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

SECONDARY SUBMISSIONS



Department of City Planning

City Hall, 200 N. Spring Street, Room 763, Los Angeles, CA 90012

October 6, 2020

TO: City Planning Commission

FROM: Jordann Turner, City Planner

TECHNICAL MODIFICATION TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2019-6138-CU; 2515 WEST BEVERLY BOULEVARD (110 NORTH CORONADO STREET ,114-128 NORTH CORONADO STREET)

The following technical modification to the recommended Condition of Approval 19a. is to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of October 8, 2020 related to Item No. 5a on the meeting agenda.

19. School Noise.

- a. No amplified music or loud non-amplified music is permitted outside, **except in conjunction with special events.**

The recommended modification will allow the applicant (Citizens of the World Charter School) to have the availability to use amplified music in conjunction with special events only such as graduations, walk-a-thons, or Winter/Spring chorus.



Department of City Planning

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

October 7, 2020

TO: City Planning Commission

FROM: Michelle Carter, City Planning Associate

TECHNICAL MODIFICATION TO ADDRESS POTENTIAL SITE AND SOIL CONTAMINATION FOR CASE NO. DIR-2019-6048-TOC-SPR-WDI; 135 - 153 WEST AVENUE 34

The following technical modification is to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of October 8, 2020, related to Item No. 6 on the meeting agenda.

As part of the appeal, appellants raised concerns regarding potential site and soil contamination due to migration of toxic substances from nearby uses. While the proposed project has been conditioned to comply with Ordinance No. 179,280 which requires the project to satisfy any requirements from the State Department of Toxic Substances Control (DTSC), Staff recommends following modification to Condition No. 11 to ensure review and clearance from DTSC (additions in underline and deletions in ~~strikeout~~):

11. Ordinance No. 179,280

- a. The project shall comply with all provision of Ordinance No. 179,280, except as otherwise permitted herein.
- b. Property owners shall satisfy any requirements from the State Department of Toxic Substances Control (DTSC) in relation to potential contamination on the subject site. Prior to the issuance of any clearances by the Department of City Planning (DCP), property owners shall provide to DCP a letter from DTSC that establishes DTSC's satisfaction that the subject site currently meets DTSC requirements for the proposed use or, alternatively, that establishes DTSC's satisfaction with the property owner's contamination testing plan for the proposed use.

In conjunction with the recommended modified condition, staff recommends modifying the findings, as appropriate.



GILBERT A. CEDILLO
COUNCILMEMBER
FIRST DISTRICT

October 7, 2020

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

Re: Item No. 6
DIR-2019-TPC-SPR-WDI; ENV-2016-273-MND-REC1
135-153 W. Avenue 34

Honorable Commissioners:

When the Commission first considered this matter on August 13, 2020, you rightfully decided to “pause” and requested the applicant to conduct more comprehensive community outreach. My office wholeheartedly supported the request and asked the applicant to take the opportunity to actively listen and respond to the concerns of the people who live and work in the Lincoln Heights community.

The Council Office has long been a strong advocate for the production of new housing serving a range of income groups in a City experiencing a severe housing crisis. The global pandemic has exposed housing insecurity amongst the City’s most vulnerable and exacerbated the need for increasing stock of all housing types, including affordable and supportive housing. We support promoting attractive architecture and urban design compatible with local neighborhoods. And we appreciate the Transit-Oriented Communities policy intended to bring housing opportunities in proximity to the City’s growing public transit infrastructure.

The proposed project would introduce new density into the Lincoln Heights community and change the site’s land use from industrial to mixed-use development. Our office acknowledges the community concerns raised by stakeholders, including potential impacts on: **Vehicular Traffic, Parking and Pedestrian Safety; Design Compatibility** in terms of Density, Scale, Massing, Character; **Soil Contamination**; and **Housing Access**.

The Council Office has heard and shares these demands:

- *Vehicular access should be allowed at Pasadena Avenue, and enhanced traffic and pedestrian safety measures should be implemented at the Metro Gold Line at-grade crossing at Avenue 33 and Artesian Street.*

- *Building scale and mass should provide a transition in the context of the existing adjacent low-scale mixed-use neighborhood.*
- *Expert evidence demonstrating the soil on-site is clean and safe for residential use should be fully disclosed to protect public health and safety.*
- *Access to new housing units should be extended to the Lincoln Heights community.*

In response to community concerns, the applicant has advised the Council Office that it is offering the following project modifications, voluntary conditions of approval and clarifications for the Commission's consideration:

Vehicular Traffic, Parking and Pedestrian Safety

- Allow vehicular access/ exit at Pasadena Avenue
- Implement safety improvements at Avenue 33 and Artesian Street as recommended by Metro, including clear signage for westbound traffic on Avenue 33 to ensure vehicles stop at the "Wait Here" line when a train is oncoming, and a flashing signal on southbound Artesian Street and Avenue 33 that indicates "No Right Turn" and/or "Train Approaching" that would be triggered when trains pass through the crossing
- Support initiation of a Preferential Parking District
- Prohibit public street parking by tenants on Ave 33 and Ave 34 as required in lease agreement
- Comply with additional "Vision Zero" public improvements as determined by LADOT

Design Compatibility

- The proposed project has evolved from a previous City-approved scheme. On August 22, 2017, Zoning Administrator approved a mixed-use development with a total floor area of 524,600 square feet on 5.03 acres with a Floor Area Ratio (FAR) of 2.6:1. The revised scheme would increase the number of affordable units (to 66 units dedicated to Very Low Income Households), reduce the commercial space to 16,395 square feet, and add an estimated 1.5 acres in open space. Total floor area is reduced to 514,756 square feet with a FAR of 2.5:1.

Soil Contamination

- The official public record includes copies of two Phase I Environmental Site Assessments prepared in 2015 and 2019, respectively, which provide multiple lines of evidence regarding former uses and activities on the site, and determine that no onsite uses present environmental conditions that present a contamination risk
- The applicant is required to comply with the Q Condition which explicitly states: *"Property owners shall satisfy any requirements from the State Department of Toxic Substances Control (DTSC) in relation to potential contamination on the subject site. Prior to the issuance of any clearances by the Department of City*

CITY HALL 200 N. Spring St. Room 470 Los Angeles, CA 90012

Tel: (213) 473-7001 • Fax: (213) 473-7462

Planning (DCP), property owners shall provide to DCP a letter from DTSC that establishes DTSC's satisfaction that the subject site currently meets DTSC requirements for the proposed use or, alternatively, that establishes DTSC's satisfaction with the property owner's contamination testing plan for the proposed use."

- The Department of City Planning recommends that this Q Condition be incorporated as a formal condition of approval.

Housing Access

- 66 units shall serve Very Low Income Households (earning 30-50% of the Area Median Income ranging from an annual income of \$39,450 for one person to \$56,300 for a family of four) which shall be delivered in the first phase of construction
- The applicant shall engage in affirmative marketing and partner with a local community-based organization to increase access by income-qualified residents in Lincoln Heights
- The applicant shall execute and record a covenant that mandates the setting of initial rents for at least 115 studio units and 77 one-bedroom units (totaling 192 units) at rental rates at or below the workforce housing (150% of AMI ranging from \$64,900 per year for one person to \$92,750 for a family of four) rent level

In recent years, Council District One has experienced significant neighborhood change. The challenge becomes how to welcome new investment which generates positive community benefits without displacement and is respectful of the neighborhood's context. Given the development rights allowed by the Commercial Manufacturing Zone, but also in light of the City's housing crisis, I appreciate the Commission's best judgement in deliberating on this matter.

Sincerely,



Gilbert A. Cedillo
Council Member, First District



Planning CPC <cpc@lacity.org>

Venice Community Draft Plan

Daniel Rothman <dbrmus@aol.com>
Reply-To: Daniel Rothman <dbrmus@aol.com>
To: "cpc@lacity.org" <cpc@lacity.org>

Sun, Sep 27, 2020 at 4:41 PM

Dear City Planning Commissioners:

The Venice Community Draft Plan begins with a bold proposal to create a cultural district honoring the contributions of its African American community, and in so doing it acknowledges, by its very wording, that the lack of any coherent plan until now has failed that community; its numbers are diminishing. It is a barefaced admission that the Draft Plan, in this case and in all likelihood across the board, is not to advance the well-being of the existing community—many long-time residents—but developers and business interests who come from outside to create something foreign to it. What does a “cultural district honoring the contributions of [Venice’s] African Americans” even mean and look like? For whom is it intended if not perplexed tourists? And what of its remaining African American residents, whose community is being once again pillaged and caricatured? If the LA City Planning Commission cannot see it as insensitive and an insult, it is cynical and corrupt.

Why not instead plan with its residents a means to thrive? Create opportunity zones, and invite Black-owned Broadway Federal Bank to the table? Encourage businesses like Leimert Park’s bookstores, restaurants and galleries to define a living African American community here rather than a historic one. The City Planning Commission is comprised of real estate investment and equities firm officers and this is ostensibly within their imagination and experience.

Sincerely,
Daniel Rothman
Venice, CA



Planning CPC <cpc@lacity.org>

CPC-2019-6138-CU

coni acos <coni.epnc@gmail.com>
To: cpc@lacity.org

Mon, Oct 5, 2020 at 5:46 PM

Connie Acosta, EPNC board member, will speak during public comment time and share with commissioners the definition of a playground-- as it is defined by the 2005 CA Health and Safety Code Sections 115725-115750 Article 1, for the City Commissioners to note and inquire if this is what the developer intends to implement.

Page 2, last paragraph:

"(b) "Playground" shall refer to an improved outdoor area designed, equipped, and set aside for children's play that is not intended for use as an athletic playing field or athletic court, and shall include any play equipment, surfacing, fencing, signs, internal pathways, internal landforms, vegetation, and related structures."



2005 California Health and Safety Code Sections 115725.pdf
84K

2005 California Health and Safety Code Sections 115725-115750 Article 1.

Playgrounds

Text

HEALTH AND SAFETY CODE SECTION 115725-115750

115725. On or before January 1, 1992, the state department, in consultation with the office of the State Architect, the California Parks and Recreation Society, the League of California Cities, the Department of Parks and Recreation, the State Department of Education, and the California Council of the American Society of Landscape Architects, shall adopt regulations for the design, installation, inspection, maintenance, and supervision where appropriate, and training of personnel involved in the design, installation, and maintenance, of all playgrounds either operated by public agencies, including a state agency, city, county, city and county, school district, and any other district, or operated by any entity where the playground is open to the public.

Those regulations shall meet the standard of care imposed by courts of law on playground operators, and shall, at a minimum, impose guidelines and criteria that shall be at least as protective as the guidelines in the Handbook for Public Playground Safety produced by the United States Consumer Products Safety Commission, shall give due consideration to any successor to the Handbook for Public Playground Safety that may be published, and shall include more protective requirements where the state department finds those guidelines will provide inadequate protection. The regulations shall include special provisions for playgrounds in day care settings, that shall be developed in consultation with the State Department of Social Services and the California Children's Lobby, and that shall be appropriate for children within the range of ages in day care settings. The state department shall not be responsible for enforcement of any regulations pursuant to this section. 115730.

(a) All public agencies operating playgrounds, including a state agency, city, county, city and county, and district, shall upgrade their playgrounds by replacement or improvement as necessary to satisfy the regulations adopted pursuant to Section 115725 to the extent state funds are made available specifically for that purpose through state bonds or other means. All other entities operating playgrounds open to the public shall upgrade their playgrounds by replacement or improvement, as necessary to satisfy the regulations adopted pursuant to Section 115725, on or before January 1, 2003.

(b) (1) Subdivision (a) and the regulations adopted pursuant to Section 115725 shall not apply to playgrounds installed between

January 1, 1994, and December 31, 1999. Those playgrounds shall be subject to the requirements to upgrade set forth in this subdivision until 15 years after the date those playgrounds were installed, at which time those playgrounds shall be subject to subdivision (a) and the regulations adopted pursuant to Section 115725. (2) All public agencies operating playgrounds installed between January 1, 1994, and December 31, 1999, shall upgrade those playgrounds by replacement or improvement as necessary to satisfy criteria that are at least as protective as the guidelines in the Handbook for Public Playground Safety, Publication Number 325, United States Consumer Product Safety Commission, November 1994, to the extent that state funds are made available specifically for that purpose through state bonds or other means. (3) All other entities operating playgrounds open to the public and installed between January 1, 1994, and December 31, 1999, shall upgrade those playgrounds by replacement or improvement as necessary to satisfy criteria that are at least as protective as the guidelines in the Handbook for Public Playground Safety, Publication Number 325, United States Consumer Product Safety Commission, November 1994, on or before January 1, 2003.

(c) Before October 1, 2000, all public agencies operating playgrounds and all other entities operating playgrounds open to the public shall have a playground safety inspector, certified by the National Playground Safety Institute, conduct an initial inspection for the purpose of aiding compliance with the requirements to upgrade set forth in subdivision (a) or (b), as applicable. Any inspection report may serve as a reference when the upgrades are made, but is not intended for any other use.

(d) This section shall not affect the liability or absence of liability of playground operators. 115735. For purposes of this article, all of the following shall apply:

(a) An "entity operating a playground open to the public" shall include, but not be limited to, a church, subdivision, hotel, motel, resort, camp, office, hospital, shopping center, day care setting, and restaurant. An "entity operating a playground open to the public" shall not include a foster family home, certified family home, small family home, group home, or family day care home, which is licensed and regulated to meet child safety requirements enforced by the State Department of Social Services.

(b) "Playground" shall refer to an improved outdoor area designed, equipped, and set aside for children's play that is not intended for use as an athletic playing field or athletic court, and shall include any play equipment, surfacing, fencing, signs, internal pathways, internal landforms, vegetation, and related structures.



ECHO PARK NEIGHBORHOOD COUNCIL



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Mo Najand

CHIEF INFORMATION OFFICER

Thomas DeVoss

TREASURER

Tyler Samples

SECRETARY

Richard Courtney

**CPC-2019-6138 CU
Letter of Support for Phase 1
and conditional support for Phase 2
2515 W. Beverly Blvd.
Los Angeles, CA**

CERTIFIED COUNCIL
APRIL 16, 2002

1226 N ALVARADO ST
LOS ANGELES, CA 90026

(323) 487-9124

INFO@ECHOPARKNC.COM
WWW.ECHOPARKNC.COM

Sept 30, 2020

VIA EMAIL

PLANNING DEPARTMENT

Jordann.Turner@lacity.org

CASE NO.: ZA-2017-4489-CU-ZV-F

The Echo Park Neighborhood Council (EPNC) supports Phase I of the project of Citizens of the World Charter School at 2515 W. Beverly Blvd. L.A., CA 90057 for the creation of an outdoor playground in an RD5-1 Zone approximately 5,700 sq. ft. in conjunction with the existing public elementary school.

