Angeles City Councilmember, 1st District

Appendix A

Chapter 8 Streets

A. Street Dedication and Improvement

1. Requirement

Projects in the Specific Plan shall comply with the applicable dedication and improvement requirements of Div. 10.1. *(Street Dedication and Improvement)* of Chapter 1A (Zoning Code) of the LAMC. For the purposes of this Division, any lot in an Urban Village, Urban Center, Urban Innovation, or Public Use (P2) Use District shall be deemed equivalent to a lot in an Industrial-Mixed Use District.

a. Pursuant to Div. 10.1.1. of Chapter 1A (Zoning Code) of the LAMC, where the existing improved roadway meets or exceeds the street standard, but the abutting sidewalk dimension is less than standard as depicted in the most recent version of the Bureau of Engineering's standard plan number S470, the sidewalk must be widened to meet the standard.

2. Street Standards

The street designations and street standards of rights-of-way within the Specific Plan boundaries can be found in Appendix A (Street Cross-Sections) and the Bureau of Engineering Navigate LA website.

B. Basic Streetscape Improvements

1. Applicability

When a right-of-way improvement is required of any Project pursuant to Section 8.A. of this Specific Plan, the following Basic Streetscape Improvements are also required as part of the right-of-way improvement.

2. Waiver of Improvements

The Director of Planning may waive, reduce, or modify the requirements of the Basic Streetscape Improvements pursuant to the waiver of dedication and improvement provisions set forth in Sec. 10.1.10. *(Waiver and Appeals)* of Chapter 1A (Zoning Code) of the LAMC.

3. Street Trees

- a. **Requirement.** The Project shall include the installation of street trees planted in parkways along the right of way adjacent to the Project, in coordination with the Bureau of Engineering and as approved by the Bureau of Street Services, Urban Forestry Division.
- b. **Number, Size, and Location of Street Trees.** The Project shall provide the maximum number of street trees, as determined by the Bureau of Street Services, Urban Forestry Division. Trees shall be planted in parkways; or if not in parkways, in the largest possible size tree wells meeting the requirements of the Bureau of Street Services, Urban Forestry Division.
- c. **Tree Removal and Replacement.** Where existing street trees must be removed and/or replaced as a result of required street widening or other improvements, approval from the Board of Public Works through the Bureau of Street Services, Urban Forestry Division, may be necessary.

4. Additional Basic Streetscape Improvements

a. **Requirement for Projects.** A Project that includes fewer than 50 dwelling units or guest rooms shall provide at least one of the Additional Basic Streetscape Improvements listed in Table 8-1. For every additional 100 dwelling units or guest rooms, a Project shall provide an additional improvement listed in Table 8-1, not to exceed four Additional Basic Streetscape Improvements. A Project that does not include dwelling units or guest rooms shall include one Additional Basic Streetscape Improvement per 50,000 square feet of nonresidential floor area.



Table 8-1. Basic Streetscape Improvements

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Parkways			
 Standard dimension: 5' wide Surface treatment: low-growing drought-tolerant plants with mulch Convenience Strip: Unobstructed area 18" from back of curb, excluding a minimum 6"-wide curb. Required at planted parkways adjacent to curbside parking spaces or loading areas. Natural concrete (standard gray) or permeable pavers if approved by BOE. House Walk: If parkway is adjacent to method on start or string on loading. 	BOE, BSS	BOE, BSS	Repair house walks when damaged; weed and clean as needed by owner
marked on-street parking or loading spaces, a 5'-wide walkable surface across the parkway shall be provided every 35 to 50 feet. Walkable surface should be concrete (or permeable pavers if approved by BOE).			
Preferred: Concrete to be standard	POE	Non-Standard	Donoir whom
 Preferred: Concrete to be standard gray color, with approved permeable interlocking concrete pavers between tree wells (standard gray color). Type and pattern of permeable pavers to be approved by BOE. Approved pavers are listed on the "Approved Products" page at https://boe.lacity.org/apm/menu.cfm 	BOE	NON-Standard	Repair when damaged; clean as needed by owner

