

GENERAL INFORMATION ABOUT THE CONTENTS OF THIS FILE

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All compliant submissions may be accessed as follows:

- **“Initial Submissions”**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.
- **“Secondary Submissions”**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.
- **“Day of Hearing Submissions”**: Submissions after the Secondary Submission deadline up to and including the day of the Commission meeting will be uploaded to this file within two business days after the Commission meeting.

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ENABLE BOOKMARS ONLINE:

**If you are using Explorer, you need will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

SECONDARY SUBMISSIONS

To the Central Los Angeles Area Planning Commission:

Appeal of Corrected Case No ZA-2019-2724-ZAD-ZAA Letter of Determination/Adjustment filed on May 11, 2020

Submitted by Alaska Seafood Co., Inc.,
Julia Joseph, Vice President & Assistant Manager.

1. Incorporated herewith are all of the documents that were filed as part of the Appeal submitted on February 7, 2020, and the Additional Submission in Support of Appeal filed on May 4, 2020.
2. The Adaptive Reuse Ordinance (ARO) allows for many entitlements that avoid current code conformity, but the Ordinance requires existing parking on the site to be maintained. This Applicant appears intent on maximizing storefront retail as an element of the redesigned, rehabilitated building complex, and it appears that the Applicant team hid the fact that the east-most building of the three buildings, built in 1970-1971, was built with a first floor that was dedicated to covered parking for 17 vehicles, with a vehicular entrance on 5th Street and four very large ventilated window openings covered by heavy metal mesh on the Gladys side of the building.
3. The City of LA Certificate of Occupancy for 813 East 5th Street, issued on 4-30-71 to the Building Owner: Salvation Army, states: "3 story type I 60'x100' addition to an existing 7 story type17 parking spaces provided in building, 15 provided on lot...."
4. The Applicant and Representative have not applied for, nor requested a reduction of existing parking, 32 spaces, to the targeted 10 spaces. They have used an erroneous benchmark of 15 historical spaces and asked for a reduction from that number down to 10 spaces. Neither the Dept. of Transportation (in the Referral Form: Traffic Study Assessment) nor the Office of Historic Resources had been informed that the existing parking at the building site is 32 spaces. Neither 10 nor 15 parking spaces will be sufficient for operation of a building complex with supportive services, retail frontage, including a desired fresh-food store and coffee shop, even with pressure on staff to use the regional connector MTA. It appears that the exemption from CEQA study, per DOT, was improperly obtained.
5. In the existing file photos, submitted by the applicant and representative, there appear to be several photos attempting to obscure the current conditions of parking at the site. If one looks at the elevation photos on the plans, one notices that the Gladys side elevation photo has many vehicles in the outside lot, essentially hiding the lower façade of that side of building.

But if one looks closely at file photo DSCN 1990.jpg, the Gladys-entry parking lot has cars parked outside on the surface lot, but one can also clearly see, through the metal grating mesh, a white car parked inside the structure.

In the file photo DSCN 2024.jpg, which shows the wooden boarded-up area fronting part of the 813 E. façade, a wide concrete down-sloped driveway is clearly shown. This indicates that what is behind the wooden-boarded area is the historical opening for auto entry into the first-floor covered parking lot, which was used during the entire length of time that the Salvation occupied that building: 1971-2009. We know this, because our business was operational for many years while the Salvation Army ran this site, and parked vehicles were inside the 813 building daily.
6. In my opinion, there are several shortcomings of this project design that must be remedied prior to approval so that the project does not create further hardships on operational light industrial and food processing businesses in the immediate and surrounding areas. I believe that there have been several project submissions by the applicant and the representative that have obscured relevant, material, and historical parameters and features of this development site and the existing structures. On behalf of Alaska Seafood Co., Inc., I appeal this project application and request that the plans be redesigned in a manner conforming to the requirements of the Adaptive Reuse Ordinance.

Thank you.
Julia Joseph

Alaska Seafood Co., Inc.

Address of
Building.

813 East 5th Street
CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with
requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with
of State Housing Law—for following occupancies:

Issued

4-30-71

Permit No. and Year

LA 15712/70

3 story type I, 60' X 100' addition to an existing 7 story type I/IIIA, 96' X 100' building (H-3, B-2 occupancy; making a 156' X 100' hotel administrative office & recreation center. 17 parking spaces provided in building, 15 provided on lot. F-1, G-1, H-3, B-2 occupancy.

Owner

Salvation Army

Owner's
Address

832 West 9th Street
Los Angeles, California

Form B-95b—6M Sets—8-70 (C-10)