EPNC supports Phase II - the proposed construction, use and maintenance of a new 2,500 sq. ft. classroom at the northerly RD5-1 Zone lot at 124-128 Coronado Street, L.A. CA 90026 -- based only on the following conditions being met:

1. Continue to adhere to the Conditional Use Permit (CUP)
2. Provide an adequate parking plan with sufficient parking for staff such that they aren't forced into the residential-neighborhood
3. Reach a solution for fencing and landscape buffer along the shared property lines to the satisfaction of the neighbors.
4. Implement a plan that follows best practices in construction noise management and the prevention of dust and other emissions from exiting the site while adhering to LA County codes and ordinances.

RESOLUTION

On September 22, 2020, the EPNC Board of Governors held a Brown Act noticed-Virtual meeting, at 7 p.m. Meeting was conducted entirely electronically with a teleconferencing number for public participation. With a quorum of ___board members present and a vote count of 17 yeas, 0 nays, and 0 abstentions, the Board resolved to write a letter of support for Phase 1 of the project and conditional support of Phase 2 of the project stated above.

Respectfully,

A handwritten signature in black ink, appearing to read "Richard Courtney", written in a cursive style.

Richard Courtney
Secretary, Echo Park Neighborhood Council

cc: Craig Bullock, Planning CD 13



Planning CPC <cpc@lacity.org>

135 Avenue 34 Proposed Project

Adriana Beltran <adrianabee05@gmail.com>

Sun, Oct 4, 2020 at 12:04 AM

To: cpc@lacity.org, gilbert.cedillo@lacity.org, gerald.gubatan@lacity.org

DIR-2019-6048-TOC-SPR-WDI-1A**ENV-2016-273-MND-REC1**

Hello,

My name is Adriana. I am a resident of Lincoln Heights, and I am emailing today to express my disapproval regarding the proposed development project on Avenue 34 in the Lincoln Heights community.

As an active resident and High School student in the area, this project will affect me because it will drive up neighboring rents, displacing the people who live in the Lincoln Heights community. In addition, this project will create significant displacement. The developers will only include 14% Low-Income units, with 85% at high market rates that will not help the community's current lack of affordable housing. The median combined annual household income in Lincoln Heights is \$39,000. This makes even the low-income apartments out of reach for many in our community.

Given my points above, I demand you listen to community feedback and halt this project before it can do any more damage to the community of Lincoln Heights.

Sincerely,
Adriana B.



Planning CPC <cpc@lacity.org>

End Gentrification

Agustin Garcia <agustingarcia14@yahoo.com>

Mon, Oct 5, 2020 at 9:27 PM

To: cpc@lacity.org

To whom this may concern,

I am writing this email because as a member of the East Los Angeles community I am against/opposing the Pinyon Avenue 34 project. This building comes with many problems that affect the community of Lincoln Heights. Moreover, in this pandemic the last thing vulnerable communities need is to worry about inflation on their rent because of some luxury apartments.

Best,

Agustin Garcia Badillo



Planning CPC <cpc@lacity.org>

DIR-2019-6048-TOC-SPR-WDI-1A

angelo@arroyohistorical.com <angelo@arroyohistorical.com>
To: Cpc@lacity.org

Mon, Oct 5, 2020 at 5:11 PM

Esteemed servants of the Los Angeles City Planning Commission,

I am a small business owner, and home owner in this neighborhood and council district and I work locally. I am currently working at the nearby Heritage Square museum restoring some of the buildings there. I have been living and working in this neighborhood for 11 years.

There is reason to believe this project requires closer scrutiny and as a level-headed participant in this process, I am thankful to have a process and public servants in place to review these matters in the public trust.

Based on the evidence there is reason to suspect Avenue 34 project could be a hazard to public health and I hope you will listen to the many long-time residents who have also registered their disapproval based on well founded safety concerns.

Sincerely,

Angelo Bellomo
487 Isabel Street
Los Angeles, Calif.
90065



DIR-2019-6048-TOC-SPR-WDI-1A

Armando Carvalho <acarvalhoplacer11@gmail.com>

Mon, Oct 5, 2020 at 7:18 PM

To: cpc@lacity.org, michelle.carter@lacity.org

Dear City Planning Commission and/or Ms. Michelle Carter,

My name is Armando Carvalho and I am a resident of Lincoln Heights, only a few blocks away from the proposed project on [135-153 West Avenue 34](#). Due to my job I am unable to attend the City Planning Commission hearing on October 8th in person, but I would like to make a brief comment in support of the project.

Los Angeles direly needs more housing, and this project demonstrates a solution that helps both low income and moderate income residents. I like how this project includes 66 low income units for families but also provides housing for middle income families since the rest of the units are set at market rate. I also like how close it is to the transit station and how there are fewer parking spots than units. I think we need more housing like this in Los Angeles in order to fight the car culture. Additionally, I love how there is specific bicycle parking for the new building. My only recommendation is that fewer parking spots are allotted so that owning a car would be more difficult - as that is the only way we are going to shift this toxic car culture in the city.

I know many of my neighbors are against this project, for reasons I cannot understand. One of the issues they raise is the pollution on site, but they fail to understand that by promoting a car free culture pollution is actually decreased. I also fail to understand their arguments about being residents being pushed out of the neighborhood. I would hold this project to a much higher standard if it were displacing people on the site but that is simply not the case. Lastly, there is concern about parking since this project will bring in more cars. I am a strong follower of the ideals of Donald Shoup, a professor in the Department of Urban Planning at UCLA. He argues, and I agree, that providing "free parking" is actually extremely expensive for society and ought to be done away with. With less parking available, it will force more people to abandon their cars and use the world class Metro system we have here in Los Angeles.

As a resident of the neighborhood I feel this would be a valuable addition to our community, promote a public transit orientated lifestyle, and help alleviate the housing shortage here in Los Angeles. I hope to see your support of this project on October 8th.

Armando Carvalho



Planning CPC <cpc@lacity.org>

Reference case # : DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

Alejandra Castaneda <castanedaalejandra243@gmail.com>

Mon, Oct 5, 2020 at 8:31 PM

To: cpc@lacity.org

To whom it may concern

I strongly oppose the Lincoln Heights Avenue 34 Luxury apartment complex units. This space should be used to the benefit of the community and not serve the interest of a developer who does not have the community in mind. Reference case # : DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

Sincerely,

Alejandra Castaneda



Planning CPC <cpc@lacity.org>

135 Avenue 34 Proposed Project

Ace Ehrlich <ace@moskowitzbayse.com>
To: cpc@lacity.org

Thu, Sep 17, 2020 at 11:48 AM

DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1

Dear City Planning Committee,

I am writing as a concerned citizen who frequents Lincoln Heights, where part of the small business I work for is based. Over the past several months, I have been made aware of the Pinyon Group's unethical efforts to push through a wildly unpopular luxury housing project against the overwhelming opposition of Lincoln Heights residents.

Their proposal would add 1500 new residents to Lincoln Heights with only 287 new parking spaces, an unacceptable disruption. In addition to this inconvenience, the project will drive up rents and displace many of the low-income residents that make Lincoln Heights the proud community it is. My business, too, is at stake for the same reason.

More crucially, though, is the almost certain environmental impact this project will have on residents to Lincoln Heights and beyond - many of whom, unfortunately, are uninsured. Without further environmental testing to the proposed site - which was used as a dumping ground for a dry cleaning business for 68 years - the Pinyon Group and its cohorts are knowingly endangering untold thousands of residents.

For these reasons and many, many others, I strongly OPPOSE this development. So many concerned citizens have spoken; many of their complaints have fallen on deaf ears. I call on you to help preserve a neighborhood that's part of the fabric of this great city, and stand against greed and negligence.

Sincerely,
Ace Ehrlich

Ace Ehrlich
Director
(917) 453-6167

Moskowitz Bayse
743 N. La Brea Avenue
Los Angeles, CA 90038
(323) 790-4882
www.moskowitzbayse.com

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Planning CPC <cpc@lacity.org>

Appeal to stop avenue 34 apt

Ali Greer <greer.alison@gmail.com>

Sun, Oct 4, 2020 at 5:20 PM

To: cpc@lacity.org

To whom it may concern,

I am writing to voice my concern for the proposed apartment complex on Ave 34. I live on Avenue 33 and care deeply about the people in this neighborhood. The site has environmental concerns that need to be taken seriously and researched. Before any proposals are approved we deserve to have a full soil and environmental report to properly understand the impact.

I support the appeal to stop the Ave 34 proposed apartment development of 468 units in Lincoln Heights. Please stop this project.

Thank you,
Alison Greer



I oppose Average 34 Project

Antonio Mercado <antoniomercado@gmail.com>

Sun, Oct 4, 2020 at 7:42 PM

To: gilbert.cedillo@lacity.org, cpc@lacity.org, gerald.gubatan@lacity.org, jose.a.rodriguez@lacity.org

DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1

To Whom It May Concern:

I just became aware of the project at Avenue 34 and Pasadena through my friends and family that live near there. I want to let you know that i currently live in an apartment complex which has about 500 units in DTLA. I don't think everyone realizes the day to day impact of living in a building with this many apartments.

There are 15 dumpsters for all the residents in this building and we have a trash truck here daily. We also have moving trucks here daily since there is always someone moving in or out. There are cable trucks, maintenance trucks, gardening trucks here all the time. Before the pandemic, there was always a row of Uber and Lyft drivers waiting for a call from this building. Even now during the pandemic, there are food delivery people parked up and down the front and sides of the building. We have all 4 sides of our building accessible by street. Avenue 34 would be the only side street for this apartment.

If I wanted to eat something, there are plenty of restaurants across the street from here or any block over. I have 3 grocery stores within walking distance. If I wanted to ride my bike to a place a little farther, there are bike lanes all over DTLA to keep me safe. This is not the case for Lincoln Heights. I don't know of any bike lanes in this area. You are doing a disservice to the residents who live here now plus the future residents of these apartments.

When I visit Lincoln Heights and drive down Avenue 34, I can't believe that there will be the same amount of traffic on that little street which seems like a dead end. Lincoln Heights is NOT DTLA. How are you going to fit all those people, cars, trucks, bicyclists in such a small area. I don't think this is well thought out and needs to be looked at again as a project that does not fit Lincoln Heights. Have any of you been to this area of Los Angeles, it is an older part of town.

I hope you will do the right thing and vote no on this project which does not make sense in an area like Lincoln Heights.

Sincerely,

Antonio Mercado



135 Avenue 34 Proposed Project

Adam Moskowitz <a@moskowitzbayse.com>

Thu, Sep 17, 2020 at 11:39 AM

To: cpc@lacity.org, gilbert.cedillo@lacity.org, gerald.gubatan@lacity.org

DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1

To whom it may concern:

I own a small business on Avenue 33, one block over from the proposed development on avenue 34. I have participated in every possible community outreach and hearing including the last online one that effectively took my entire day just to be heard. I sat for hours and when our case finally came up I had to endure hearing what we later discovered were paid plants by the Pinyon group in favor of their project. This does not seem like an ethical way to conduct business and creates further distrust between the community and the developer. There is an enormous list of concerns that the community has been incredibly clear about. Just to name a few, the pollution contaminated groundwater which flows in the direction of the proposed building, the 2016 ENV approved building plans differ wildly from the current plans, huge traffic concerns (not just parking but also flow and proper egress).... I want to be clear that I am a business owner and am for development, I just want to see it done in an ethical way that addresses some very very real concerns from people who will be deeply impacted by a project pushed through and poorly managed.

I am asking for more environmental review and testing on the proposed site. It is of critical importance to the health and safety of the surrounding community.

Thank you for taking the time to read my email and address these concerns.

Sincerely,
Adam Moskowitz

Moskowitz Bayse
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(323) 790-4882
www.moskowitzbayse.com

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Planning CPC <cpc@lacity.org>

Proposed apartment complex on Ave 34

Aimee Munton <akmunton@gmail.com>

Mon, Oct 5, 2020 at 8:31 AM

To: cpc@lacity.org

To whom it may concern,

I am writing to voice my concern for the proposed apartment complex on Ave 34. I am a local resident and care deeply about the people in this neighborhood. The site has environmental concerns that need to be taken seriously and researched. Before any proposals are approved we deserve to have a full soil and environmental report to properly understand the impact.

I support the appeal to stop the Ave 34 proposed apartment development of 468 units in Lincoln Heights. Please stop this project.

Thank you,
Aimee Munton



Planning CPC <cpc@lacity.org>

Reference Case #: DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

Adali Olivares <adaliolivares@yahoo.com>

Mon, Oct 5, 2020 at 8:31 PM

To: cpc@lacity.org

Hello my name is Adali Olivares, I am former resident of the City of Los Angeles, now residing in the Rosemead area of LA County. I am emailing today in regards to Reference Case #: DIR - 2019 - 6048 - TOC - SPR - WDI - 1A.

I still work in the city of Los Angeles, serving the constituents within Lincoln Heights. I am emailing you today letting you folks know that I am Opposed to the Pinyon Group Ave 34 project. I stand with the community of Lincoln Heights and against the building of these Luxury Apartments Complex Units.



Planning CPC <cpc@lacity.org>

Environmental Impact of Ave. 34 Development

Adam <a.t.romney@gmail.com>

Mon, Oct 5, 2020 at 7:28 AM

To: cpc@lacity.org

To whom it may concern,

I am writing to voice strong concern about the proposed apartment complex on Ave 34 in Lincoln Heights. I care deeply about the people in this neighborhood. And the site has environmental concerns that need to be taken seriously and researched. Before any proposals are approved we deserve to have a full soil and environmental report to properly understand the impact.

I support the appeal to stop the Ave 34 proposed apartment development of 468 units in Lincoln Heights. Please stop this project.

Sincerely,

Adam Romney

October, 2020

Dear City Planning Commissioners,

Thank you for hearing our appeal. Our community continues to raise many concerns with this project's foreseeable impact on our community. As currently planned, this project amplifies existing hazards and creates new ones, relies on infrastructure that does not exist, is inharmonious with our neighborhood's built environment, and poses an existential threat to many peoples' continued presence in our community.