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Special Lighting			
 Special lighting that adds to the Area's sense of place is encouraged within the public right-of-way, provided that it does not interfere with pedestrian movement, vehicular safety, the approved street light/street tree spacing pattern, or other required streetscape elements 	BSS	Non-Standard	Repair when damaged
 Examples of special lighting include accent lighting of landscape and architectural features 			
 Special lighting may be installed with a revocable permit. The infrastructure for this lighting shall be maintained by the permit holder and not the Bureau of Street Lighting. 			
Bicycle Racks			
 Place at a location approved by the DOT and city engineer. A minimum 48" wide unobstructed sidewalk access must be maintained. Inverted U or approved equal 	DOT, BOE	S-671	Per review agency
Potted Planters			
 Shrub heights to be approved by BSS Include water trays or internal water system Not to exceed dimensions (width/depth) of tree wells per this plan Must be designed and installed against any overturning force 	BSS	Non-Standard	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically
Bus Shelters			
 Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops 	BSS, BOE	BSS, BOE	By City vendor

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Bus Benches & Trash Receptacles			
 Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops 	BSS, BOE	BSS, BOE	By City vendor
Bus Stop Lights			
 Install in pairs within 20' of bus stops 14' or 12' AV Steel Pole (galvanized steel) or approved equal 	BSL, DWP	BSL, DWP	By BSL
Crosswalk Striping			
 Per LADOT policy, the implementation of continental striping on existing marked crosswalks shall be prioritized on major streets and at intersection crossings 	DOT, BOE	S-480, S-481.1	Reapply every 5–10 years
Crosswalk ADA Ramps			
 ADA-approved ramps with detectable warning surface (min. 3' x 4') Two ramps per corner at intersections (as feasible) and one ramp at each end of mid-block crossings Detectable warning surface in yellow; remainder of ramp to be natural concrete (standard gray) 	BOE	S-442	Repair when damaged; clean as needed
Major Streetscape Improvements Listed in Ta	ble 8-2		

- See Table 8-2

- b. Proposed Paseo. In addition to the requirement(s) set forth above, a Project shall include a passageway for pedestrians at the location(s) where a Proposed Paseo has been identified in the Subarea Street Map. The passageway shall meet the following requirements:
 - i. Minimum width of 10 feet that is uncovered and open to the sky.
 - ii. Shall be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive aisle. Physical separation methods may include curbs of no less than 4 inches in height or bollards, walls, raised planters or similar containment methods, no less than 30 inches in height and separated by no more than 5 feet.
 - The surface of the passageway shall be illuminated in accordance with Sec. 4C.10.1.C.3. (Pedestrian-Oriented Lighting) of Chapter 1A (Zoning Code) of the LAMC.
 - iv. Shall be made permanently available to the general public, at no cost, between sunrise and sunset daily, or during the operating hours of the building, whichever would result in a longer period of time. No gates or other barriers may block any portion of a pedestrian passageway from pedestrian access during the required available hours, and a sign shall be posted at every public entrance to the pedestrian passageway in accordance with the standards in Sec. 2C.3.3.D.10.b.ii. of Chapter 1A (Zoning Code) of the LAMC.
 - v. Each facade facing the passageway shall meet the side street transparency and entrance standards of the applied Frontage District (Chapter 3).
- c. **Mesnager Street Extension.** A Project that abuts the location of the Proposed Street Extension as identified in the Subarea 1 Street Map shall include an extension of Mesnager Street as a public right-of-way between Naud Street and North Main Street. The street extension shall meet the following requirements:
 - i. Designed as a "shared street" that allows motor vehicle access at low speed.

- ii. Dedicated and improved to a minimum right-of-way width of 40 feet, including a 28-foot roadway width, 10-foot sidewalk width, and 2-foot parkway width.
- iii. A property owner shall only be responsible for their half of the extension for portions that abut a neighboring property.



Cox, Castle & Nicholson LLP

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Alexander M. DeGood 310.284.2205 ADeGood@coxcastle.com

File No. 108688

April 9, 2025

VIA E-MAIL

Monique Lawshe President Los Angeles City Planning Commission 200 North Spring Street, Room 340 Los Angeles, CA 90012 cpc@lacity.org

Re: 201 W. Sotello Street Tract Map Modification Appeal: <u>Flagrant Planning</u> <u>Misrepresentations</u>

Hearing Date April 10, 2025: Case No. TT-51669-IND-M3-1A, Agenda Item #11

Dear President Lawshe and Members of the City Planning Commission:

This office represents S&R Partners, LLC, the owner and applicant ("Applicant") for a tract map modification (the "Sotello application") for the property located at 201 W. Sotello Street (the "Property"). This letter addresses egregious misrepresentations made in the City's April 2, 2025, staff report ("Staff Report") that fundamentally undermine the City's central argument for treating the Application differently than the City treated the tract map modification for 200 Mesnager Street (the "Mesnager application"). <u>The Commission has been actively</u> misled by Planning staff regarding the Sotello and Mesnager applications.