By D. MILLER



Jason Chan <jason.chan@lacity.org>

Fwd: Cars parked inside covered lot at 5th St. Project

1 message

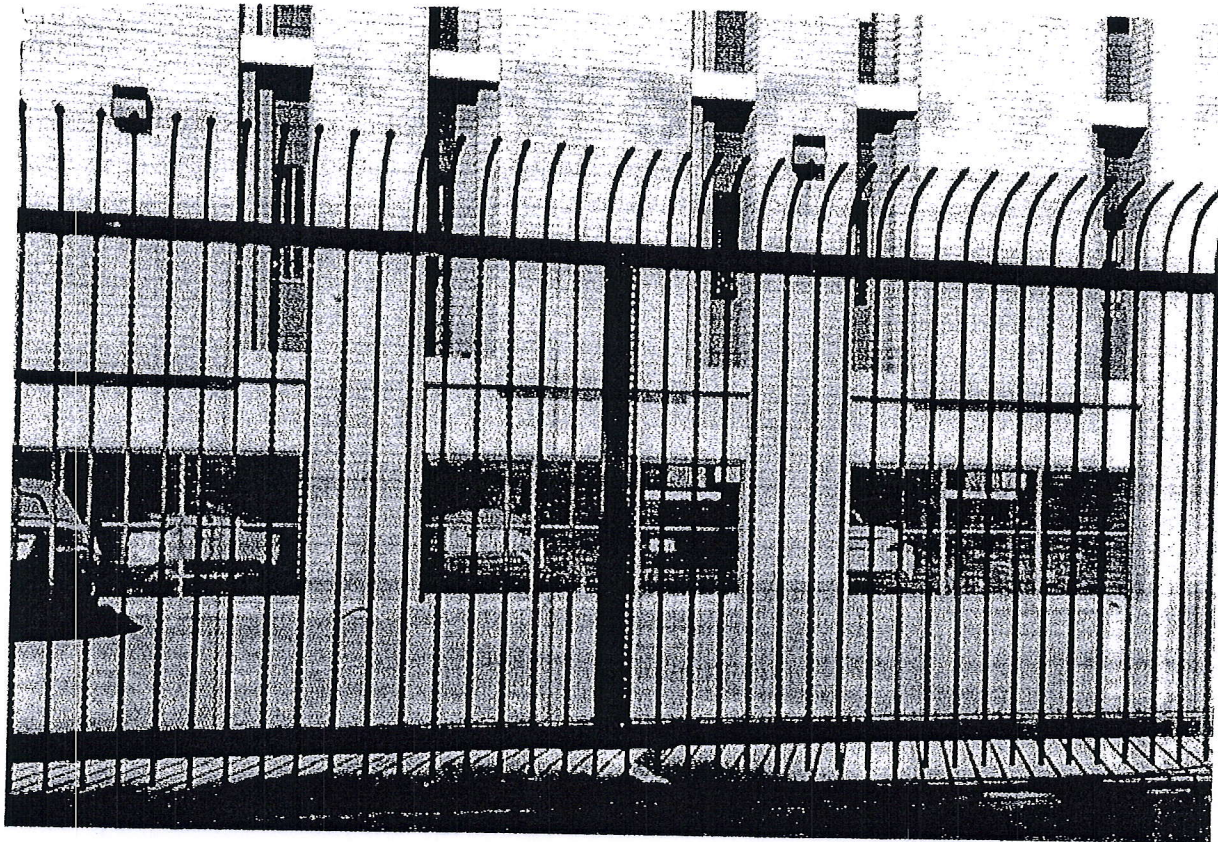
Julia Joseph <alicejuliajoseph@gmail.com>
To: jason.chan@lacity.org

Fri, Feb 7, 2020 at 1:34 PM

Begin forwarded message:

From: Julia Joseph <alicejuliajoseph@gmail.com>
Date: February 7, 2020 at 11:22:21 AM PST
To: Julia Joseph <alicejuliajoseph@gmail.com>
Subject: Cars parked inside covered lot at 5th St. Project

They enter through an (unpermitted?) entrance at northeast building corner, Accessed through surface parking lot, because 5th Street historical driveway entrance was boarded up.





APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- ☒ Area Planning Commission ☐ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: 2A - 2019 - 2724 - 2ND - 2ND

Project Address: 803 - 821 E. 5th St.

Final Date to Appeal: 2/7/20

2. APPELLANT

Appellant Identity:
(check all that apply)

- ☐ Representative
☐ Applicant

- ☐ Property Owner
☐ Operator of the Use/Site

☒ Person, other than the Applicant, Owner or Operator claiming to be aggrieved

☐ Person affected by the determination made by the **Department of Building and Safety**

- ☐ Representative
☐ Applicant

- ☐ Owner
☐ Operator

☐ Aggrieved Party

3. APPELLANT INFORMATION

Appellant's Name: Julia Joseph

Company/Organization: Alaska Seafood Co., Inc.

Mailing Address: 441 Gladys Ave.

City: Los Angeles State: CA Zip: 90013

Telephone: (213) 626-1212 E-mail: alaskaseafood@aol.com
alicejuliajoseph@gmail.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☒ Self ☐ Other: _____

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☒ No

Re: Appeal of Determination/Adjustment by Zoning Administrator for ZA-2019-2724-ZAD-ZAA
Project address: 803-821 East 5th Street, Los Angeles, CA
Submitted by Julia Joseph, Vice President and Assistant Manager of Alaska Seafood Co., Inc.

On November 21, 2019 I attended the public hearing for said project and gave testimony based upon the information that we had obtained about the project on November 20, one day before the hearing. Five pages of the Applicant's submission to the Department of Planning was obtained by the officers of Alaska Seafood Co., Inc., ('ASI') that day.