On behalf of the Lincoln Heights community, the Lincoln Heights Community Coalition submits the following concerns about the proposed development:

1. Environmental Concerns

- a. The history of local contamination warrants concern and investigation
- b. Phase 1 uses erroneous information to recommend no testing or further action
- c. City Planning has violated its own guidelines by not engaging DTSC
- d. Applicant has not engaged SCAQMD & RWQCB
- e. Design imposes unreviewed fire hazards
- f. Project will create public safety and traffic hazards
- g. Project will further overburden Lincoln Heights emergency services

2. TOC Guidelines

- a. Density increase is excessive, and not mandated under JJJ
- b. Parking is inadequate, and not restricted by TOC Guidelines
- c. Neighborhood lacks the infrastructure to accommodate project

3. Design

- a. [Q] Conditions are not met
- b. Building is inharmonious with neighborhood character

4. Affordability

- a. Very Low Income units out of reach to majority of Lincoln Heights
- b. Applicant's compliance with program is not guaranteed
- c. Questions surrounding Tax Credit application
- d. Gentrification's effects on surrounding neighborhood

5. Conclusion and Recommendations

- a. Correct inadequate environmental review
- b. Recommend reduced density

- c. Refer design to Urban Design Studio for compliance
- d. Recommend greater affordability

Environmental Concerns

Many people have tried to dismiss our concerns, saying that California has the strictest environmental regulations in the world. Those restrictions only serve their purpose if they are followed and enforced. With no single agency charged with enforcing CEQA, private citizens are often tasked with pointing out violations. We can show that this project has actively evaded California's required oversight. The applicant and the Department of City Planning are apparently in violation of CEQA and LA municipal laws. We are appealing to you for the sake of our health and safety to take a closer look.

Soil Hazards

The adjacent property to the northeast was occupied by Welch's, which operated dry cleaning and refueling services at the site from 1920-1988, and advertised itself as "America's Largest Industrial Laundry." It has a long and disturbing history of dumping toxic pollutants into at least twelve leaking underground storage tanks across their property, some as large as 10,000 gallons. These tanks leaked TCE, PCE, diesel, gasoline, benzene, chloroform, and more. (Exhibit F, *Welch's 2007 Report*; Exhibit G, *Welch's 2008 Report*) Airborne fumes from these chemicals cause cancer, internal organ failure, and birth defects. (Exhibit K, *ATSDR Public Health Statement for Trichloroethylene*; Exhibit L, *WHO Indoor Air Quality Guidelines for Tetrachloroethylene, PCE*)

When the extent of the contamination was uncovered, the state mandated the property be vacated, destroyed, and has been overseeing remediation on that site ever since. DTSC began overseeing cleanup in 2007. They installed groundwater monitoring wells both onsite and offsite to the southwest, in the direction that the groundwater was carrying the toxic plume to the southwest. They later included soil vapor extraction units on the polluted site. The active monitoring wells, both on and offsite, continue to read levels of toxins higher than the state's limits. (Exhibit J, *Welch's 2018 Report*)

The toxic plume has been traveling freely from Welch's property through the applicant's property for as long as 100 years. Since Welch's property has benefitted from remediation but the applicant's property has not, it is conceivable and likely that the applicant's property currently suffers from higher levels of contamination than Welch's property does. Furthermore, aerial photography from LA City records and previous DTSC reports reveal that Welch's dry cleaning operation extended onto the applicant's property as recently as 1951, raising the very real prospect of decades of unchecked contamination directly onto the applicant's property. (Exhibit E, *Phase 1 ESA*)

TCE and PCE are especially harmful to human health. When the groundwater is shallow (as it is here at only 35 ft), they have the distinct likelihood of offgassing. These chemicals are especially volatile, posing a significant risk of vapor intrusion. The VOC's are less likely to dissipate into the atmosphere, but instead stay trapped underground if the soil is capped in concrete and asphalt, as is the case on the subject property. They become a hazard when exposed through excavation, or later as vapors intrude into a built structure. With homes and 5 schools within 1,200 feet, (Hillside Elementary is across the street) the danger of these contaminants being released is especially acute.

In 2016, just as the original MND for this case was being prepared and the property owner was attempting the sale of his property, the owners of Welch's site lobbied DTSC to allow permanent decommissioning of several monitoring wells and soil vapor extraction systems. (Exhibit I, *Welch's 2016 Report, Recommendations and Conclusions*) Two of those wells happened to be situated offsite at the southwest corner of the applicant's property, precisely where the applicant proposes their ingress/egress for this residential project. (Exhibit HH, *Avenue 34 Decommissioned Wells*) The DTSC agreed that some of the wells and extraction systems "could be decommissioned as long as a land use covenant (LUC) is prepared, limiting Site land use to commercial/industrial." (Exhibit I, *Welch's 2016 Report, Recommendations and Conclusions*) Cross-referencing the list of decommissioned wells with those wells' last readings reveals that several were still at levels above the state's limits when they were decommissioned. (Exhibit I, *2016 Welch's Report*) If the land next door has been deemed too dangerous for humans to live on after years of cleanup, how can we be assured of the safety of the subject property which has never been cleaned up?

It should be noted that the area of concern which has had the highest concentration of VOC's is at the southwest corner of the property, directly next to where the applicants plan to excavate their 2-level subterranean parking lot. (Exhibit G, *Welch's 2008 Report*)

Phase 1 Errors

Pinyon has pointed to their Phase 1 Environmental Site Assessment as evidence that, "the site is not contaminated." (Exhibit FF, www.avenue-34.com/faq) Let's look at their Phase 1. It was commissioned by MR Real Estate, LLC, a company listed as a partner on Pinyon's website. It is based in the applicant Kevin Ratner's home town of Shaker Heights, OH. It acknowledges the adjacent lot to the northeast is "an active hazardous waste site," but goes on to state that "*the groundwater flows away from the subject property in a west-northwest direction.*" (Exhibit E, *Phase 1 ESA*, p. 36). This is false. DTSC, which oversees this site, confirms that the groundwater flows south-west parallel to the flow of the adjacent Arroyo Seco (Exhibit EE, *Correspondence with DTSC*), on a path directly through the applicant's property. This fact has been established by the groundwater monitoring wells installed to the southwest of both Welch's property and the applicant's property, which continue to show elevated levels of TCE and PCE. (Exhibit J, *Welch's 2018 Report*)

The preparers of the Phase 1 interviewed only one person, the property's owner Mr. Eric Ortiz. He said that there was "no commonly known or reasonably ascertainable information" regarding environmental concerns to the subject property. (Exhibit E, *Phase 1*, 5.2.4, p. 40) This is untrue. The debacle of Welch's pollution has been common knowledge in this neighborhood for many decades (the neighbors remember, and they all talk). DTSC has mailed multiple public notices to all nearby addresses over the years with groundwater monitoring wells installed on both sides of his property, the property owner did have reasonably ascertainable information about possible environmental impacts, which he withheld. (Exhibit H, *Welch's 2012 Public Notice*)

These erroneous statements are used to support the Phase 1's finding that there is "no evidence of recognized environmental conditions in connection with the subject property." It defines a recognized environmental condition as "the presence or likely presence of any hazardous substances on a property" due to an "existing or past release." (Exhibit E, *Phase 1, Findings*) The Phase 1 uses these flawed findings to recommend "no further investigations for the subject property at this time." (Exhibit E, *Phase 1, Conclusions and Recommendations*) Angelo Bellomo, former Director of DTSC, has commented that "this Phase 1 Assessment may have missed readily available information about conditions on the project site and adjacent properties." (Exhibit NN - *Angelo Bellomo Correspondence*)

Lack of DTSC Oversight

The LA Municipal Code requires DTSC to approve property owners' plans for the site use, and to approve testing and mitigation measures for possible contamination on the property. DTSC's approval must be submitted in writing to City Planning before City Planning may approve any determinations for an applicant's plans. (Exhibit B, *Subarea 4, (Q) Qualified Conditions of Approval, A.1.e*) DTSC confirmed as recently as last week that they have had no communication with the owners of the subject property, have conducted no surveys, and written no approvals for any planned use. (Exhibit EE, *Correspondence with DTSC*) DTSC only became aware of this project because we brought it to their attention. The applicant is in violation of the law, as is the Department of City Planning. If the Commission approves the applicants' plan today, without requiring further investigation by the appropriate state agencies, the Commission will also be complicit in evading their responsibility to protect our community from potential hazards to human and environmental health.

Lack of SCAQMD and RWQCB Oversight

Both the South Coast Air Quality Management District and the Regional Water Quality Control Board need to review and approve the screening and removal action plan determined by an environmental engineer specializing in toxic cleanup. Such an action plan will establish best practices for site investigation and remediation. During the excavation process, an organic vapor analyzer should be required to be on site to monitor VOC presence during excavation.

We reached out to both of these agencies recently, and they confirmed that they had not heard about this project, and have received no correspondence from the applicants.

Public Safety Impact

One element of this project's design immediately stands out as a clear public danger: the applicant has directed the buildings' inhabitants in and out of a single driveway at the corner of Avenue 34 and Artesian Street. Artesian is a one way street, only 14-ft wide, with a blind curve, no street lights, and no sidewalk, at a street-level metro rail crossing, on a path to two nearby elementary schools. A 2000 framework plan commissioned by the DOT for the Arroyo Seco Parkway Corridor refers to this corridor as a "nightmarish route," for its "unsafe, unpleasant conditions." (Exhibit LL - *Arroyo Seco Parkway Corridor*) It is shared by cars, pedestrians, and bicyclists. The applicant makes the misguided claim that the buildings' occupants will exit this driveway and turn left, towards Pasadena Ave. All of us who live in this neighborhood know that this is not what drivers will do. If you are on this street, Artesian St is the quickest way to get to most destinations. All GPS map programs concur with this. (Exhibit P, *Google Maps Directions*)

This project sits equidistant between two Metro stations. For trips downtown, the most logical station to walk to is half a mile south at Avenue 26. If, as the applicant proposes, the vast majority of the building's residents will rely exclusively on public transportation, they will find themselves dodging cars down this alley as they walk to the Avenue 26 Metro Station. (Exhibit MM - *Artesian St*)

The only way to avoid this impending disaster is to relocate the primary entrance/exit to the northeast corner of the property at Pasadena Ave. The applicants claim that most drivers will exit onto Pasadena Ave anyway, and of course Artesian's one-way nature means that all drivers will enter this complex from Pasadena Ave. Therefore, there would be little change to the traffic impact on Pasadena Ave to direct all drivers in and out of the northern corner at Pasadena, rather than in and out of the southern corner at Pasadena.

Five days before the hearing, Kevin Ratner asked the appellants to support a request he said he plans to make to City Planning. He proposed asking the city to allow vehicular access at the driveway already planned for Pasadena Ave. We support this request, having advocated for allowing cars to use the driveway on Pasadena Ave since the beginning of this process. However, leaving the exit open on W Avenue 34 will still create many new public hazards on this street, including daily garbage trucks, delivery trucks, car services, and more than 2200 new car trips daily, according to DOT's assessment.

Fire Safety Impact

We have grave concerns for the life safety of the residents of the proposed project if the applicants maintain their plans for only one entry or exit, despite planning to house more than 1400 persons. They have stated that there will be no fire-truck turn-around point at the end of Avenue 34,

and can make no allowances for fire vehicles on Artesian since it is only 14-ft wide. (Exhibit O, Fire Code)

In fact, Section D106.2 of the Los Angeles City Fire Code stipulates that residential projects of more than 200 residents must be foreseen with “two separate and approved fire apparatus access roads” for each building, and that the minimum width of access roads be 26 feet. With their proposed firelane/driveways only 20 ft wide, the proposed development fails on both counts to follow the law, and to consider the life safety of residents and others in the community.

Our area is served by Fire Station 1, which is one of the most overburdened stations in Los Angeles. Station 1 responds to an average of 1,995 calls per day for Lincoln Heights’ population of 28,201. Five neighboring stations have had an average of 1,107 incidents in the same period, for neighborhood populations averaging 42,485. 1,400 new residents on a single block will dramatically increase the pressures on this already overburdened station. (Exhibit Y, Emergency Response Statistics)

Emergency Services Impact

All of us who live on the blocks adjacent to the subject property have frequently had cause to call the police. Police response times for active thefts and home invasions on our block typically range from 1 to 7 hours. Sometimes the police haven’t come at all, and often nobody at the Hollenbeck Station will even answer the phone. Adding as many as 1,500 new residents to this block will only increase the demand on police services. A neighbor on W Avenue 34 called the police as recently as September 27, because an intruder was actively trespassing in his backyard while he was home. Police took more than one hour to respond. When he arrived, the officer described how this area is already overburdened, with not nearly enough officers to respond to all the calls. He further explained that recent City budget cuts since the impact of Covid across all City services make the likelihood of any improvements in response times unlikely.

Police availability is yet one more piece of our neighborhood’s infrastructure that is unprepared to shoulder the kind of immediate and inorganic growth this project will impose. The MND fails to make an accurate assessment of this impact, even throwing the question into confusion by failing to determine precisely which police station serves this neighborhood.

TOC Guidelines

Density

City Planning has granted the applicant’s request for a 70% increase in density, the maximum allowable under the guidelines. Measure JJJ calls for approving increases of 35% or above. However, it does not state that the requested increase must be granted. We believe, for a multitude of reasons, that this increase in density will be a detriment, rather than a benefit, to our community.

Parking Impact

Our neighborhood is already burdened by a shortage of parking availability, as the Commission heard from public comments at the first Appeal Hearing. As one of the oldest neighborhoods in Los Angeles, many homes and businesses were not designed with dedicated driveways. A survey of street parking within half a mile counted some 200 spaces, mostly already in use. Local businesses depend on street parking for their own work vehicles and for their clients. Many businesses on W Avenue 34 and W Avenue 33, including Alustretch LA, Frankiz Automotive, Abrego Gardening, Carnes Asadas Pancho Lopez, Big Bad Sound and Audio, and Greens Marijuana Dispensary will directly suffer the consequences of this project's impact on parking availability.

The project applicant has repeatedly misrepresented to our community that they are bound by the TOC's guidelines stipulating 0.5 parking stalls per unit. They have told us, "the city probably wouldn't allow more parking even if we tried to create it." That is completely false, and the applicant knows it, as we can demonstrate. The TOC guidelines specifically refer to the parking guidelines as "Residential *Minimum* Parking Requirements." It is well within the applicant's rights to build more than the minimum.

The applicant originally offered much more parking than is currently being proposed. The 2016 design included 467 parking stalls. In February 2020, the applicants released building plans with a total of 401 total parking stalls. Their most recent plans have removed 90 parking stalls, lowering the parking count to 311. Nevertheless, there are still a few more spaces than the required minimum, tacit acknowledgement on the part of the applicant and on the part of City Planning that the applicant has every right to add more parking stalls than the bare minimum.