This office's April 7, 2025, letter detailed the disparate treatment between the Mesnager and Sotello applications, in which the City properly imposed no conditions on the Mesnager application but here seeks to impose dozens of burdensome conditions on the Sotello application. The Staff Report's central assertion is that the Sotello application concerns a proposed project, whereas the Mesnager application did not, so the City may impose conditions on the Sotello application's residential project.

First, there is no project associated with the Sotello application, as our April 7th letter detailed, and which Planning staff knows. As to the Mesnager application, the Staff Report states: "there was no specific development plan or program proposed or contemplated for the [Mesnager] site or evidence of a future project in the record[.]" <u>This is false and Planning staff knows it is</u>.

Monique Lawshe April 9, 2025 Page 2

In fact, the record discloses that the City knew there was a residential project proposed for 200 Mesnager in conjunction with the tract map modification application <u>and stated so in the Mesnager application's hearing notice</u>, which states "The Applicant is proposing the future development of a mixed-use residential and commercial development at the Site with a maximum floor area ratio of 4:1, or a maximum building area of 266,304 square feet, that will be consistent with the CASP." This aligns with the Mesnager application, which states on page 1 that the "Proposed Use" is "Mixed residential and commercial." In addition, the Fire Department's March 18, 2019, Inter-Departmental Correspondence regarding the Mesnager application requests a number of conditions <u>specific to a residential project</u>.

The Commission cannot countenance this level of material misrepresentation. The knowingly false statements in the Staff Report raise troubling questions about the fairness of the process as to the Applicant, which has now spent <u>17 months</u> pursuing a simple tract map modification in the exact same manner as the Mesnager application, only to be thwarted by conditions that violate the Map Act, justified by fraudulent statements about previous City approvals.

In the face of such misrepresentations, the Commission must grant the appeal, which simply asks the City to approve a tract map modification in the same manner it approved the Mesnager application.

Sincerely,

Alexander M. DeGood

AMD:amd

cc: Helen Campbell, Planning Director, Office of Councilmember Eunisses Hernandez Lisa Webber, Deputy Director of Planning Jane Choi, Principal City Planner April 9, 2025

Ms. Monique Lawshe President, Los Angeles City Planning Commission Members of the Los Angeles City Planning Commission 200 North Spring Street, Room 340 Los Angeles, CA 90012 cpc@lacity.org

Re: Item 11: TT-51669-M3 / 201 W. Sotello Street Tract Map Modification Appeal

Dear President Lawshe and Members of the City Planning Commission:

This office represents S&R Partners, LLC, the owner, applicant ("Applicant"), and appellant for a tract map modification to TT-51669-M3 (the "Sotello Case"), for the property located at 201 W. Sotello Street (the "Property"). Our office is in receipt of the case file for Case TT-51669-M1, for the property located at 200 N. Mesnager Street, (the "Mesnager Case"), which was approved by the City of Los Angeles in 2018, for an identical request to the subject application.

The Staff report to our Sotello Case makes repeated representations regarding the Mesnager case that <u>"At the time of the filing of the first modification, there was no specific development plan or program proposed or contemplated for the site or evidence of a future project in the record, either in the form of building permit applications or within the project description" (Appeal recommendation report, page A-3), as well as in Appeal Point 3, page A-9. This false statement is the basis of the Department of City Planning's entire unfair treatment of the Mesnager Case vs the current Sotello Case.</u>

Included herein are copies of the Applicant's original DCP Application form, indicating the proposed use as a **"Mixed residential and commercial"**, as well as the published hearing notice for the Advisory Agency Hearing for the Mesnager case on Thursday March 29, 2018, where the published Proposed Project Description states **"...The Applicant is proposing the future development of a mixed-use residential and commercial development at the Site, with a maximum floor area ratio of 4:1, or a maximum building area of 266,304 square feet, that will be consistent with the CASP. No change to the tract of lot lines requested". <u>This case file was in the possession of DCP staff overseeing this case.</u>**