It is either customary or required by project applicants to communicate with directly affected properties to apprise them of development plans. However, we, the ASI officers and a trustee of the owner, were never informed of the project by the Applicant or the Applicant's Representative prior to the hearing--- even though the Applicant's Representative incorrectly represented at the public hearing that we had received such communication from them before the hearing.

Irrespective, testimony was provided in writing by both Joe Joseph, President of ASI, and me about the potential environmental impacts of the Project, based on Project information that we learned on 11/20/19. It was immediately evident to us that the requested reduction of parking onsite -- from 15 spaces (as presented by the Applicant) to 10 spaces -- for a building complex that, when completed, would house 94 very low-income residents (who would not have cars), a manager, and obviously, a significant staff -- would create new traffic and parking problems in the vicinity of the Project.

Page 2, item 8 of the terms and conditions of the Determination Letter: "Approved herein is the adaptive reuse of three existing commercial building into a maximum of 95 residential dwelling units comprised of one manager's unit and 94 Restricted Affordable units and 9,210 square feet of first floor commercial use as depicted in Exhibit "A"..."

"three existing commercial buildings" is a strange way to describe buildings that were used from 1947 until 2009 by the Salvation Army as a residential treatment facility for individuals dealing with alcohol and substance abuse. These buildings were not used as commercial property. This was a supportive residential facility for individuals, owned and operated by a non-profit organization. When the Salvation Army exited in 2009, the properties remained essentially vacant until ownership again changed; a warehousing operation has utilized the east-most of the three buildings for almost two years, including daily vehicle parking in both the open surface lot and in the covered parking lot on the first floor of this 5,846 sq. ft footprint building.

For the proposed project housing 94 Very Low-Income individuals, a significant number of whom may have been homeless earlier in their lives, there would need to be a support staff of multiple individuals on site at all hours. In addition, there may need to be some maintenance staff and a security staff in addition to the building manager. Several individuals would be working during night shifts and graveyard shifts, and to not provide on-site parking for them would be dangerous.

I believe that it is irresponsible to require agreements with staff members committing them to supporting 'transit, car share, neighborhood shuttle' (Page 3 of Determination Letter.) This may be good in-concept, but the Metro Regional Connector is located more than 2/5 of a mile walk from the project entrance. I believe that staff should not be required to conform to that, because doing so may be discriminatory. If shuttles are used, where will the parking for the shuttles be? And with this 10-space limitation on parking, will there not be discrimination per the ADA -- potentially multiple aspects?

Additionally, if the Applicant successfully converts square footage from a project that was historically residential (Salvation Army alcohol and drug abuse rehab treatment and housing project) into storefront retail space, are there not additional parking space requirements (LADBS Information Bulletin -- Public Building Code, Revised 01-01-2017 Doc No. 2002-11) as part of the Building Code?

In the documents submitted by the Applicant prior to, or on November 21, 2019, and in the oral testimony at the hearing, it appears that the Applicant misrepresented the amount of parking spaces historically existing on the property, all or most of which still exist. Besides the current 15-space exterior surface lot which borders Gladys Avenue, there has been a covered parking lot on the first floor of the east-most of the three buildings encompassing this project.

The internal first-floor parking lot in this three-story building was accessed historically from a driveway entrance on 5th Street and was used by cars of staff and visitors of the Salvation Army ('SA') until late 2009, when the SA vacated the premises. The S.A. had, from 1947 until 2009, used all of the buildings on this site as a drug and alcohol rehabilitation

and treatment residential facility. That included support services, but I do not believe that any space was devoted to retail commercial use.

What the Applicant wants to do, with respect to remodeling the facility for very low-income residential use with support services, is admirable. We are not opposed to the project concept. What we are opposed to is a reduction of on-site parking spaces from the historic 32 spaces down to 10 spaces, a 68.8% reduction. This reduction is in conflict with the rules of Adaptive Reuse. The Applicant wants to do away with a majority of on-site parking, which is needed for those involved in operating this facility, and also for vehicles that would be needed for transportation related to the 94 residents and their medical needs. I believe that the addition of retail space into the plans increases the parking space requirement, per LADBS.

If, as has been suggested, part of the planned retail footage would be for a fresh food store as well as a coffee shop, where would the merchandise delivery trucks park? There is currently very limited street space for those currently-operating businesses in the vicinity, and these businesses have had challenges in this area for a long time. Green-lighting the proposed development, with this radical parking reduction, will create major negative impacts in the environment, and this will impact operators of small businesses in the direct vicinity. There are several light industrial businesses that provide employment to a workforce which commutes mainly by car to this area. Many employees are currently dealing with daily challenges of parking so that they can work and produce food product and other commerce.

The current design of the Applicant's project will result in new competition for extremely limited street-parking, which is currently used by customers and suppliers, as well as employees, of these long-standing businesses. The LADOT may have used erroneous information provided by the Applicant in its review to determine its position regarding the CEQA exemption. For the above reasons and several others that may exist, we believe that LADOT should take a look - with more complete and accurate data - at how much parking and other traffic factors will be affected by this design of the Applicant's project.

We appeal the January 24, 2020 Determination Letter of the Zoning Administrator, and we ask for a redesign of the Project which conforms to the requirement of Adaptive Reuse regarding parking spaces on-site.