Although the applicants have agreed to lead an effort to create a Preferential Parking District (PPD) in this neighborhood that would exclude their own building's tenants, they have taken no action on this plan since members of the neighborhood first proposed it in February 2020. While the appellants cautiously support such a move, we also recognize that such a proposed parking district faces many obstacles and uncertainties. It is far from guaranteed, and cannot be assumed to solve all the problems we foresee. Additionally, if a PPD is approved, how would this affect parking and traffic for the applicants' building? Where will delivery vehicles, retail customers, tenants, and tenant guests park? The applicants have answered none of these important questions that would seriously impact their property, which raises doubts in our community's mind that their PPD proposal may only be a tactic to gain our support while they are seeking to finalize their project's approval.

Neighborhood Infrastructure

Page 23 of the Director's Determination states that the subject property is part of the Northeast Los Angeles Community Plan. One of its goals (Objective 1-2) is "To allocate land for

new housing to accommodate a growth of population that is consistent with and promotes the health, safety, welfare, convenience, and pleasant environment of those who live and work in the community based on adequate infrastructure and government services, especially schools.”

This community does not have adequate infrastructure to accommodate the kind of immediate growth in population this project will invite. There are more food banks than grocery stores within 1 mile. There are no grocery stores or drug stores within half a mile. There is one small restaurant on the next block (whose owner supports this appeal and fears losing his loyal clients for lack of street parking). Otherwise, the closest restaurants along Pasadena Ave are more than 8 blocks away. This lack of walkable services is especially important to note, as the developer is capitalizing on TOC benefits and designing parking plans that presume that their tenants will not own cars. We easily foresee the opposite of the intended reduction of car traffic that TOC’s envision: there will be a constant stream of delivery services, car services, and tenant traffic on these streets day and night.

Design

[Q] Conditions

The [Q] Conditions for Subarea 4 call for some very specific design features that seem to be ignored in this design. Condition B.1.e requires 30% of the entire property to be publicly accessible open space. We are aware that only the sidewalks around the retail shops will be open to the public, with all the landscaped areas between the buildings closed to the public. (Exhibit B - *[Q] Conditions*). Condition B.2 describes the requirement for pedestrian paths open to the public traversing the midpoint of the property both north/south and east/west. These are missing from the design. Condition B.3 calls for regular breaks in the architectural facade that are absent from this design. Condition C.13.e requires non-permeable paving materials wherever possible. This does not seem to be part of the current design. There may well be more Conditions to which the applicant has failed to adhere.

Additionally, Condition D.7 requires the property’s use to be “with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission... to impose additional corrective conditions.” We ask the Commission to exercise their right to remedy these and other conditions which are not in due regard for the character of the surrounding district.

Neighborhood Character

The Lincoln Heights Historic Preservation Overlay Zone begins one block to the south, and the Highland Park HPOZ begins one block to the north of the proposed development. (Exhibit S - *Highland Park Historic Preservation Overlay Zone*, Exhibit T - *Lincoln Heights Historic Preservation Overlay Zone*)

Indeed, throughout Lincoln Heights and Highland Park, whether inside of or outside the HPOZ-protected areas, this whole region of East Los Angeles is characterized by smaller, 1- and 2-story single family homes, the vast majority of them built between 1885 and 1930. Across the street from this property are multiple Victorian style homes. This site is also only one block from an entrance to the Heritage Square Park. The area includes few apartment buildings, those that are present are 2-3 stories in height only.

Thus the proposed project with its large massing and scale and 5-story height, unarticulated facades, and garish hot pink color, would represent an offensive intrusion upon the fabric of these historic neighborhoods (whether protected by HPOZ or not).

Affordability

Very Low Income Units

The applicant has set aside 14% of these new apartments as Very Low Income Units. The average household in Lincoln Heights consists of 3 people. In Lincoln Heights, the median income per household - which consists of 3.6 people on average - is \$39,946. (That's far below LA's median income of \$77,300.) The applicant estimates that these new apartments will house an average of 3.2 people, which is how they arrive at their estimate of 1493 total residents. Let's look at what it would mean for a family of 3 to qualify for one of these Very Low Income units.

Under LA County affordable housing guidelines, to qualify for the Very Low Income level, a family of 3 qualifies \$50,700. However, anyone making less than \$50,680 will be paying more than 30% of monthly income towards rent, which is considered rent overburdened. Qualifying renters cannot have consumer debt equaling more than 60% of monthly income (that would be about \$2,500 for people meeting the income requirement). These homes cannot be passed on to family members, so if a head of household dies, divorces, or moves away, the remaining family will not be eligible to stay in the home. And of course, these apartments only remain affordable for 55 years. Therefore, these apartments cannot be considered permanent homes for long-term members of the community. Qualifying renters must be US citizens, but 24% of Lincoln Heights residents are not US citizens.

With a subsidized two bedroom apartment in this development costing \$1267, a qualifying Very Low Income family would need to make at least 127% of the median Lincoln Heights income to comfortably afford one of these subsidized apartments. This means that these "affordable" units will be inaccessible to the majority of Lincoln Heights residents. As currently planned, even the affordable units in this project could only serve a select portion of the upper economic strata of our neighborhood.

The applicant has recently made remarks that some of the market-rate apartments will be priced as "workforce housing." A quick Wikipedia search reveals that this is a term currently in vogue

among developers. It has no fixed meaning, and relates to no enforceable policy in Los Angeles. It's often understood to mean housing roughly targeting the median income, or up to 120% median income. In Los Angeles, that would be targeted for people making as much as \$92,760! That's more than 230% of the Lincoln Heights median income! You couldn't find enough people in Lincoln Heights to fill this building if you tried. It certainly will not serve our community.

Compliance

According to an Audit of Income-Restricted Affordable Housing Units in Los Angeles prepared in 2017 for the Department of City Planning, "the City's actual affordable housing inventory is less than the number of restricted units listed on paper, because some tenants exceed income guidelines and some owners collect more rent than allowed." (Exhibit U - *Audit of Income-Restricted Housing*) That analysis found that some 5.2% of units failed to adhere to restrictions on rent.

In light of this possibility, and in consideration of the applicants' actions that have steadily corroded our community's trust, we recommend that a schedule of regular annual or biannual inspections be imposed for the full extent of the 55-year term of affordability to determine that the applicants and any subsequent owners or managers of this project honor the rent restrictions to which they have agreed.

Application for Tax Credits

A recent story in CityWatch LA revealed that the applicant has filed an Application for Low-Income Housing Tax Credits. (Exhibit JJ - *City Watch 3*) The tax document was filed April 17, 2020, just before City Planning approved the proposal. The applicant is applying for \$851,827 in Federal Tax Credits. We have identified several representations on this application that seem to differ from the proposal being considered today.

The tax credit applicant represents that the square footage of the building will be 219,325 square feet. (Exhibit FF - *Tax Credit Application*, p. 11) The proposal the applicant submitted to City Planning many months earlier includes more than twice that amount - 514,766 square feet. The applicant also represents that there will be a total of 2 buildings on the site. The applicant's proposal to City Planning, however, describes this as a single project consisting of 3 buildings. The application claims that there will be no commercial or retail use in the building, but in fact there will be 3 retail shops totalling 16,400 square feet.

The tax credit application represents that this project will have a total of 67 units. It represents that there will be 1 manager apartment, 66 low-income units, and no market-rate units. The ratio of low-income to market-rate units, it claims, will be 100%. That contradicts what the applicant has

presented to us, which is that the building will have 66 low-income units, 401 market-rate units, and a low-income to market-rate ratio of only 14%.

Applicants for these tax credits agree “under perjury that the information contained in the application... is true and correct to the best of my knowledge and belief.” (p. 2, *Application*) Furthermore, it certifies an understanding “that any misrepresentation may result in cancellation of Tax Credit reservation, notification of the Internal Revenue Service and the Franchise Tax Board, and any other actions that TCAC is authorized to take.” (p. 3, *Application*)

Was this form filed correctly? If not, have other projects lost out on tax credits due to projects that misrepresented their scope? Are tax credits typically awarded to projects that have also been granted a 70% density bonus? Why has the applicant described this project as 100% affordable? We fear this may fit a pattern of deliberate omissions and evasions by the applicant, and we ask the Commission to resolve these questions, or to refer this document to the appropriate state or federal agencies for resolution.

Gentrification

The applicants make the unsupported argument that their project will act to relieve market pressures that are driving rents up in our economically disadvantaged community. We feel that this argument is unsound for multiple reasons.

These new apartments will overwhelmingly serve a market that currently *does not exist* in our neighborhood. According to the LA Times, annual household income is below \$25k for nearly 40% of Lincoln Heights residents, and below \$75k for over 80% of us. (Exhibit V - *LA Times*) For that reason, this project is unlikely to relieve the pressures that already exist here, but will instead exacerbate them.

Existing residents of Lincoln Heights in an average household size of 3.6 people, a figure that is high for both the City and the County of Los Angeles, and does not suggest an easing of housing accessibility when hundreds of new units proposed by this developer are built as studio and one-bedroom apartments. (Exhibit HH - *Lincoln Heights Profile*)

The type of housing experiencing the most noticeable increase in our neighborhood is the sale price of single-family homes. That market is also separate from the one being created by the applicants. People who choose to rent apartments like the ones being proposed are not the same people driving up the costs of home sales. Therefore, it’s unrealistic to connect this new construction as a relief on that pressure. House prices will not go down. Additionally, the introduction of a new, wealthier demographic occupying this new construction is only likely to make this neighborhood more attractive to those people in the escalating market for single family homes. Therefore, we anticipate this project will continue to *drive house prices up*.

Many of the large, historic homes in Lincoln Heights have been subdivided into duplexes and triplexes, occupied by multiple families of renters. More than 70% of our community are renters.

Already, many residents have been forced out by their landlords, who flip the homes, renovate them for wealthier renters, or return them to single family homes and put them on the market at steeply escalating prices. Although the applicants repeat their mantra that they are displacing no one, most people in our community understand that this project threatens many with displacement, even those who live blocks away.

When Los Angeles built Dodger Stadium, they used eminent domain to forcibly evict hundreds from their homes. They made unfulfilled promises that they would build them comparable homes elsewhere. Many of those who were displaced settled in Lincoln Heights. Lincoln Heights understands the threat of encroaching development robbing people of their right to self-determine their community. (Exhibit V - *LA Times*)

When we have brought up with the development team the fact that there are no walkable retail or food services in this immediate neighborhood for their prospective tenants, they have responded that, “our buildings will attract those kinds of businesses.” That is another frightening proposition. It suggests that the local businesses that do operate in this part of Lincoln Heights - mechanics, manufacturing, light industry, sewing factories, commercial kitchens, etc. - will be displaced by new businesses catering to a new, wealthier clientele who will demand retail and dining real estate. Many of these existing businesses are owned and operated by residents of Lincoln Heights. If these businesses are pushed out, it will negatively reshape our community, forcing people to commute longer distances, and to lose the economic self-sufficiency they have created here over generations.

Lincoln Heights rents currently remain some of the lowest in Los Angeles. However, most incomes here are so low, that this is also one of the most rent *overburdened* communities in our city. Any new development must be approved only with an eye to the vulnerability our community faces from new pressures imposed on Lincoln Heights.

Conclusions and Recommendations

Environmental

Despite clear signs that potential environmental hazards abound, the applicant has successfully evaded the required environmental oversights. The Department of City Planning has further facilitated this evasion, by allowing the applicants’ flawed and privately-prepared report to stand in for the legally required State clearances. Additionally, we perceive clear dangers to public safety due to ill-advised traffic patterns, non-adherence to fire code, and undue burdens on emergency services. We ask the Commission to consider all these concerns, and to do whatever is necessary to correct them. We insist that the Commission act to protect the health and safety of our community by ensuring that all the appropriate reviews and remediations are implemented to their fullest.

TOC Guidelines

While we recognize the aspirations of the TOC guidelines to reduce car traffic and encourage affordable housing, this proposal lacks sensitivity to this site and this broader neighborhood. It will create the opposite of the desired effects to a dramatic degree. Our neighborhood's infrastructure cannot support the immediate increase of 1,400 new residents and 2,200 new car trips converging every day on this small block. This neighborhood has never been the kind of walkable urban center a massive TOC project would be well suited to, and if it becomes that kind of neighborhood, it will only come at the cost of our neighborhood's current longtime residents and businesses.

We recommend reducing density to something more in keeping with the neighborhood's current density. With an estimated 1,000-car shortfall of available street parking spaces, and a huge buildable property, we recommend increasing parking on the property. We urge the Commission to pursue any other actions that will enable the project to promote the TOC goals of reducing car traffic and creating affordable housing, rather than dramatically increasing car traffic and threatening our neighborhood's affordability, as this project currently threatens to do.

Design

This project is completely out of character in this neighborhood. We recommend that the Planning Commission refer this project to the Urban Design Studio for further modification, with the hope that a design more harmonious to the neighborhood of Lincoln Heights can be devised. Such modifications should adhere to the relevant [Q] Conditions, and perhaps should also involve the advice of local experts who have insight into the neighborhood's character.

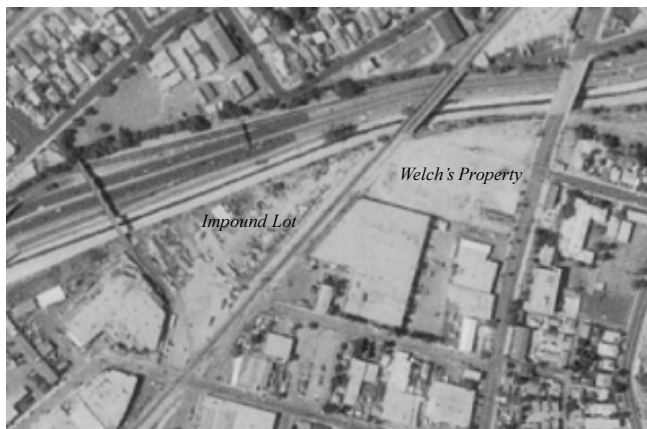
Affordability

These apartments will be inaccessible to nearly all Lincoln Heights residents. Even the small proportion of affordable apartments could only conceivably serve the upper strata of our community. Nearby local businesses will be pushed out to make room for new businesses that cater to this building's more wealthy residents. The benefit of those apartments is negatively offset many times by the impact we foresee on struggling neighbors who will face new pressures of increased rents and property values, making the place they have long called home suddenly inaccessible. New development on this property should include much more affordable housing, and should probably include housing at the Extremely Low Income category.

We implore the Commission to make careful consideration of the threats to our community's continued existence. For one of the most economically disadvantaged neighborhoods in our city, this could signal a generational theft of the ability to self-determine the future and revitalization of Lincoln Heights.