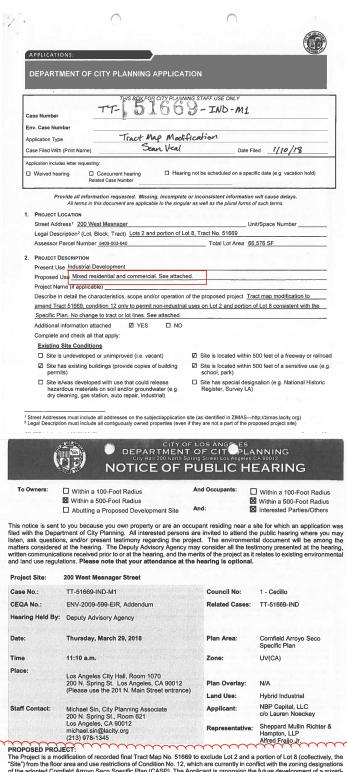
The unfair and unequal treatment of these two cases is undeniable, and yet the Department of City Planning continues to justify the onerous conditions and differential treatment of these cases rather than acknowledge that there was an error and abuse of discretion by staff and the Advisory Agency, and thus an unwillingness to modify conditions for the Sotello Case in a manner that would permit future development on site in a consistent manner to the Mesnager Case. It is clear that the City Planning Commission cannot support staff's position here and that this appeal must be granted.

Respectfully,

Dana Say

Dana Sayles, three6ixty Applicant's Representative

Via E-Mail



PROPOSED PROJECT: The Project is a modification of recorded final Tract Map No. 51669 to exclude Lot 2 and a portion of Lot 8 (collectively, the "Site") from the floor area and use restrictions of Condition No. 12, which are currently in conflict with the zoning designations of the adopted Comfield Arroyo Seco Specific Plan (CASP). The Applicant is proposing the future development of a mixed-use residential and commercial development at the Site with a maximum floor area ratio of 4:1, or a maximum building area of 266,304 square feet, that will be consistent with the CASP. No change to the tract or lot lines requested. REQUESTED ACTION(S):

ESTED XCTION(S): The Advisory Agency shall consider, based on the whole of the administrative record, that the project was assessed in the previously certified Environmental Impact Report No. ENV-2009-599-EIR, certified on April 2, 2013; and pursuant to CEAA Guidelines 15162 and 15164, and as supported by the addendum dated March 12, 2018, no major revisions are required to the EIR and no subsequent EIR is required for approval of the project. Pursuant to Section 17.1 at of the Los Angeles Municipal Code (LAMC), a modification of recorded final Tract No. 51669 to exclude Lot 2 and a portion of Lot 8 from the floor area and use restrictions of Condition No. 12. 2.

hree6ixty

20+ CONSTITUENTS SUBMITTED THE FOLLOWING STATEMENT TO THE <u>CPC@LACITY.ORG</u> INBOX FOR THE CITY PLANNING COMMISSION'S CONSIDERATION:

Item 11:

Case No. TT-51669-IND-M3

Subject Line: Appeal of Case No. TT-51669-IND-M3 - letter of support 201 Sotello street

Email Message:

Dear City Planning Commission,

I write this letter in support of permitting new housing creation.

Instead of simply removing a decades-old, out-of-date restriction prohibiting housing and aligning the property's tract map with existing and planned zoning (as it did for the 200 Mesnager project next door), the City has imposed overly burdensome conditions, in violation of the Subdivision Map Act.

The City Planning Commission should grant the appeal and impose the same conditions as those imposed in a prior, identical request for an immediately adjacent project: TT-51669-IND-M2. Any other result is both illegal and unfair, and in direction opposition to the City's stated goal of producing housing.

With such a massive need for housing, the City should be doing everything that it can to support the production of new housing, versus creating new barriers with overly burdensome conditions and protracted City processes. This causes undue expense and delay and, ultimately prevents new housing from being built.

Current zoning permits housing and prohibits industrial development. The applicant is requesting to align the tract map with current zoning. Instead, the City is attempting to impose dozens of conditions, which are both burdensome and inconsistent with a prior, identical request.

I oppose the Advisory Agency's imposed conditions and support the Appellant here. This body needs to get it right and allow much needed housing to go forward.

80+ CONSTITUENTS SUBMITTED THE FOLLOWING STATEMENT TO THE <u>CPC@LACITY.ORG</u> INBOX FOR THE CITY PLANNING COMMISSION'S CONSIDERATION:

Items 11:

Case No. TT-51669-IND-M3

Subject Line:

Support the proposed 450-unit development at 201 Sotello Street! (Case# TT-51669-IND-M3)

Email Message:

Dear LA City Planning Commission,

I am writing to support the proposed 450-unit development, including 50 affordable units for very-low-income renters, at 201 Sotello Street, case number TT-51669-IND-M3. I urge the commission to grant the appeal and impose the same conditions as those imposed in a prior, identical request for an immediately adjacent project: TT-51669-IND-M2.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing, and should do everything it can to support the production of new housing, and avoid imposing expensive and onerous conditions. Not only will this project help provide that much needed housing by replacing an underutilized bus parking lot with no loss of existing residential units, but it will help to revitalize an area no longer permitted for industrial development.