Julia Joseph
Alaska Seafood Co., Inc.

Additional Submission by Alaska Seafood Co., Inc., Julia Joseph, Vice President and Asst. Manager.

In Support of Appeal of Case No. ZA-2019-2724-ZAD-ZAA Zoning Administrator's Determination/Adjustment

For Hearing on May 12, 2020, After 4:30 PM

Dated: May 4, 2020

Because of restrictions by the City per the Governor's Executive Order N-29-20 and due to concerns over COVID-19, the public has been excluded from City Hall, and I, as Officer of Alaska Seafood Co., Inc., ("Alaska Seafood") have been unable to inspect the file of this case. Alaska Seafood is in a position of having had very inadequate access to the information and the background on how this project proposal in its current form came together, and what were all of the background communications of the Applicant and of the Applicant's Representative, ---Veronica Becerra, Rabuild Commercial Services, LLC

Ms. Becerra, the Representative, sent Alaska Seafood three attachments with elevation diagrams on January 16, 2020 after attempting twice to schedule a meeting in December and January '20 when I was out of state on family affairs for several weeks.

To date, the officers of Alaska Seafood have not had access to the file on this project, nor have we yet received file documents attachments requested last week from the Staff Contact, May Sirinopwongsagon. On that basis alone, it appears that there should be a continuation of this appeal hearing. But there are other major issues of concern in this appeal as well.

As the directly neighboring property operators on Gladys Ave. to this proposed project, Alaska Seafood and its officers should have been given substantial information by the Applicant about the proposed project prior to the November hearing, but we were not. There was never any communication about the project by the Applicant or its Representative prior to the November hearing although at the November hearing there were significant misrepresentations by the Representative about the existence of such communication.

In addition, we have learned that the neither the owner nor the manager of Superior Seafood Co., located at 440 Stanford Ave., neighboring this project on the Stanford side, were apprised of any particulars about this project prior to the 11/21/19 meeting. Upon receiving the Determination Letter in January, they were shocked and distressed about the approval with designed inadequacy of parking space.

The Salvation Army operated a nonprofit supportive housing and treatment facility at this site, 803-821 East 5th Street, from 1947 until October 26, 2009, and the east-most of the three buildings on-site was constructed by the Salvation Army in 1970 as part of the expansion of the nonprofit residential treatment facility operated in this space. In other words, the Salvation Army Harbor Light Residential facility was not a commercial hotel or other a commercial enterprise. Thus, the characterization of this site as "the adaptive reuse of a commercial building into 95 residential dwelling units" is very questionable at its foundation.

The characterization of the site's former use of the site as "existing hotel use" -- when the former use was as a nonprofit residential treatment facility operated by the Salvation Army for more than 50 years--is stretching the truth. More importantly is that it seems doubtful that the LADOT, in their review and referral form dated June 20, 2019, was in possession of the correct information that historical parking at the site was 32 spaces, and not the 15 spaces that was presented as historical parking and the supposed baseline of parking for Adaptive Reuse consideration.

Based on the very limited Applicant documents that Alaska Seafood had access to prior to the 11/21/19 hearing:

1) two pages of a planning department application with three pages of diagrams attached; 2) the initial notice of the November Public Hearing; 3) the CEQA Notice of Exemption, case number ENV-2019-2725-CE it appears that on October 21, 2019 the Planning Department determined a CEQA Exemption for this project based on information submitted by the Applicant and Representative which was incomplete and erroneous.

With the amount of visits and traffic that would be generated by staff and maintenance and deliveries and repair and medical transportation and shuttle service to the regional connector and the inadequacy of 10 spaces (REDUCED FROM 32 SPACES) for the operation of a 95-resident complex, it seems that LADOT should re-assess the need for traffic studies AND OTHER ENVIRONMENTAL IMPACTS, SUCH AS INCREASED TRAFFIC AND NUISANCE.

IN ADDITION, THERE WILL BE TRAFFIC AND PARKING IMPACTS RESULTING IN NEW ECONOMIC HARDSHIP TO SURROUNDING ESSENTIAL BUSINESSES AND THEIR WORKFORCES.

appears that the Application for Case No. ZA-2019-2724-ZAD-ZAA was presented without acknowledgement of the existence of a ground level covered parking floor encompassing the vast majority (or all) of the first floor of Building 3, the 3-story building constructed in 1970. (See attachment 1: Application to Add-Alter-Repair-Demolish and for Certificate of Occupancy filed by the Salvation Army on May 11, 1970 for a NEW PROPOSED TYPE 3 STORY OFFICES & PKG.@ 1ST FLOOR (see second page diagram) ★

In my opinion, there is very little chance that an Applicant and a lobbyist Representative as experienced as this team would have omitted the obvious important facts of historical parking in this building complex by chance or error.

Knowing that the conditions of Adaptive Reuse approval include the retention of existing parking, and certainly not a 68 percent decrease of historical parking as a satisfactory feature of the project design, according to what I obtained of documentation prior to 11/21/19, it appears that the Applicant and its Representative hid the fact that 17 ground floor covered parking spaces existed in this building. We brought that to the Zoning Administrator's attention in Early January during a scheduled meeting between Joe Joseph, President of Alaska Seafood, and the Staff Contact, May, at a time that consideration of the project was still under advisement.