Land was chosen because it was either vacant or could easily be converted to new parkland. For example, an impound lot in a crucial location was identified for a new park. A large Los Angeles County Animal Shelter, although in a prime location along the corridor, was avoided. A narrow strip of land behind the shelter can be used to make connections.

One area has been identified for a linear park that currently contains homes. This is a one-block stretch north of Avenue 43 along the channel. Although it is a difficult decision to recommend the removal of residences, this small area represents a crucial link between Montecito Heights Park and the proposed Visitor Information Center. Furthermore, the Experiential Analysis determined that this area is very prominent from the Parkway and presently appears as unsightly backyards and graffiti.



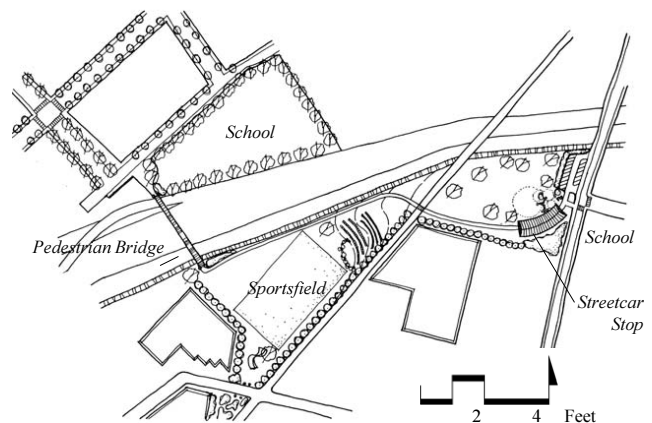
Aerial photo of Welch's property and Cypress Avenue pedestrian overpass

Site Design

"Welch's Property and Cypress Avenue Pedestrian Overpass"

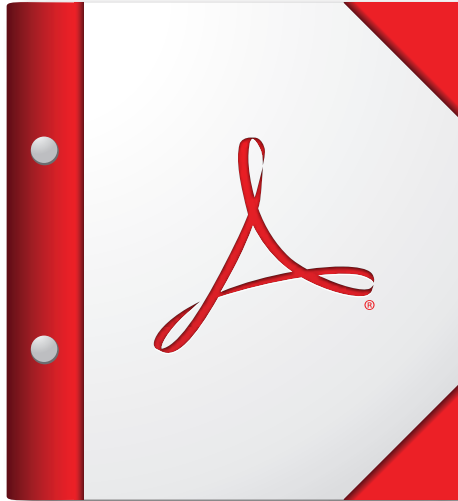
The area adjacent to the Parkway and south of Heritage Square has been a concern for community members for its unsafe, unpleasant conditions. For example, the narrow, winding, and completely enclosed pedestrian overpass from Cypress Avenue is covered with graffiti and razor wire, and leads to a double-fenced impound lot, parking lots and a wide, dusty road. There are three grade schools and one middle school nearby whose students are the daily users of this nightmarish route. Near this area is a brown-field site known as the Welch's property, two proposed Blueline stations, and several industrial buildings.

In order to enhance safety, bring in a more human-scale atmosphere, and provide spaces for community activities in the area, the Welch's property and the impound lot are appropriate for acquisition and design of a linear park. The two major elements of this linear park are a sports field and a streetcar stop. The employees and students of



Proposed site plan for Welch's property and Cypress Avenue pedestrian overpass





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CALIFORNIA TAX CREDIT ALLOCATION COMMITTEE

2020 NON-COMPETITIVE 4% TCAC APPLICATION FOR LOW-INCOME HOUSING TAX CREDITS FEDERAL CREDIT WITH TAX-EXEMPT BONDS, INCLUDING STATE CREDITS (\$500M /Farmworker) (ATTACHMENT 40 FOR CDLAC-TCAC JOINT APPLICATION)

April 17, 2020 Version

II. APPLICATION - SECTION 1: TCAC APPLICANT STATEMENT AND CERTIFICATION

TCAC APPLICANT: R Cap Avenue 34, LLC

PROJECT NAME: Avenue 34

PLEASE INCLUDE APPLICATION FEE WITH APPLICATION SUBMISSION

Check Only

The undersigned TCAC Applicant hereby makes application to the California Tax Credit Allocation Committee ("TCAC") for a reservation of Federal and State Low-Income Housing Tax Credits ("Credits") in the amount(s) of:

\$851,827 annual Federal Credits
 total State Credits

for the purpose of providing low-income rental housing as herein described. I understand that Credit amount preliminarily reserved for this project, if any, may be adjusted over time based upon changing project costs and financial feasibility analyses which TCAC is required to perform on at least three occasions.

Election to sell ("certificate") state credits: No By selecting "Yes" or "No" in the box immediately before, I hereby make an election to sell ("certificate") or not sell all or any portion of the state credit, as allowed pursuant to Revenue and Taxation Code Sections 12206(o), 17058(q), and 23610.5(r). I further certify that the applicant is a non-profit entity, and that the state credit price will not be less than eighty (80) cents per dollar of credit. I acknowledge that if I elect to sell ("certificate") all or any portion of the state credit, I may, only once, revoke an election to sell at any time before CTCAC issues the Form(s) 3521A for the project.

I agree it is my responsibility to provide TCAC with the original complete application as well as such other information as TCAC requests as necessary to evaluate my application. I represent that if a reservation or allocation of Credit is made as a result of this application, I will also furnish promptly such other supporting information and documents as may be requested. I understand that TCAC may verify information provided and analyze materials submitted as well as conduct its own investigation to evaluate the application. I recognize that I have an affirmative duty to inform TCAC when any information in the application or supplemental materials is no longer true and to supply TCAC with the latest and accurate information.

I certify that the numbers describing project cost, development budget, financing amounts, operating subsidies, unit mix and targeting, and all related application documents are the same as those provided in applications submitted to CDLAC, CalHFA, and HCD, as applicable. I certify that any applications, revisions, or updates provided to TCAC, CDLAC, CalHFA, or HCD will be provided to all other of these state agencies providing financing, tax credits, or subsidies to the project.

I acknowledge that if I receive a reservation of Tax Credits, I will be required to submit requisite documentation at the following stages: updated development timetable under regulation section 10326(j)(4), and the time the project is placed-in-service.

I represent I have read Section 42 of the Internal Revenue Code (IRC) pertaining to Federal Tax Credits, and if applying for State Tax Credits, I represent I have also read California Health and Safety Code Sections 50199.4 et seq. and California Revenue and Taxation Code Sections 12206, 17058, and 23610.5 pertaining to the State Tax Credit program. I understand that the Federal and State Tax Credit programs are complex and involve long-term maintenance of housing for qualified low-income households. I acknowledge that TCAC has recommended that I seek advice from my own tax attorney or tax advisor.

I certify that I have read and understand the provisions of Sections 10322(a) through (h) related to application filing deadlines, forms, incomplete applications, and application changes.

I agree to hold TCAC, its members, officers, agents, and employees harmless from any matters arising out of or related to the Credit program.

I agree that TCAC will determine the Credit amount to comply with requirements of IRC Section 42 but that TCAC in no way warrants the feasibility or viability of the project to anyone for any purpose. I acknowledge that TCAC makes no representation regarding the effect of any tax Credit which may be allocated and makes no representation regarding the ability to claim any Credit which may be allocated.

I acknowledge that all materials and requirements are subject to change by enactment of federal or state legislation or promulgation of regulations.

In carrying out the development and operation of the project, I agree to comply with all applicable federal and state laws regarding unlawful discrimination and will abide by all Credit program requirements, rules, and regulations.

I acknowledge that the Low-Income Housing Tax Credit program is not an entitlement program and that my application will be evaluated based on the Credit statutes, regulations, and the Qualified Allocation Plan adopted by TCAC which identify the priorities and other standards which will be employed to evaluate applications.

I acknowledge that an award of federal or state Tax Credits does not guarantee that the project will qualify for Tax Credits. Both federal law and the state law require that various requirements be met on an ongoing basis. I agree that compliance with these requirements is the responsibility of the applicant.

I acknowledge that the information submitted to TCAC in this application or supplemental thereto may be subject to the Public Records Act or other disclosure. I understand that TCAC may make such information public.

I acknowledge that if I obtain an allocation of Federal or State Tax Credits, I will be required to enter into a regulatory contract that will contain, among other things, all the conditions under which the Credits were provided including the selection criteria delineated in this application.

I declare under penalty of perjury that the information contained in the application, exhibits, attachments, and any further or supplemental documentation is true and correct to the best of my knowledge and belief.

I certify and guarantee that each item identified in TCAC's minimum construction standards will be incorporated into the design of the project, unless a waiver has been approved by TCAC. The project will at least maintain the installed energy efficiency and sustainability features' quality when replacing systems and materials. When requesting a threshold basis increase for a prevailing wage requirement, if the project is subject to state prevailing wages, I certify that contractors and subcontractors will comply with California Labor Code Section 1725.5. When requesting a threshold basis increase for development impact fees, the impact fee amounts are accurate as of the application date.

In an application proposing rehabilitation work, I certify that all necessary work identified in the Capital Needs Assessment, including the immediate needs listed in the report, will be performed (unless a waiver is granted) prior to the project's rehabilitation completion.

I understand that any misrepresentation may result in cancellation of Tax Credit reservation, notification of the Internal Revenue Service and the Franchise Tax Board, and any other actions that TCAC is authorized to take pursuant to California Health and Safety Code Section 50199.22, issuance of fines pursuant to California Health and Safety Code Section 50199.10, and negative points per Regulation Section 10325(c)(3) or under general authority of state law.

I certify that I believe that the project can be completed within the development budget and the development timetable set forth (which timetable is in conformance with TCAC rules and regulations) and can be operated in the manner proposed within the operating budget set forth.

I agree that TCAC is not responsible for actions taken by the applicant in reliance on a prospective Tax Credit reservation or allocation.

Dated this _____ day of _____, 20____ at

_____, California.

By _____
(Original Signature)

(Typed or printed name)

(Title)

Local Jurisdiction:

City Manager:

Title:

Mailing Address:

City:

Zip Code:

City of Los Angeles

Timothy Elliot

Community Housing Program Manager

1200 W. 7th Street, 8th Floor

Los Angeles

90017

Phone Number: 213 808-8979 Ext.
FAX Number: 213 808-8910
E-mail: timothy.elliott@lacity.org

* For City Manager, please refer to the following the website below:
<http://www.treasurer.ca.gov/ctcac/2018/lra/contact.pdf>

II. APPLICATION - SECTION 2: GENERAL AND SUMMARY INFORMATION

A. Application Type

Application type: Preliminary Reservation

Joint Application? **CDLAC-TCAC Joint Application (submitting concurrent**

Prior application was submitted but not selected?	No
---	----

If yes, enter application number: TCAC # CA - -

Has credit previously been awarded?	No
-------------------------------------	----

If re-applying and returning credit, enter the current application number: TCAC # CA - -

Is this project a Re-syndication of a current TCAC project? No

If a Resyndication Project, complete the **Resyndication Projects** section below.

B. Project Information

Project Name: Avenue 34

Site Address: 123-167 West Avenue 34 and 3401 Pasadena Avenue

If address is not established, enter detailed description (i.e. NW corner of 26th and Elm)

City: Los Angeles County: Los Angeles

Zip Code: 90031 Census Tract: 06-037-1990.00

Assessor's Parcel Number(s): 5205004011, 5205004007, 5205004003,
5205004005.

Project is located in a DDA:	No	*Federal Congressional District:	34
------------------------------	----	----------------------------------	----

Project is located in a Qualified Census Tract: Yes *State Assembly District: 51

Project is a Scattered Site Project:	No	*State Senate District:	24
--------------------------------------	----	-------------------------	----

Project is Rural as defined by TCAC Regulation Section 10302(kk)	No
---	----

*Accurate information is essential; the following website is provided for reference:

<https://www.govtrack.us/congress/members/map> <http://findyourrep.legislature.ca.gov/>

C. Credit Amount Requested

Federal	\$851.827
---------	-----------

State	State Farmworker Credit?	No
-------	--------------------------	----

D. Federal Minimum Set-Aside Election (IRC Section 42(g)(1))

20%/50%

E. Housing Type Selection

Non-Targeted If Special Needs housing, enter number of Special Needs units:

(Note: Housing Type is used to establish operating expense minimums under regulation section 10327(g)(1))

F. Geographic Area (Reg. Section 10315(i))

Please select the project's geographic area:

City of Los Angeles

II. APPLICATION - SECTION 3: APPLICANT INFORMATION

A. Identify TCAC Applicant

Applicant is the current owner and will retain ownership:	N/A
Applicant will be or is a general partner in the to be formed or formed final ownership entity:	Yes
Applicant is the project developer and will be part of the final ownership entity for the project:	Yes
Applicant is the project developer and will not be part of the final ownership entity for the project:	N/A

B. TCAC Applicant Contact Information

Applicant Name:	R Cap Avenue 34, LLC
Street Address:	3401 Tuttle Road, Suite 350
City:	Shaker Heights State: OH Zip Code: 44122
Contact Person:	Kevin Ratner
Phone:	(310) 429-1122 Ext.: Fax:
Email:	KevinRatner@rmscorporations.com

C. Legal Status of Applicant:	Joint Venture Parent Company: Avenue 34 Development LLC
If Other, Specify:	

D. General Partner(s) Information (post-closing GPs):

D(1) General Partner Name:	Avenue 34 Development LLC or Affiliate	Administrative GP
Street Address:	3401 Tuttle Road, Suite 350	OWNERSHIP
City:	Shaker Heights State: OH Zip Code: 44122	INTEREST (%):
Contact Person:	Kevin Ratner	0.009
Phone:	(310) 429-1122 Ext.: Fax:	
Email:	KevinRatner@rmscorporations.com	
Nonprofit/For Profit:	For Profit Parent Company: Avenue 34 Development LLC	

D(2) General Partner Name:*	RCC MGP LLC	Managing GP
Street Address:	14131 Yorba St., Suite 204	OWNERSHIP
City:	Tustin State: CA Zip Code: 92780	INTEREST (%):
Contact Person:	Ken Robertson	0.001
Phone:	(714) 628-1654 Ext.: 719 Fax:	
Email:	ksr@riversidecharitable.org	
Nonprofit/For Profit:	Nonprofit Parent Company: Riverside Charitable Corporation	

D(3) General Partner Name:		(select one)
Street Address:		OWNERSHIP
City:	State: Zip Code:	INTEREST (%):
Contact Person:		
Phone:	Ext.: Fax:	
Email:		
Nonprofit/For Profit:	Parent Company:	

E. General Partner(s) or Principal Owner(s) Type	#N/A
--	------

F. Status of Ownership Entity

to be formed If to be formed, enter date: _____

*(Federal I.D. No. must be obtained prior to submitting carryover allocation package)

*If Joint Venture, 2nd GP must be included if applicant is pursuing a property tax exemption Reg. Section 10327(g)(2) - "TBD" not sufficient

G. Contact Person During Application Process

Company Name:	The Pinyon Group		
Street Address:	949 South Hope Street		
City:	Los Angeles	State:	CA Zip Code: 90015
Contact Person:	Kyle De Leon		
Phone:	(714) 713-0187	Ext.:	Fax:
Email:	kdeleon@thepinyongroup.com		
Participatory Role:	General Partner		

(e.g., General Partner, Consultant, etc.)