This project is in a great location for housing, in a walkable neighborhood with bus stops, ½ mile away from the Chinatown Metro Station, and a little over a mile from Union Station. It is across the street from Los Angeles State Park and near restaurants and Dodger Stadium. Again, we urge the city to grant the appeal and impose the same conditions as those imposed in a prior, identical request for an immediately adjacent project: TT-51669-IND-M2.





www.tca-arch.com

Q 188 Irvi

18821 Bardeen Avenue Irvine, CA 92612

Letter of Support - 201 Sotello Street

- Appeal of Case No. TT-51669-IND-M3
- Addressed to: CPC@lacity.org
- Hearing Date: April 10, 2025, at 8:30 a.m.

Dear Members of the Los Angeles City Planning Commission,

I am writing in strong support of the appeal regarding Case No. TT-51669-IND-M3, which concerns the proposed residential development at 201 Sotello Street.

The project represents a critical opportunity to create much-needed housing on a site that is already zoned for residential use through the specific plan. However, instead of simply removing an outdated restriction prohibiting residential development—and bringing the tract map into alignment with both current zoning and long-term land use planning—the City has imposed a series of onerous and excessive conditions. These conditions are not only inconsistent with precedent but may also be in violation of the Subdivision Map Act.

We respectfully urge the Commission to grant the appeal and apply the same fair and reasonable conditions that were approved for the adjacent, functionally identical project at 200 Mesnager Avenue (Case No. TT-51669-IND-M2). Imposing a separate and more burdensome set of conditions on this project sets a troubling precedent and raises serious concerns about fairness and equitable treatment under the law.

It is worth noting that the current zoning for the site explicitly allows for residential development while prohibiting industrial uses. The applicant is merely seeking to align the tract map with that zoning framework—an action that should be routine, especially given its direct parallels to the adjacent project.

At a time when Los Angeles faces a historic housing shortage, the City must avoid adding unnecessary barriers to the development process. Developers are already navigating an increasingly complex and costly landscape. When faced with inconsistent or unpredictable conditions, many choose to invest in other states with more reliable, transparent, and supportive regulatory environments. The long-term impact of such decisions is fewer housing units, less affordability, and continued pressure on local residents.

For these reasons, we strongly oppose the conditions imposed by the Advisory Agency and support the Appellant in this case. The Planning Commission has both the authority and responsibility to ensure consistency, fairness, and alignment with the City's stated goals of increasing housing supply.

We urge you to grant the appeal and enable this project to move forward under the same conditions as its neighboring counterpart.

Sincerely,

rwin Yau

President, TCA Architects



Agenda Item #11: SUPPORT the Appeal of Conditions for TT-51669-M3 - 201 Sotello Street: Supporting Residential Development Consistent with CASP Goals

Will Wright <will@aialosangeles.org>

Wed, Apr 9, 2025 at 2:31 PM

To: cpc@lacity.org Cc: Lisa Webber <lisa.webber@lacity.org>, William Lamborn <william.lamborn@lacity.org>, rachel.freeman@lacity.org, Helen Campbell <helen.campbell@lacity.org>, Kyle Hickey <kyle.hickey@lacity.org>, eric.ares@lacity.org, Kevin Keller <kevin.keller@lacity.org>, Vince Bertoni <Vince.Bertoni@lacity.org>, Shana Michele Murphy Bonstin <shana.bonstin@lacity.org>, Arthi Varma <arthi.varma@lacity.org>, haydee.urita-lopez@lacity.org, yi.lu@lacity.org, Jane Choi <jane.choi@lacity.org>

Ms. Monique Lawshe President, Los Angeles City Planning Commission Members of the Los Angeles City Planning Commission 200 North Spring Street, Room 340 Los Angeles, CA 90012

RE: 4/10/2025 CPC Agenda Item #11 - TT-51669-IND-M3-1A

Dear President Lawshe and Members of the City Planning Commission,

As the Director of Government & Public Affairs for the Los Angeles Chapter of the American Institute of Architects, (and as a resident of Chinatown in Council District #1), I am writing to respectfully encourage and recommend the Commission to uphold (and grant) the applicant's appeal regarding the conditions imposed on the TT-51669-M3 case, pertaining to the proposed development at 201 Sotello Street.