Quite interestingly, the Determination Letter issued on Jan 24, 2020 refers to the parking parameters of the existing facility as the reality that exists -- 32 spaces, as opposed to the parameters by which the Applicant submitted its project Application: describing the historical parking as only the 15 spaces encompassed in the outside parking lot bordering Gladys Ave. According to the documents to which we (Alaska Seafood) have been availed of, and according to all of the representations of the Applicant and Representative at the 11/21/19 hearing, which I attended, there was never an acknowledgement of the additional 17 ground floor covered parking spaces which were, and are a historical feature of the building complex up until today. In addition, page 14 of the Determination Letter states, mid-page, "The proposed project meets these goals, objective, policies...of the Community plan...by renovating the existing structure, maintaining the ground floor retail, converting the hotel rooms located on the upper floors to dwelling units...."

The Salvation Army had no retail on the ground floor; the building complex was operated as a nonprofit supportive housing and substance abuse treatment facility. Those rooms were not hotel rooms, as in the meaning of "three existing commercial buildings".

Despite these facts, the wording within the Determination Letter essentially 'papered over' the erroneous information submitted by the Applicant and approved a building complex design with 31.25% of the parking that historically existed, even though the building is to become a much more dense residential facility requiring staffing at all hours. A residential enterprise with 24/7 support services for needy population of 94 residents and an obvious requirement of parking accommodations for transport of residents with medical and disability conditions cannot be approved with a total of 10 parking spaces, or even 15 parking spaces, even beyond the required parameters for Adaptive Reuse incentives.

Additionally, with 10 parking spaces (or even 15) allocated for the three-building complex, how does that adequately accommodate whatever would be required for the commercial enterprises that would occupy the ground-floor 5th Ave. frontage space that the Applicant wants to build? We suppose that all of the staff and operators of those enterprises would be forced to use the regional connector located half a mile away. The delivery trucks and maintenance and repair contractors would be circling the area in their vehicles trying to find parking because there is no adequate space provided on-site.

For a CEQA exemption to be granted in these circumstances, with this design, is irresponsible. The extra layer of hardship that will be thrust on essential businesses in this surrounding area because of the parking inadequacy is in itself enough to warrant a redesign of the project in a manner that conforms to the requirements of Adaptive and a withdrawal/overturn of the Letter of Determination issued on January 24, 2020.

In summary, the above is all based on our opinion and belief and upon the information that I, Joe Joseph, and Alaska Seafood Co., have been apprised of. This is submitted to further support and expand our Appeal submissions on February 7, 2020 and the typed text submitted later in February to the Staff Contact, May, per instructions from the City Planning Supervisor, Jason Chan which is part of the file.

Julia Joseph, Vice President and Asst. Manager

Alaska Seafood Co., Inc.

3 APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY DEPT. OF BUILDING AND SAFETY

CITY OF LOS ANGELES

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT	BLK.	TRACT	CENSUS TRACT
1, 2, 3, 4, 5, 6, 7 & 8		II	Wolfskill Orchard	2062
2. PRESENT USE OF BUILDING	NEW USE OF BUILDING			DIST. MAP
(H) Hotel	(H) Admin. Offices			126-213
3. JOB ADDRESS				ZONE
813 East Fifth Street, Los Angeles, California				N-2-3
4. BETWEEN CROSS STREETS				FIRE DIST.
5th and Central AND Sanford and Gladys				DVE
5. OWNER'S NAME	PHONE			LOT (TYPE)
Salvation Army	627-5571			Then
6. OWNER'S ADDRESS	CITY			CORNER
832 W. Ninth Street, Los Angeles, California 90015	ZIP			LOT SIZE
				210X100
7. ARCHITECT OR DESIGNER	STATE LICENSE NO.			PHONE
J. L. Pujdak A.I.A. & Assoc.	C 4263			449-2002
8. ENGINEER	STATE LICENSE NO.			PHONE
J. L. Pujdak A.I.A. & Assoc.	C 4263			449-2002
9. CONTRACTOR	STATE LICENSE NO.			PHONE
SAMUELSON BROTHERS	170446			666-2141
10. LENDER	BRANCH			ADDRESS
SALVATION ARMY				
11. SIZE OF EXISTING BLDG.	STORIES		NO. OF EXISTING BUILDINGS ON LOT AND USE	
LENGTH 110 WIDTH 96	3 portion		(1 Hotel)	
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG.	EXT. WALLS		ROOF	
conc. & brick	concrete		concrete	
13. JOB ADDRESS	DISTRICT OFFICE			
3 East Fifth Street, Los Angeles, California	LA			
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	GRADING			
\$ 275,000	CRIT. SOIL			
15. NEW WORK: (Describe)	HIGHWAY DED.			
Concrete block building addition	FLOOR			
NEW USE OF BUILDING				
(H) Administrative Offices				
TYPE ADD		GROUP B-2, G-1		SPRINKLERS
1st floor		SPECIFIED parking		COMB
BLOG/AREA		MAX. OCC.		GEN
App. 11,500 sq. ft. SEE OVER.		TOTAL		MAJ. S.
DWELL. UNITS		PARKING REQ'D PROVIDED		CONS.
None		20 existing 12 new		TONED BY
P.C. No. 3361		CONT. INSP. PRECAST CONC. BLOCK		FILE WITH
V-3361		WELDING		INSPECTOR
P.C. 297444		S.P.C. 4462		G.P.I. 5012
		I.F. /		O.S. /
		C/O		TYPYST