II. APPLICATION - SECTION 4: DEVELOPMENT TEAM INFORMATION

A. Indicate and List All Development Team Members

Developer: Avenue 34 Development, LLC
 Address: 3401 Tuttle Road Suite 350
 City, State, Zip: Shaker Heights, Ohio, 44122
 Contact Person: Kevin Ratner
 Phone: (310) 429-1122 Ext.:
 Fax:
 Email: Kevinratner@rmscorporations.com

Architect: KFA, LLP
 Address: 3573 Hayden Avenue
 City, State, Zip: Culver City, CA, 90232
 Contact Person: Lise Borstein
 Phone: 310-399-7975 Ext.: 223
 Fax:
 Email: lise@kfalosangeles.com

Attorney: Bocarsly, Emden, Cowan, Esmail &
 Address: 633 West Fifth Street, 64th Floor
 City, State, Zip: Los Angeles, CA, 90071
 Contact Person: Kyle Arndt
 Phone: 213.239.8048 Ext.:
 Fax: 213.239.0410
 Email: karndt@bocarsly.com

General Contractor: Bernards Builders, Inc
 Address: 555 First Street
 City, State, Zip: San Fernando, CA
 Contact Person: Carl Vizcarra
 Phone: 818-290-1296 Ext.:
 Fax:
 Email: CVizcarra@bernards.com

Tax Professional: Bocarsly, Emden, Cowan, Esmail &
 Address: 633 West Fifth Street, 64th Floor
 City, State, Zip: Los Angeles, CA, 90071
 Contact Person: Kyle Arndt
 Phone: 213.239.8048 Ext.:
 Fax: 213.239.0410
 Email: karndt@bocarsly.com

Energy Consultant: Partner Energy
 Address: 680 Knox Street, Suite 150
 City, State, Zip: Los Angeles, CA 90502
 Contact Person: Lance Collins
 Phone: 310-356-2193 Ext.:
 Fax:
 Email: lcollions@ptrenergy.com

CPA: Cohn Reznick
 Address: 3560 Lenox Road
 City, State, Zip: Atlanta, GA 30326
 Contact Person: Deanne Rareshide
 Phone: 404-847-7646 Ext.:
 Fax:
 Email: Deanne.Rareshide@cohnreznick.com

Investor: PNC Real Estate
 Address: 2 Tower Center Blvd
 City, State, Zip: East Brunswick, NJ 08816
 Contact Person: Drew Tedeschi
 Phone: 848-218-8121 Ext.:
 Fax:
 Email: drew.tedeschi@pnc.com

Consultant:
 Address:
 City, State, Zip:
 Contact Person:
 Phone: Ext.:
 Fax:
 Email:

Market Analyst: Novogradac & Company LLP
 Address: 1160 Battery Street, East Building 4
 City, State, Zip: San Francisco, CA 94111
 Contact Person: Brad Weinberg, MAI, CVA, CRE
 Phone: 415.356.8005 Ext.:
 Fax:
 Email: Brad.Weinberg@novoco.com

Appraiser:
 Address:
 City, State, Zip:
 Contact Person:
 Phone: Ext.:
 Fax:
 Email:

CNA Consultant:
 Address:
 City, State, Zip:
 Contact Person:
 Phone: Ext.:
 Fax:
 Email:

Bond Issuer: CSCDA
Address: 1700 North Broadway, Suite 405
City, State, Zip: Walnut Creek, CA 94596
Contact Person: Jon Penkower
Phone: (925) 476-5887 Ext.:
Fax:
Email: jpenkower@cscda.org

Prop. Mgmt. Co.: Alliance Communities Inc
Address: 5959 Topanga Canyon Boulevard,
City, State, Zip: Woodland Hills, CA 91364
Contact Person: Jon Tullo
Phone: 310.735.5671 Ext.:
Fax:
Email: jtullo@allresco.com

2nd Prop. Mgmt. Co.:
Address:
City, State, Zip:
Contact Person:
Phone: Ext.:
Fax:
Email:

II. APPLICATION - SECTION 5: PROJECT INFORMATION

A. Type of Credit Requested

New Construction	Yes	If yes, will demolition of an existing structure be involved?	Yes
(may include Adaptive Reuse)		If yes, will relocation of existing tenants be involved?	No
Rehabilitation-Only	N/A	Is this an Adaptive Reuse project?	N/A
Acquisition & Rehabilitation	N/A	If yes, please consult TCAC staff to determine the applicable regulatory requirements (new construction or rehabilitation).	

B. Acquisition and Rehabilitation/Rehabilitation-only Projects

If requesting Acquisition Credit, will the acquisition meet the 10-year placed in service rule as required by IRC Sec. 42(d)(2)(B)(ii)? N/A

If no, will it meet the waiver conditions of IRC Sec. 42(d)(6)? N/A

Acquisition basis is established using: N/A

Will the rehabilitation and/or the income and rent restrictions of Sec. 42 cause relocation of existing tenants? N/A

If yes, applicants must submit an explanation of relocation requirements, a detailed relocation plan including a budget with an identified funding source (see Checklist).

Age of Existing Structures		No. of Existing Buildings	
No. of Occupied Buildings		No. of Existing Units	
No. of Stories			
Current Use:			

Resyndication Projects

Current/original TCAC ID: TCAC # CA - - TCAC # CA - -

First year of credit:

Are Transfer Event provisions applicable? See questionnaire on TCAC website. N/A

Is the project currently under a Capital Needs Agreement with TCAC? N/A

If so, has the Short Term Work been completed? N/A See Checklist, Tab 8 for documentation requirements.

Is the project subject to hold harmless rent limits? N/A If yes, see page 18 and Checklist, Tab 8.

C. Purchase Information

Name of Seller:	Owned by Avenue 34 Development LLC	Signatory of Seller:	
Seller Principal:		Seller Principal:	
Title:		Title:	
Seller Address:			
Date of Purchase Contract or Option:	6/9/2020	Purchased from Affiliate:	No
Expiration Date of Option:		If yes, broker fee amount to affiliate?	
Purchase Price:	\$4,402,244	Expected escrow closing date:	06/09/20
Phone:		Historical Property/Site:	No
Holding Costs per Month:	\$8,410	Total Projected Holding Costs:	\$67,277
Real Estate Tax Rate:	1.17%	Purchase price over appraisal	
Amount of SOFT perm financing covering the excess purchase price over appraised value			

D. Project, Land, Building and Unit Information

Project Type:	Inner City Infill Site
Two or More Story With an Elevator:	Yes if yes, enter number of stories: 5
Two or More Story Without an Elevator:	N/A if yes, enter number of stories:
One or More Levels of Subterranean Parking:	Yes
Other:	(specify here)



The Housing Authority of the City of Los Angeles operates one City-wide waiting list for the Public Housing Program based on date/time of the application and family eligibility status. Residents are not able to sign up for or request a particular development. Upon verification of eligibility and pending available vacancies of the appropriate bedroom size, applicants will be provided up to three offers of units at three different sites. Offers are generated at random based upon the vacancies ready for occupancy at the time of the offer. If a household refuses all three offers, they will be removed from the wait list (they are welcome to reapply if they wish and will be assigned a new place on the list).

Applicant families who qualify for a local preference shall have priority for admission. In accordance with Section I L of the ACOP, local preferences shall be given to applicant families whose head or co-head is:

- 1. Working at least 20 hours per week at the State's minimum wage; or
- 2. Is attending an accredited institution of higher learning (college, trade school, vocational school) full-time, and the course of study is expected to lead to employment; or
- 3. Is working and attending an institution of higher learning, and the combined total is at least 20 hours per week; or
- 4. Otherwise equally income self-sufficient; or
- 5. Families whose family head and co-head, or whose sole member, are disabled or age 62 years of age and older will also receive this preference.

Additional eligibility requirements:

- 1. All adult members of the household must pass a criminal background check
- 2. The family must not have any outstanding consumer debt obligations in excess of 60% of their monthly income
- 3. At least one member of the household must have legal status. The rent for families with "mixed" (legal/citizen and non-citizen members) will exceed 30% of the adjusted monthly income due to the proration requirement as non-eligible members are not able to receive housing subsidy

Unit sizes are assigned based on family size alone, not family composition. Below is the current Occupancy Standard (families who may be eligible for two different bedrooms sizes can chose which size they would like to be considered for).

Number of Bedrooms	Number of Persons Minimum	Number of Persons Maximum
0	1	1
1	1	2
2	2	4
3	4	6
4	6	8
5	8	12

Head of Household and Co-head of Household designation - A household cannot change who is the head or co-head once the family has been certified and has signed a lease. While a family can add members following admission to the public housing program, they cannot add "co-heads" once they have been admitted.

A public housing unit cannot be "passed-on" to family members. If the remaining Head or Co-Head of the household chooses to exit the program, the unit can

be “assigned” or passed on to remaining family members. A public housing unit is not an inheritable right.

For more information refer to the Admissions and Continued Occupancy Policy (ACOP).

Income Limits

The annual income limits are established by the U.S. Department of Housing and Urban Development (HUD). Annual income is the applicant family's income before any deductions.

Effective April 01, 2020 the following income limits shall apply:

Number of Persons In Household	Extremely Low Income (30% of Median)	Very Low Income (50% of Median)	Low Income (80% of Median)
1	\$23,700.00	\$39,450.00	\$63,100.00
2	\$27,050.00	\$45,050.00	\$72,100.00
3	\$30,450.00	\$50,700.00	\$81,100.00
4	\$33,800.00	\$56,300.00	\$90,100.00
5	\$36,550.00	\$60,850.00	\$ 97,350.00
6	\$39,250.00	\$65,350.00	\$104,550.00
7	\$41,950.00	\$69,850.00	\$111,750.00
8	\$44,650.00	\$74,350.00	\$118,950.00
9	\$48,600.00	\$78,850.00	\$126,150.00
10	\$53,080.00	\$83,350.00	\$133,350.00
11	\$57,560.00	\$87,850.00	\$140,600.00
12	\$62,040.00	\$92,350.00	\$147,800.00
13	\$66,520.00	\$96,850.00	\$155,000.00

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➤ [Applying for Public Housing](#)

➤ [Resident Services](#)

➤ [Forms and Policies](#)

➤ [Application Process](#)

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▶ Lincoln Heights Demographics

Lincoln Heights Demographics

Population - Employment - Households - Income / Financial - Housing - Education - Marital Status - Means of Transport to Work

Click on each zip code to see available listings: 90031 90033

Lincoln Heights Population Demographics

top ^

Total Population	25,651
Male Population	12,591
Female Population	13,059



Male Population
49.09 %

Female Population
50.91 %

Median Age	33
Citizen US Born	13,937
Citizen not US Born	5,682
Not Citizen	6,032



Citizen US Born
54.33 %

Citizen not US Born
22.15 %

Not Citizen
23.52 %

Moved from Abroad	133
Moved from Same Country	2,165
Moved from Same State	129
Moved from Different State	68
Same House as Last Year	22,770



Moved from Abroad
0.52 %

Moved from Same Country
8.44 %

Moved from Same State
0.5 %

Moved from Different State
0.27 %

Same House as Last Year
88.77 %

Occupational Employment in Lincoln Heights

top ^

White Collar	8,323
Blue Collar	3,613



White Collar
32.45 %

Blue Collar
14.09 %

Self Employees	1,552
Private Companies	8,167
Governmental Workers	1,319
Not for Profit Companies	898



Self Employees

6.05 %

Private Companies

31.84 %

Governmental Workers

5.14 %

Not for Profit Companies

3.5 %

Number of Households in Lincoln Heights

top ^

Total Households	7,639
Average People Per Household	3
Family Households	5,271
Non-family Households	2,368



Family Households

20.55 %

Non-family Households

9.23 %

Households with Children	2,862
Households without Children	4,777



Households with Children

11.16 %

Households without Children

18.62 %

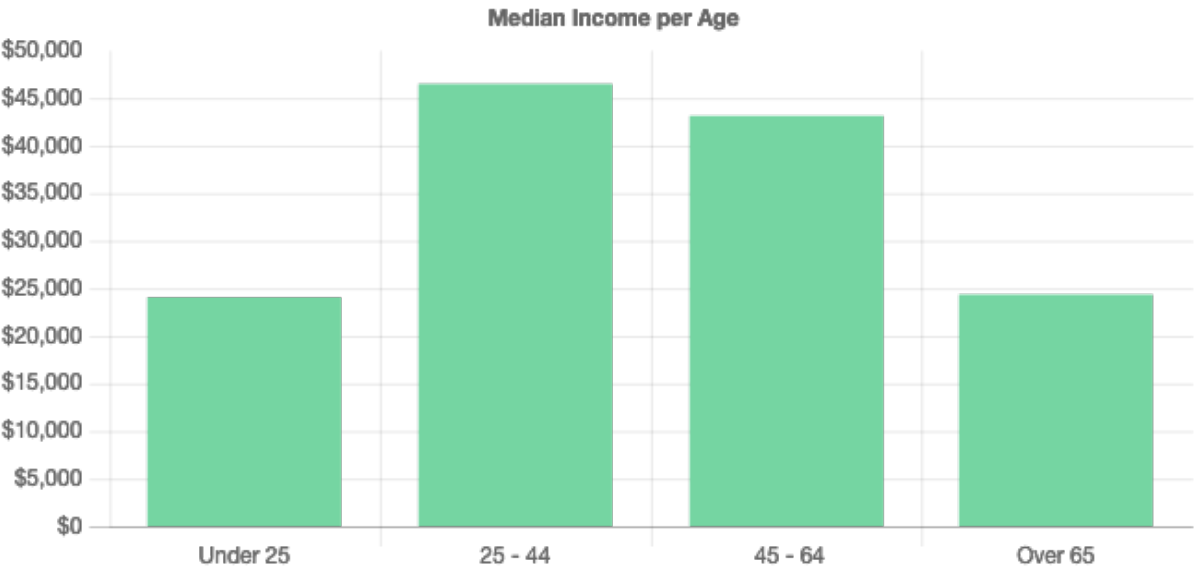
Median and Average Income in Lincoln Heights