We believe the current conditions create unnecessary hurdles that would impede the realization of much-needed residential investment in an area specifically targeted for such growth under the Cornfield Arroyo Seco Specific Plan (CASP).

The continued use of the 201 Sotello Street site as a bus yard stands in direct contrast to the CASP's fundamental objective of encouraging new residential development in this area, particularly given its adjacency to the significant public amenity of the Los Angeles State Park. The seemingly disparate treatment of this case compared to the immediately adjacent TT-51669-M1 site at 200 Mesnager Street (which is a beautiful project and should be highly commended for its design attributes) is concerning and undermines the consistent application of the CASP's administrative review process.

We recognize that the CASP is a complex specific plan, and development within its boundaries has been limited since its adoption. Imposing burdensome conditions that effectively prevent projects from proceeding under the plan's administrative review framework is counterproductive to its intended goals. We strongly advocate for the Commission to grant the appeal and apply the same, more limited conditions that were deemed appropriate for the prior, identical request for the immediately adjacent project: TT-51669-IND-M1.

The greater Los Angeles region faces a critical housing shortage, especially in the realm of affordable housing. It is imperative that the City actively supports the production of new housing and avoids the imposition of costly and onerous conditions that stifle development. This proposed project offers a valuable opportunity to contribute to our housing supply by responsibly replacing an underutilized bus parking lot without displacing any existing residential units. Furthermore, it aligns with the City's broader goals of revitalizing areas no longer suitable for industrial development.

The location of this property is highly conducive to residential use, situated within a walkable neighborhood offering access to bus lines, proximity to the Chinatown Metro Station (½ mile), and convenient connections to Union Station (just over a mile). Its location across from the Los Angeles State Park and near essential amenities, restaurants, and cultural attractions like Chinatown's Central Plaza, Walt Disney Concert Hall, La Placita Olvera, and Dodger Stadium further underscores the inappropriateness of its continued industrial use as a bus yard.

For these compelling reasons, we reiterate our strong support for granting the appeal and applying the same limited conditions that were previously established for the immediately adjacent and identical project: TT-51669-IND-M1.

Thank you for your time and careful consideration of this important matter.

Very truly yours,

Will Wright, Hon. AIA|LA Director, Government & Public Affairs American Institute of Architects, Los Angeles Chapter (AIA|LA) Architecture for Communities Los Angeles (ACLA) 4450 West Adams Blvd. Los Angeles, CA 90016 E: will@aialosangeles.org O: (213) 639-0764 M: (310) 309-9580

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Department of City Planning 200 North Spring Street

Los Angeles, California 90012

Los Angeles City Planning Commission

April 9, 2025

RECEIVED CITY OF LOS ANGELES

APR 10 2025

CITY PLANNING DEPT. AREA PLANNING COMMISSION



FILE COPY

Re: Agenda Item 11, 201 West Sotello Street, TT-51669-IND-M3-1A

Dear Honorable Members of the City Planning Commission,

On behalf of the First District, I encourage the City Planning Commission to carefully consider the appeal and balance the opportunities to support the potential development of a major housing project at this site while also ensuring for the necessary infrastructure to be developed in keeping with the Cornfield Arroyo Seco Specific Plan (CASP). This map modification will work to bring regulations on the site in alignment with the current CASP and will open the opportunity for this site to host much-needed multifamily housing in an area that is well served by transit and open space.

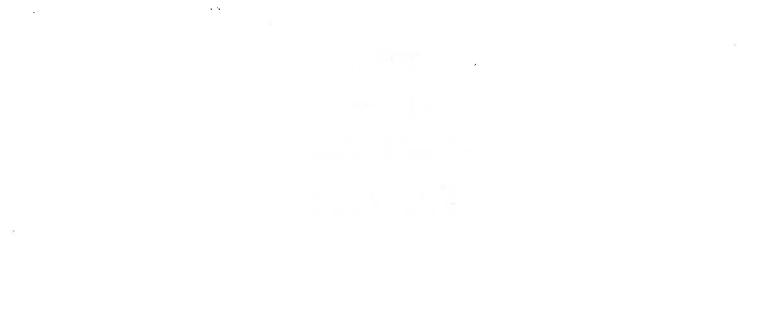
Our office urges the Commission to ensure that the public street and lighting improvements along Spring, Sotello and Mesnager outlined in the conditions for modifying the map be conditioned when a project is filed for development on the site. <u>Chapter 8 of the updated CASP</u> (see Appendix A), which has been approved by Council and is undergoing form and legality review, outlines the requirements for street dedications and improvements. I encourage the Commission to consider the guidance under section B.4.b ("Proposed Paseo"), for the Naud Street Extension. In short, the updated CASP calls for the creation of a paseo as the extension of Naud Street, instead of the full roadway proposed under the existing CASP. The paseo would serve pedestrians and cyclists, and I encourage the Commission to explore conditioning the future project such that the paseo be dedicated and improved as a public right-of-way when a project is filed at this site.