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

MAY 11-70 27470 HL = 6 CC 297.44

SEP 15-70 49308 E :15712 V = 6 CK 591.30

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

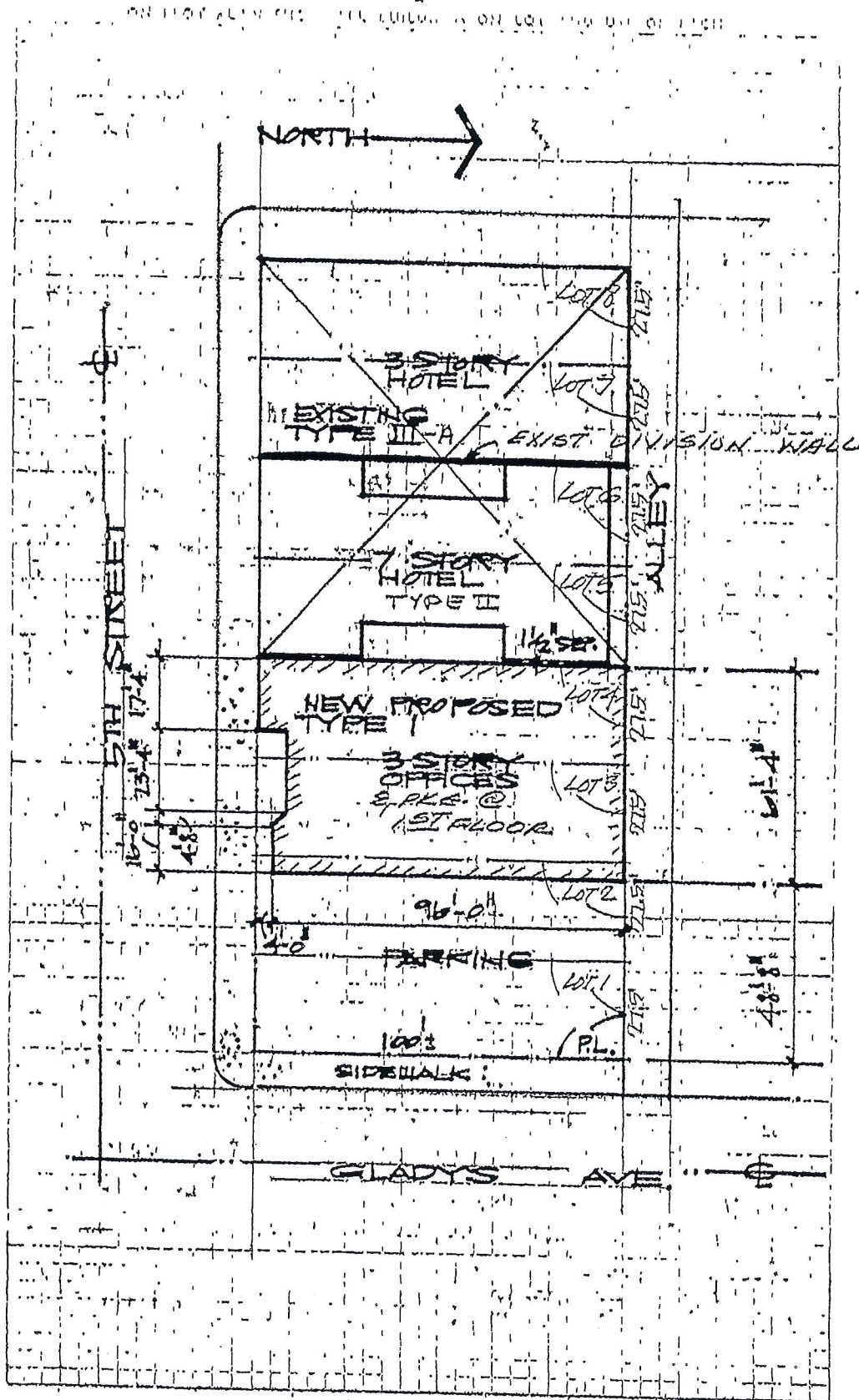
"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed J. L. Pujdak A.I.A.
(Owner or Agent)

	Name	Date
Bureau of Engineering	ADDRESS APPROVED	5/8/70
Let's have Sewer Design	SEWERS AVAILABLE Available	5-8-70
Requesting Sewer Available	NOT AVAILABLE	5-8-70
	DRIVEWAY APPROVED	6/23/70
	HIGHWAY DEDICATION REQUIRED	6-28-70
	5'15"X15'CC + 2'8"X15'CC COMPLETED	7-3-70
	FLOOD CLEARANCE APPROVED	
Conservation	APPROVED FOR ISSUE	
	FILE #	
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED	
Planning	APPROVED UNDER CASE # Landscaping	6-23-70
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)	7-16-70
Traffic	APPROVED FOR	

DEED LOADS:

REC. ROOM = 300
 WAITING = 135
 MISC = 90
 TOTAL = 525



DAY OF HEARING SUBMISSIONS

Los Angeles City Planning Department

**EXTENSION OF TIME LIMIT FOR AREA OR CITY PLANNING COMMISSION
DECISIONS ON LAND USE APPLICATIONS AND APPEALS**

This form is to be used to request an extension of the time limit to act for Area or City Planning Commission decisions on legislative and quasi-judicial land use applications and appeals. This request must be made before the matter is agendized. If notice of the hearing has been mailed, the applicant is responsible for the cost of mailing the cancellation and new hearing notice.