top ^

Average Household Income	\$54,475.21
Median Household Income	\$39,946.00

People below Poverty Level5,847

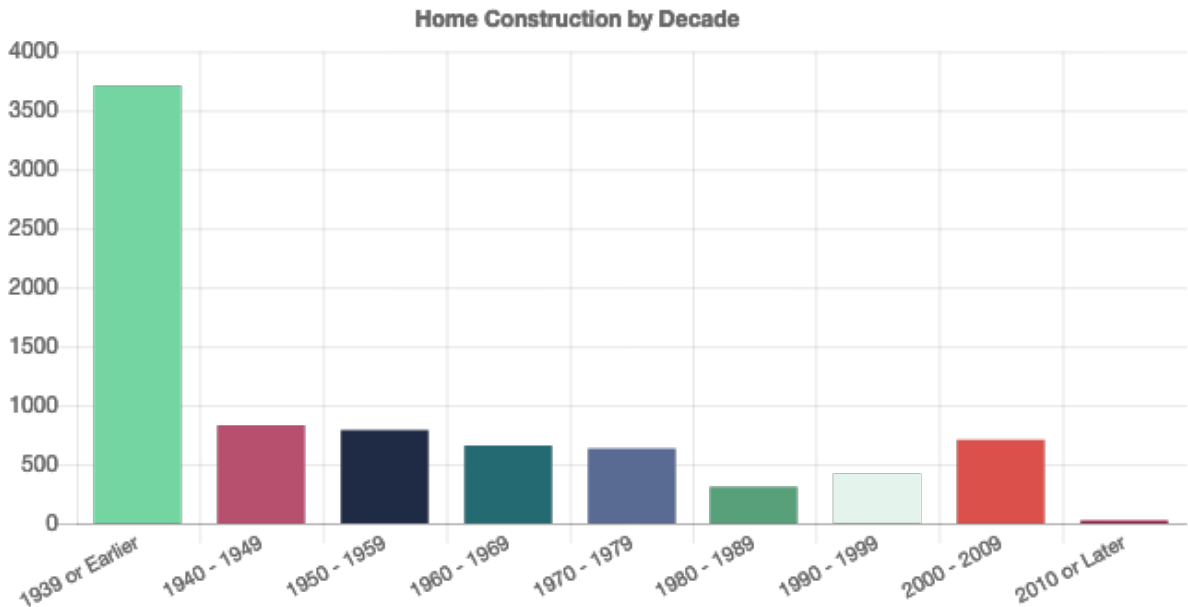
People above Poverty Level19,127



Housing in Lincoln Heights

top ^

Housing Units	8,079
Median Year Built	1945
Built in 1939 or Earlier	3,708
Built between 1940 and 1949	828
Built between 1950 and 1959	790
Built between 1960 and 1969	656
Built between 1970 and 1979	634
Built between 1980 and 1989	309
Built between 1990 and 1999	423
Built between 2000 and 2009	708
Built in 2010 or Later	24



Occupied Housing Units	7,639
Owner Occupied	2,298
Renter Occupied	5,342



Lincoln Heights Education Statistics

top ^

Owner Occupied
8.96 %
Renter Occupied
20.83 %

No High School	4,770
With High School	7,124
Some College	3,234
Associate Degree	\$418,500
Without Mortgage	
Bachelor's Degree	2,464



Without Mortgage	18.62%
With High School	23.74%
Some College	12.61%
Associate Degree	3.36%
Bachelor's Degree	9.61%
Graduate Degree	0%

Marital Status in Lincoln Heights

top ^

Never Married	10,022
Married	8,089
Separated	595
Widowed	1,502
Divorced	1,344



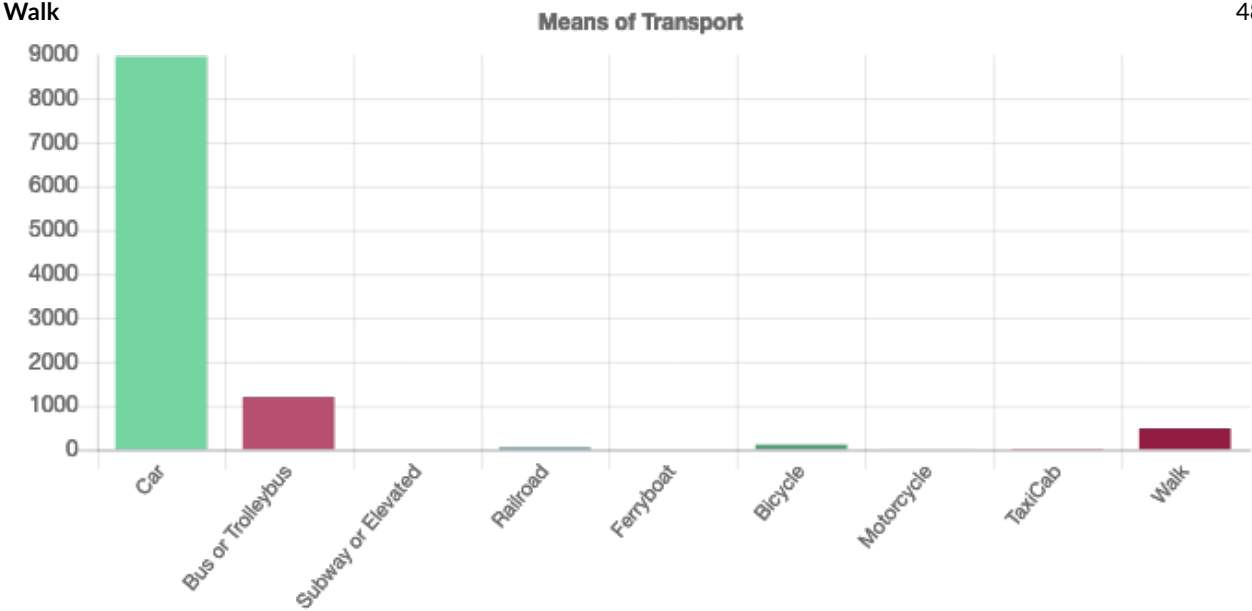
Never Married	39.07%
Married	31.53%
Separated	2.32%
Widowed	5.86%
Divorced	5.24%

Means of Transport to Work in Lincoln Heights

top ^

Car	8,959
-----	-------

Bus or TrolleyBus	1,199
Railroad	37
Bicycle	119
Motorcycle	13
TaxiCab	18
Walk	485



Recently added listings in Lincoln Heights

top ^

E. **Land** _____ x _____ Feet or 5.04 Acres 219,325 Square Feet **Density:** 13.31
 If irregular, specify measurements in feet, acres, and square feet:

F. **Building Information**
 Total Number of Buildings: 2 Residential Buildings: 2
 Community Buildings: _____ Commercial/ Retail Space: N/A
 If Commercial/ Retail Space, explain: (include use, size, location, and purpose)

 Are Buildings on a Contiguous Site? Yes
 If not Contiguous, do buildings meet the requirements of IRC Sec. 42(g)(7)? N/A
 Do any buildings have 4 or fewer units? No
 If yes, are any of the units to be occupied by the owner or
 a person related to the owner (IRC Sec. 42(i)(3)(c))? N/A

G. **Project Unit Number and Square Footage**

Total number of units:	67
Total number of non-Tax Credit Units (i.e. market rate units) (excluding managers' units):	
Total number of units (excluding managers' units):	66
Total number of Low Income Units:	66
Ratio of Low Income Units to total units (excluding managers' units):	100.00%
Total square footage of all residential units (excluding managers' units):	45,658
Total square footage of Low Income Units:	45,658
Ratio of low-income residential to total residential square footage (excluding managers' units):	100.00%
Applicable fraction, smaller of unit or square footage ratio (used on "Basis & Credits"):	100.00%
Total interior amenity space square footage (TCAC Regulation Section 10325(g)(1)):	2,802
Total commercial/ retail space square footage:	
Total common area square footage (including managers' units):	56,049
Total parking structure square footage (excludes car-ports and "tuck under" parking):	
*Total square footage of all project structures (excluding commercial/retail):	104,509

*equals: "total square footage of all residential units" + "total interior amenity space square footage" + "total common area square footage" + "total parking structure square footage")

Total Project Cost per Unit	\$412,381
Total Residential Project Cost per Unit	\$412,381
Total Eligible Basis per Unit	\$318,561

H. Tenant Population Data

Completion of this section is required. **The information requested in this section is for national data collection purposes, and is not intended for threshold and competitive scoring use;** however, the completed table should be consistent with information provided in the application and attachments.

Indicate the number of units anticipated for the following populations:

Homeless/formerly homeless	N/A
Transitional housing	N/A
Persons with physical, mental, development disabilities	N/A
Persons with HIV/AIDS	N/A
Transition age youth	N/A
Farmworker	N/A
Family Reunification	N/A
Other: Low-income households	Yes
Units with tenants qualifying as two or more of the above (explain):	
For 4% federal applications only:	
Rural area consistent with TCAC methodology	N/A

II. APPLICATION - SECTION 6: REQUIRED APPROVALS & DEVELOPMENT TIMETABLE

A. Required Approvals Necessary to Begin Construction

	Approval Dates		
	Application Submittal	Estimated Approval	Actual Approval
Negative Declaration under CEQA	12/23/2019	6/10/2020	TBD
NEPA	N/A	N/A	N/A
Toxic Report	7/19/2019	N/A	N/A
Soils Report	12/16/2019	1/16/2020	1/16/2020
Coastal Commission Approval	N/A	N/A	N/A
Article 34 of State Constitution	N/A	N/A	N/A
Site Plan	10/10/2019	6/10/2020	TBD
Conditional Use Permit Approved or Required	N/A	N/A	N/A
Variance Approved or Required	N/A	N/A	N/A
Other Discretionary Reviews and Approvals	10/10/2019	6/10/2020	TBD

Project and Site Information		
Current Land Use Designation	Commercial Manufacturing - Allows R3 Zoning	
Current Zoning and Maximum Density	93 units per acre	
Proposed Zoning and Maximum Density	93 units per acre	
Occupancy restrictions that run with the land due to CUP's or density bonuses?		
	Yes	14% of 66 units must be affordable to 50% AMI
Building Height Requirements	Unlimited	
Required Parking Ratio	No required parking for Affordable projects under Transit Oriented	

B. Development Timetable

		Actual or Scheduled		
		Month	/	Year
SITE	Environmental Review Completed	7	/	2019
	Site Acquired	6	/	2020
LOCAL PERMITS	Conditional Use Permit	N/A	/	
	Variance	N/A	/	
	Site Plan Review	6	/	2020
	Grading Permit	1	/	2021
	Building Permit	1	/	2021
CONSTRUCTION FINANCING	Loan Application	9	/	2020
	Enforceable Commitment	10	/	2020
	Closing and Disbursement	1	/	2021
PERMANENT FINANCING	Loan Application	N/A	/	
	Enforceable Commitment	N/A	/	
	Closing and Disbursement	N/A	/	
OTHER LOANS AND GRANTS	Type and Source: (specify here)	N/A	/	
	Application	N/A	/	
	Closing or Award	N/A	/	
	Type and Source: (specify here)	N/A	/	
	Application	N/A	/	
	Closing or Award	N/A	/	
	Type and Source: (specify here)	N/A	/	
	Application	N/A	/	
	Closing or Award	N/A	/	
	Type and Source: (specify here)	N/A	/	
	Application	N/A	/	
	Closing or Award	N/A	/	
	Type and Source: (specify here)	N/A	/	
	Application	N/A	/	
	Closing or Award	N/A	/	
	10% of Costs Incurred	2	/	2021
	Construction Start	1	/	2021
	Construction Completion	2	/	2023
	Placed In Service	3	/	2023
	Occupancy of All Low-Income Units	9	/	2023

III. PROJECT FINANCING - SECTION 1: CONSTRUCTION FINANCING

A. Construction Financing

List Below All Projected Sources Required To Complete Construction

	Name of Lender/Source	Term (months)	Interest Rate	Fixed/Variable	Amount of Funds
1)	EastWest Bank - Tax Exempt	48	3.100%	Variable	\$14,318,214
2)	EastWest Bank - Taxable	48	3.880%	Variable	\$5,016,446
3)	Sponsor Equity			N/A	\$5,956,220
4)	Deferred Costs			N/A	\$38,713
5)	PNC- Tax Credit Equity			N/A	\$2,299,932
6)				(select)	
7)				(select)	
8)				(select)	
9)				(select)	
10)				(select)	
11)				(select)	
12)				(select)	
Total Funds For Construction:					\$27,629,525

1) Lender/Source: EastWest Bank - Tax Exempt
 Street Address: 135 N Los Robles, Suite 200
 City: Pasadena, CA 91101
 Contact Name: Debbie Beveridge
 Phone Number: 626-768-6209 Ext.:
 Type of Financing: Tax Exempt Bond
 Variable Rate Index (if applicable): LIBOR
 Is the Lender/Source Committed? No

2) Lender/Source: EastWest Bank - Taxable
 Street Address: 2 Tower Center Blvd
 City: East Brunswick, NJ 08816
 Contact Name: Drew Tedeschi
 Phone Number: 848-218-8121 Ext.:
 Type of Financing: Tax Credit Equity
 Variable Rate Index (if applicable):
 Is the Lender/Source Committed? No

3) Lender/Source: Sponsor Equity
 Street Address: 3401 Tuttle Road Suite 350
 City: Shaker Heights, Ohio, 44122
 Contact Name: Kevin Ratner
 Phone Number: (310) 429-1122 Ext.:
 Type of Financing: Equity
 Is the Lender/Source Committed? Yes

4) Lender/Source: Deferred Costs
 Street Address: 3401 Tuttle Road Suite 350
 City: Shaker Heights, Ohio, 44122
 Contact Name: Kevin Ratner
 Phone Number: (310) 429-1122 Ext.:
 Type of Financing:
 Is the Lender/Source Committed? Yes

5) Lender/Source: PNC- Tax Credit Equity
 Street Address: 2 Tower Center Blvd
 City: East Brunswick, NJ 08816
 Contact Name: Drew Tedeschi
 Phone Number: 2 Tower Center Bl Ext.:
 Type of Financing: Tax Credit Equity
 Is the Lender/Source Committed? No

6) Lender/Source:
 Street Address:
 City:
 Contact Name:
 Phone Number: Ext.:
 Type of Financing:
 Is the Lender/Source Committed? No

7) Lender/Source:
Street Address:
City:
Contact Name:
Phone Number: Ext.:
Type of Financing:
Is the Lender/Source Committed?