I urge you to support part of the appeal to ensure the conditions meet the guidance of the updated CASP, and recommend that the Commission modify conditions to demonstrate compliance as part of the plan check and permitting process, as opposed to demonstrating compliance before recordation of the final map. It is important that the City reasonably impose conditions, so that we receive these important infrastructure improvements without entirely precluding beneficial projects for our City.

Thank you for your consideration,

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Eunisses Hernandez, Los Angeles City Councilmember, 1st District



Appendix A

Chapter 8 Streets

A. Street Dedication and Improvement

1. Requirement

Projects in the Specific Plan shall comply with the applicable dedication and improvement requirements of Div. 10.1. *(Street Dedication and Improvement)* of Chapter 1A (Zoning Code) of the LAMC. For the purposes of this Division, any lot in an Urban Village, Urban Center, Urban Innovation, or Public Use (P2) Use District shall be deemed equivalent to a lot in an Industrial-Mixed Use District.

a. Pursuant to Div. 10.1.I. of Chapter 1A (Zoning Code) of the LAMC, where the existing improved roadway meets or exceeds the street standard, but the abutting sidewalk dimension is less than standard as depicted in the most recent version of the Bureau of Engineering's standard plan number S470, the sidewalk must be widened to meet the standard.

2. Street Standards

The street designations and street standards of rights-of-way within the Specific Plan boundaries can be found in Appendix A (Street Cross-Sections) and the Bureau of Engineering Navigate LA website.

B. Basic Streetscape Improvements

1. Applicability

When a right-of-way improvement is required of any Project pursuant to Section 8.A. of this Specific Plan, the following Basic Streetscape Improvements are also required as part of the right-of-way improvement.

2. Waiver of Improvements

The Director of Planning may waive, reduce, or modify the requirements of the Basic Streetscape Improvements pursuant to the waiver of dedication and improvement provisions set forth in Sec. 10.1.10. (*Waiver and Appeals*) of Chapter 1A (Zoning Code) of the LAMC.

3. Street Trees

- a. **Requirement.** The Project shall include the installation of street trees planted in parkways along the right of way adjacent to the Project, in coordination with the Bureau of Engineering and as approved by the Bureau of Street Services, Urban Forestry Division.
- b. Number, Size, and Location of Street Trees. The Project shall provide the maximum number of street trees, as determined by the Bureau of Street Services, Urban Forestry Division. Trees shall be planted in parkways; or if not in parkways, in the largest possible size tree wells meeting the requirements of the Bureau of Street Services, Urban Forestry Division.
- c. **Tree Removal and Replacement.** Where existing street trees must be removed and/or replaced as a result of required street widening or other improvements, approval from the Board of Public Works through the Bureau of Street Services, Urban Forestry Division, may be necessary

- 4. Additional Basic Streetscape Improvements
- Requirement for Projects. A Project that includes fewer than 50 dwelling units or guest rooms shall provide at least one of the Additional Basic Streetscape Improvements listed in Table 8-1. For every additional 100 dwelling units or guest rooms, a Project shall provide an additional improvement listed in Table 8-1, not to exceed four Additional Basic Streetscape Improvements. A Project that does not include dwelling units or guest rooms shall include one Additional Basic Streetscape Improvement per 50,000 square feet of nonresidential floor area.



Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Parkways			
 Standard dimension: 5' wide Surface treatment: low-growing drought-tolerant plants with mulch Convenience Strip: Unobstructed area 	BOE, BSS	BOE, BSS	Repair house walks when damaged; weed and clean as needed by owner
18" from back of curb, excluding a minimum 6"-wide curb. Required at planted parkways adjacent to curbside parking spaces or loading areas. Natural concrete (standard gray) or permeable pavers if approved by BOE.			
 House Walk: If parkway is adjacent to marked on-street parking or loading spaces, a 5'-wide walkable surface across the parkway shall be provided every 35 to 50 feet. Walkable surface should be concrete (or permeable pavers if approved by BOE). 			
Special Sidewalk Paving			
 Preferred: Concrete to be standard gray color, with approved permeable interlocking concrete pavers between tree wells (standard gray color). Type and pattern of permeable pavers to be approved by BOE. Approved pavers are listed on the "Approved Products" page at https://boe.lacity.org/apm/menu.cfm 	BOE	Non-Standard	Repair when damaged; clean as needed by owner

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Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Special Lighting			
 Special lighting that adds to the Area's sense of place is encouraged within the public right-of-way, provided that it does not interfere with pedestrian movement, vehicular safety, the approved street light/street tree spacing pattern, or other required streetscape elements 	BSS	Non-Standard	Repair when damaged
 Examples of special lighting include accent lighting of landscape and architectural features 			
 Special lighting may be installed with a revocable permit. The infrastructure for this lighting shall be maintained by the permit holder and not the Bureau of Street Lighting. 			
Bicycle Racks			
 Place at a location approved by the DOT and city engineer. A minimum 48" wide unobstructed sidewalk access must be maintained. 	DOT, BOE	S-671	Per review agency
 Inverted U or approved equal 			
Potted Planters			
 Shrub heights to be approved by BSS Include water trays or internal water system 	BSS	Non-Standard	Weed; remove/replace dead, dying or diseased
 Not to exceed dimensions (width/depth) of tree wells per this plan 			plants; prune; remove litter;
 Must be designed and installed against any overturning force 			fertilize periodically
Bus Shelters			
 Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops 	BSS, BOE	BSS, BOE	By City vendor

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Bus Benches & Trash Receptacles			
 Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops 	BSS, BOE	BSS, BOE	By City vendor
Bus Stop Lights			
 Install in pairs within 20' of bus stops 14' or 12' AV Steel Pole (galvanized steel) or approved equal 	BSL, DWP	BSL, DWP	By BSL
Crosswalk Striping			
 Per LADOT policy, the implementation of continental striping on existing marked crosswalks shall be prioritized on major streets and at intersection crossings 	DOT, BOE	S-480, S-481.1	Reapply every 5–10 years
Crosswalk ADA Ramps			
 ADA-approved ramps with detectable warning surface (min. 3' x 4') Two ramps per corner at intersections (as feasible) and one ramp at each end of mid-block crossings Detectable warning surface in yellow; 	BOE	S-442	Repair when damaged; clean as needed
remainder of ramp to be natural concrete (standard gray)			

- See Table 8-2

- b. Proposed Paseo. In addition to the requirement(s) set forth above, a Project shall include a passageway for pedestrians at the location(s) where a Proposed Paseo has been identified in the Subarea Street iviap. The passageway shall meet the following requirements:
 - i. Minimum width of 10 feet that is uncovered and open to the sky.
 - ii. Shall be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive aisle. Physical separation methods may include curbs of no less than 4 inches in height or bollards, walls, raised planters or similar containment methods, no less than 30 inches in height and separated by no more than 5 feet.
 - The surface of the passageway shall be illuminated in accordance with Sec. 4C.10.1.C.3. (Pedestrian-Oriented Lighting) of Chapter 1A (Zoning Code) of the LAMC.
 - iv. Shall be made permanently available to the general public, at no cost, between sunrise and sunset daily, or during the operating hours of the building, whichever would result in a longer period of time. No gates or other barriers may block any portion of a pedestrian passageway from pedestrian access during the required available hours, and a sign shall be posted at every public entrance to the pedestrian passageway in accordance with the standards in Sec. 2C.3.3.D.10.b.ii. of Chapter 1A (Zoning Code) of the LAMC.
 - v. Each facade facing the passageway shall meet the side street transparency and entrance standards of the applied Frontage District (Chapter 3).
- c. **Mesnager Street Extension.** A Project that abuts the location of the Proposed Street Extension as identified in the Subarea 1 Street Map shall include an extension of Mesnager Street as a public right-of-way between Naud Street and North Main Street. The street extension shall meet the following requirements:
 - i. Designed as a "shared street" that allows motor vehicle access at low speed.

- ii. Dedicated and improved to a minimum right-of-way width of 40 feet, including a 28-foot roadway width, 10-foot sidewalk width, and 2-foot parkway width.
- iii. A property owner shall only be responsible for their half of the extension for portions that abut a neighboring property.