To Be Completed by the Applicant or Applicant's Representative:

(Please Type or Print)

Case No. _____

Street Address of Property Involved: _____

Applicant(s): _____

Representative: _____

Request for Extension of Time Limit: The current time limit for the Commission to decide the subject case application / appeal will expire on: _____. It is hereby requested to extend the time limit for the _____ Planning Commission to act for a period of _____ weeks, or until _____
(Commission)

Reason(s) for Request:

Signed:  _____ Print Name: _____ Date: _____

Mailing Address: _____

Telephone No. _____ E-Mail: _____

To Be Completed by Planning Department Staff:

☐ Pursuant to Municipal Code Section _____ [applicable Code Section which permits extensions of time limits by mutual written consent of the applicant and decision-maker], and in accordance with the policy of the Area/City Planning Commission delegating authority to the Director of Planning to approve extensions of time limits on its behalf, the requested time extension is deemed routine in nature and will not prejudice the future decision by the Area/City Planning Commission on the merits of the subject application or appeal, and therefore the requested time extension is granted until: _____.

☐ Applicant to pay all BTC Public Hearing Notice costs associated with a new Hearing or cancellation.

VINCENT P. BERTONI, AICP
Director of Planning

By: _____, _____, _____, _____
Signature Name Title Date

c: Commission Office
Case File

ARMBRUSTER GOLDSMITH & DELVAC LLP

LAND USE ENTITLEMENTS □ LITIGATION □ MUNICIPAL ADVOCACY

TODD NELSON
DIRECT DIAL: (310) 254-9058

12100 WILSHIRE BOULEVARD, SUITE 1600
LOS ANGELES, CA 90025

Tel: (310) 209-8800
Fax: (310) 209-8801

E-MAIL: Todd@AGD-LandUse.com

WEB: www.AGD-LandUse.com

July 13, 2020

VIA E-MAIL

Henry Chu, Associate Zoning Administrator
Department of City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
henry.chu@lacity.org

Re: ZA-2017-4610-CU-MCUP-SPR/ ENV-2017-3933-CE (949 South Hope Street):
Continuance Request

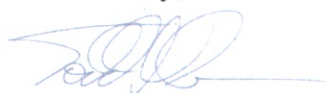
Dear Mr. Chu:

We are writing on behalf of the applicant, Forest City Southpark Two, LLP ("Forest City"), in connection with the appeal of the above-referenced case, which the Central Area Planning Commission ("CAPC") is scheduled to consider at its meeting on July 14, 2020. The CAPC has continued the appeal hearing several times to allow additional time for Forest City and the Appellant, the Skyline Owners Association, to continue their discussions in an effort to resolve the issues raised in the appeal.

Forest City and the Appellant continue to have productive discussions; however, these discussions have been delayed in large part due to the Covid-19 pandemic. Accordingly, Forest City is requesting a continuance of the CAPC's consideration of the appeal to its meeting on October 13, 2020 to allow time for the parties to reach final agreement. We have conferred with the Appellant, who by their signature below confirms no objection to the continuance.

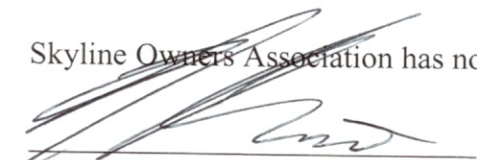
We thank you for your time and consideration. Since the CAPC appeal hearing has already been set, Forest City will appear and repeat the request for a continuance at the hearing.

Sincerely,



Todd Nelson

Skyline Owners Association has no objection to the requested continuance:



For Skyline Owners Association

Day of Submission for Central Area Planning Commission Hearing, July 14, 2020 on Agenda Item # 6

Case # ZA-2019-2724-ZAD-ZAA Re: Corrected Letter of Determination/Adjustment submitted May 11, 2020

Submitted by Joe Joseph Alaska Seafood Co., Inc. 441 Gladys Ave. Los Angeles, CA 90013 (Adjacent Property)

The 5th & Central project at 803-821 E. 5th Street, ZA-2019-2724-ZAD-ZAA submitted by Applicant CRCD was presented to the City of Los Angeles, as an Adaptive Reuse undertaking using taxpayer's HHH bond funds, to address the homeless crisis. LA voters passed Measure HHH to earmark resources towards building very needed housing for primarily our homeless population living unsheltered on the streets.

A goal of the City, in order to stop homeless sweeps, arrests, and confiscation of personal property of the street-bound homeless, is to enable the building of housing for the existing population on the streets of Skid Row, the center of LA's homeless epidemic. But the purpose of this proposed CRCD project is to target and provide for a significantly different population. This is clearly stated on Page 16 of the Zoning Administrator's Corrected LOD dated May 11, 2020, "The residents are expected to be young adults, individuals with special needs, those formerly homeless or come from some segment of the vulnerable population." AND THIS IS A CHANGE IN DEFINITION of the Population Served as defined and submitted initially by CRCD in their quest for receipt of HHH taxpayer's funds, and as indicated in the February 7, 2019 Staff Report from the Office of the City Administrative Officer on this project: "The population served by the project will be homeless veterans, homeless individuals and homeless youth."

What is proposed as the target residents for this project, per the Corrected LOD 5-11-20, is a population which only vaguely overlaps with the chronic needy homeless living on the streets on Skid Row, the specific area of 5th Street where this proposed project is located. To divert resources that should be used specifically for the current homeless living on the streets of Skid Row to a development that will service mainly a different population is not a good plan.

It's time to demand more from our leaders, and have those leaders, including City Planners, Zoning Administrators and Area Planning Commission members make those vulnerable people on the streets of skid row the main priority for housing development in this area. This project does not do that. Most of the homeless on Skid Row do not have access to computers or online access and can't participate in this meeting. Please be their voices. This project needs to be redesigned and resubmitted to Planning as a project targeted for this most vulnerable population, and not a project designed for the group of vulnerable youth that CRCD has most expertise with, who should not be relocated and imported into an area fraught with behavioral problems and drug abuse.

If this Area Commission agrees with the Corrected LOD as-is and allows this project to proceed, it is my opinion that public funds will be used for this location not mainly to help Skid Row's homeless, but rather to shift individuals -- who may have formerly been homeless or may have been foster children-- from one location to the proposed project location. These will include troubled youths who CRCD has offered services to for a number of years who may be too vulnerable to the harsh influences on Skid Row streets. The young adults, perhaps transitioning out of foster care and poor childhood environments, should be housed in developments that are in areas with less negative influences.

The project that should be built in this location should be explicitly for Skid Row unsheltered individuals, with a small percentage offered to other homeless individuals that are from areas and backgrounds different than those with the greatest need, and not the other way around. Taxpayers want to know why, after passing the bond money, the sidewalks are still filled with the homeless. The reason is because the funds are used conveniently to house various other groups. This is simply unfair and an injustice. In addition, the project must be built with accommodations for individuals with physical disabilities, and currently this proposed complex design appears not to offer that ADA requirement; please refer to the wording within the Corrected LOD.

Other areas of concern pertaining to his project:

1. The submission to the Department of Transportation for assessment regarding environmental review misrepresented the project's parameters. The EIR exemption was reached without full information about the intended development's parameters.
2. This project proposal, in my opinion, does not make housing adequately accessible to people with physical disabilities. Developers using public funds who discriminate against people with disabilities in their projects may face serious consequences, as will the City. Federal accessibility laws, including Section 504 of the Rehabilitation Act and American with Disabilities Act, and Fair Housing Act are to be complied with.
3. Historical parking (17 spaces) inside the 813 E.5th St. building on the ground floor was omitted when the project was submitted by the Applicant and Representative to the Planning Department. The representation in all submissions by the Applicant was of 15 existing spaces in total, in an outside surface lot. Images were altered and obscured to hide the existence of inside on-site parking. The reduction that was granted by the Zoning Administrator was a 68.8 percent reduction in parking from the existing 32, in direct contradiction to the terms of the Adaptive Reuse Ordinance.
4. The two primary property owners and business directly adjacent to proposed property (Alaska Seafood Company and Superior Seafood) were not notified at all about this project by Applicant or the Representative prior to the public hearing in November 2019.
5. CEQA exemption was granted based on possibly misleading information. There was never an analysis of the true implications of this project upon traffic and parking, because it appears that the applicant obfuscated their actual intent. When applying for a referral from the Department of Transportation in June 2019, to be used for a CEQA waiver of the EIR requirement, the Applicant was very unclear about the intention to have a lot of for retail space on the ground level of the complex. And this is while the parking for the entire complex is to be reduced to 10 spaces (although the DOT Referral Form stated 12 spaces, and there was no acknowledgment of the actual 32 spaces on-site. This design should not be allowed without proper analysis in the form of an EIR. The elimination of this much historical parking will also affect the access for potential residents with physical disabilities.

Long-standing businesses in the area rely on street parking for suppliers, customers, their employees, and deliveries. Inadequate parking in this project for involved individuals and services - exclusive of any residents - will result in increased competition for shrinking public parking spaces and a severe negative effect on businesses and area commerce

Even though this Commission may want to approve this project, and members of this Commission may have already decided to prior to this meeting to do so, the members should not support this project as it is currently proposed. This project will result in little positive effect on the local Skid Row homeless population living on the streets; additionally, this project will result in more area traffic and parking congestion, an aspect of the project that was never properly presented to, and vetted fully by the Department of Transportation.

Joe Joseph
President and Manager
Alaska Seafood Co., Inc.