9) Lender/Source:
Street Address:
City:
Contact Name:
Phone Number: Ext.:
Type of Financing:
Is the Lender/Source Committed?

11) Lender/Source:
Street Address:
City:
Contact Name:
Phone Number: Ext.:
Type of Financing:
Is the Lender/Source Committed?

8) Lender/Source:
Street Address:
City:
Contact Name:
Phone Number: Ext.:
Type of Financing:
Is the Lender/Source Committed?

10) Lender/Source:
Street Address:
City:
Contact Name:
Phone Number: Ext.:
Type of Financing:
Is the Lender/Source Committed?

12) Lender/Source:
Street Address:
City:
Contact Name:
Phone Number: Ext.:
Type of Financing:
Is the Lender/Source Committed?

III. PROJECT FINANCING - SECTION 2: PERMANENT FINANCING

A. Permanent Financing

List Below All Projected Sources Required To Complete Construction

Name of Lender/Source	Term (months)	Interest Rate	Residual Receipts / Deferred Pymt.	Annual Debt Service	Amount of Funds
1) EastWest Bank - Tax Exempt	180	3.500%		\$280,150	\$5,199,007
2) Sponsor Equity					\$14,725,365
3) Deferred Developer Fee	180		Residual		\$38,713
4)					
5)					
6)					
7)					
8)					
9)					
10)					
11)					
12)					
Total Permanent Financing:					\$19,963,085
Total Tax Credit Equity:					\$7,666,440
Total Sources of Project Funds:					\$27,629,525

1) Lender/Source: EastWest Bank - Tax Exempt
 Street Address: 135 N Los Robles, Suite 200
 City: Pasadena, CA 91101
 Contact Name: Debbie Beveridge
 Phone Number: 626-768-6209 Ext.:
 Type of Financing:
 Is the Lender/Source Committed? No

2) Lender/Source: Sponsor Equity
 Street Address: 3401 Tuttle Road Suite 350
 City: Shaker Heights, Ohio, 44122
 Contact Name: Kevin Ratner
 Phone Number: (310) 429-1122 Ext.:
 Type of Financing: Equity
 Is the Lender/Source Committed? Yes

3) Lender/Source: Deferred Developer Fee
 Street Address: 3401 Tuttle Road Suite 350
 City: Shaker Heights, Ohio, 44122
 Contact Name: Kevin Ratner
 Phone Number: (310) 429-1122 Ext.:
 Type of Financing:
 Is the Lender/Source Committed? Yes

4) Lender/Source:
 Street Address:
 City:
 Contact Name:
 Phone Number: Ext.:
 Type of Financing:
 Is the Lender/Source Committed? No

5) Lender/Source:
 Street Address:
 City:
 Contact Name:
 Phone Number: Ext.:
 Type of Financing:
 Is the Lender/Source Committed? No

6) Lender/Source:
 Street Address:
 City:
 Contact Name:
 Phone Number: Ext.:
 Type of Financing:
 Is the Lender/Source Committed? No

7) Lender/Source: _____
 Street Address: _____
 City: _____
 Contact Name: _____
 Phone Number: _____ Ext.: _____
 Type of Financing: _____
 Is the Lender/Source Committed? **No**

8) Lender/Source: _____
 Street Address: _____
 City: _____
 Contact Name: _____
 Phone Number: _____ Ext.: _____
 Type of Financing: _____
 Is the Lender/Source Committed? **No**

9) Lender/Source: _____
 Street Address: _____
 City: _____
 Contact Name: _____
 Phone Number: _____ Ext.: _____
 Type of Financing: _____
 Is the Lender/Source Committed? **No**

10) Lender/Source: _____
 Street Address: _____
 City: _____
 Contact Name: _____
 Phone Number: _____ Ext.: _____
 Type of Financing: _____
 Is the Lender/Source Committed? **No**

11) Lender/Source: _____
 Street Address: _____
 City: _____
 Contact Name: _____
 Phone Number: _____ Ext.: _____
 Type of Financing: _____
 Is the Lender/Source Committed? **No**

12) Lender/Source: _____
 Street Address: _____
 City: _____
 Contact Name: _____
 Phone Number: _____ Ext.: _____
 Type of Financing: _____
 Is the Lender/Source Committed? **No**

B. Tax-Exempt Bond Financing

Will project receive tax-exempt bond financing for more than 50% of the aggregate basis of the building(s) (including land) in the project? (IRC Sec. 42(h)(4)):

Yes

CDLAC Allocation?

Yes

Date application was submitted to CDLAC (Reg. Section 10326(h)):

6/11/2020

Date of CDLAC application approval, actual or anticipated (Reg. Section 10326(j)(1)):

9/16/2020

Estimated date of Bond Issuance (Reg. Section 10326(e)(2)):

1/31/2021

Percentage of aggregate basis financed by the bonds? (Reg. Section 10326(e)(2)):

55.00%

Name of Bond Issuer (Reg. Section 10326(e)(1)):

CSCDA

Will project have Credit Enhancement?

Yes

If Yes, identify the entity providing the Credit Enhancement: **Federal Home Loan Bank and EastWest Bank**

Contact Person: **Debbie Beveridge**

Phone: **626-768-6209**

Ext.: _____

What type of enhancement is being provided?

Letter(s) of Credit

Through Community Investment Program (CIP)

III. PROJECT FINANCING - SECTION 3: INCOME INFORMATION

A. Low Income Units

(a) Bedroom Type(s)	(b) Number of Units	(c) Proposed Monthly Rent (Less Utilities)	(d) Total Monthly Rents (b x c)	(e) Monthly Utility	(f) Monthly Rent Plus Utilities (c + e)	(g) % of Area Median Income	(h) % of Actual AMI
SRO/Studio	9	\$881	\$7,929	\$105	\$986	50%	50.0%
SRO/Studio	24	\$881	\$21,144	\$105	\$986	50%	50.0%
1 Bedroom	2	\$921	\$1,842	\$135	\$1,056	50%	50.0%
1 Bedroom	1	\$921	\$921	\$135	\$1,056	50%	50.0%
1 Bedroom	17	\$921	\$15,657	\$135	\$1,056	50%	50.0%
2 Bedrooms	9	\$1,100	\$9,900	\$167	\$1,267	50%	50.0%
2 Bedrooms	1	\$1,100	\$1,100	\$167	\$1,267	50%	50.0%
2 Bedrooms	3	\$1,100	\$3,300	\$167	\$1,267	50%	50.0%
Total # Units:	66	Total:	\$61,793		Average:	50.0%	

Is this a resyndication project using hold harmless rent limits in the above table?

N/A

These rents cannot exceed the federal set-aside current tax credit rent limits.

See TCAC Regulation Section 10327(g)(8).

B. Manager Units

State law requires an onsite manager's unit for projects with 16 or more residential units. TCAC Regulation Section 10326(g)(6) requires projects with at least 161 units to provide a second on-site manager's unit, with one additional for each 80 units beyond, up to 4 on-site manager units. Scattered site projects of 16 or more units must have at least one manager unit at each site consisting of 16 or more residential units.

Projects may employ full-time property management staff and provide an equivalent number of desk or security staff for the hours when the property management staff are not working. See TCAC Regulation Section 10325(f)(7)(J) for details on the requirements for this option.

(a) Bedroom Type(s)	(b) Number of Units	(c) Proposed Monthly Rent (Less Utilities)	(d) Total Monthly Rents (b x c)
1 Bedroom	1		
Total # Units:	1	Total:	

No

Project with desk or security staff in lieu of on-site manager unit(s)
See TCAC Regulation Section 10325(f)(7)(J) for complete requirements.

C. Market Rate Units

(a) Bedroom Type(s)	(b) Number of Units	(c) Proposed Monthly Rent (Less Utilities)	(d) Total Monthly Rents (b x c)
Total # Units:		Total:	

Aggregate Monthly Rents For All Units:	\$61,793
Aggregate Annual Rents For All Units:	\$741,516

D. Rental Subsidy Income/Operating Subsidy
 Complete spreadsheet "Subsidy Contract Calculation"

Number of Units Receiving Assistance:	
Length of Contract (years):	
Expiration Date of Contract:	
Total Projected Annual Rental Subsidy:	



Planning CPC <cpc@lacity.org>

Lincoln Heights resident opposes the Pinyon Project at AVE 34 and Pasadena

Camille <cjkolodziejski@hotmail.com>

Wed, Sep 23, 2020 at 12:05 AM

To: "cpc@lacity.org" <cpc@lacity.org>

Dear City Planning Commission,

As a voter and resident of Lincoln Heights (90031) I URGE YOU to reject the Pinyon Group's plan to build a massive luxury building on Avenue 34 and Pasadena Ave.

Our community does not deserve to have birth defects, organ damage and CANCER from the residual Welch's chemicals. As a woman, if this project goes forward I'll fear for my reproductive system... I was thinking about starting a family here in Lincoln Heights, and so many other children already live here, as well as vulnerable old folks who are already impacted by COVID!

Do not sacrifice Lincoln Heights families Health for this. Please.

I heard the building is only providing a tiny bit of parking (~200 spaces) for over ? 1000 people... sounds like a really stressful amount of cars for our neighborhood. However, compared to the noxious chemicals being churned up... it's a small issue.

I've been living here for five years, and love this neighborhood and the small town family energy it holds. I hope you'll put the quality of life and health of your constituents before a big dollar deal for this district.

I understand wanting Lincoln Heights to grow... but this is not healthy for our community. I'll be watching this extremely closely as it terrifies me.

I'm also frustrated there was no public hearing for such a disastrous development plan.

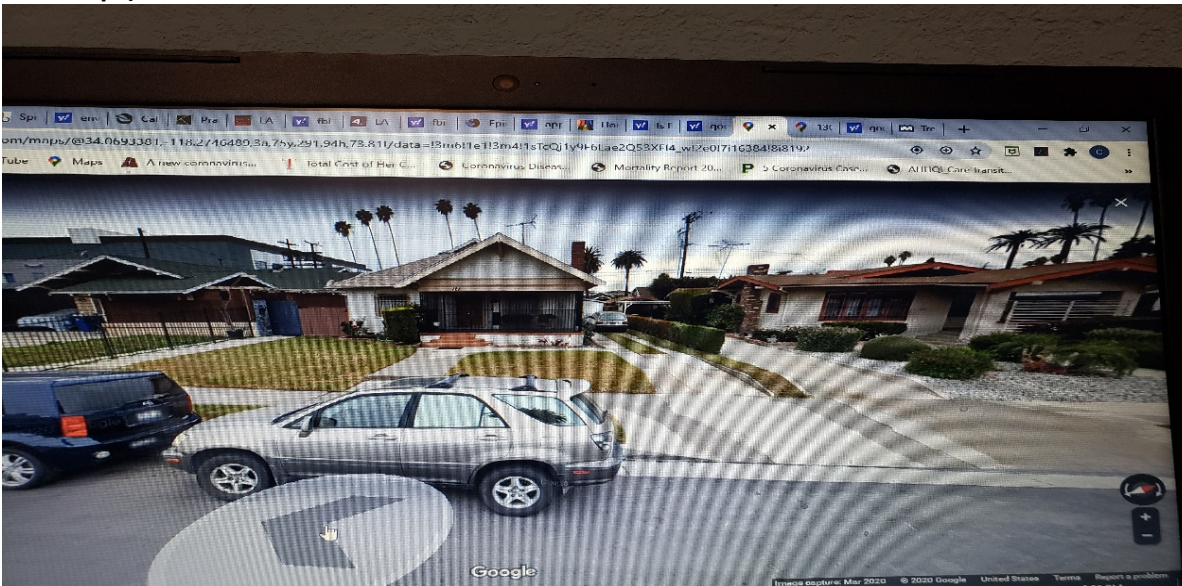
PLEASE conduct a new environmental study and share it with the community so we can know how this will affect us, our children and grandchildren.

Really appreciate your time and hope you'll reconsider the development at Ave 34 and Pasadena.

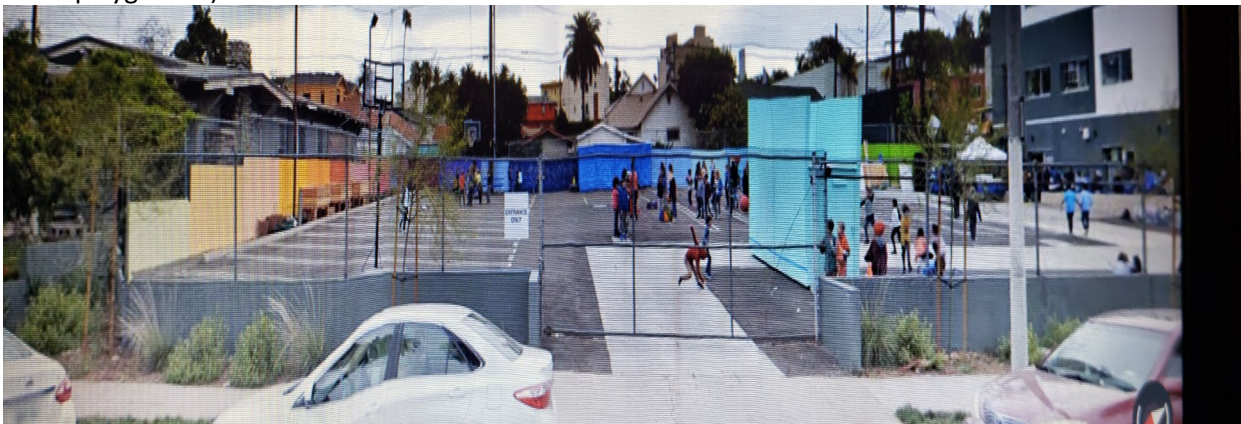
Thanks,
Camille Kolodziejski

Background: This project involves construction activity in the parking lot of the RD5-1 zone, which is surrounded by only single unit family homes to the east and north of the site where a 5,700 square foot outdoor playground and a 2,500 square foot classroom is proposed.

A) Image of single-unit family homes on Carondelet Street: These are the single-unit family homes (RD5-1 zone) on North Carondelet Street (**115, 121, and 125 N. Carondelet St.**), which are located to the east of the proposed project. The backyards and garage units of these homes border the school parking lot. **(Image taken from Google maps)**



B) Pre-Covid 19 image: (My house is on the left side of this panorama image taken from Google maps). All my bedroom windows face the parking lot of the school, the location of their proposed project. As one can see on the picture, the residentially zoned wall bordering the RD5-1 zone next to the parking lot, is not high. This wall is about 1.83 yards high from our bedroom windows, equivalent to 5 feet 5 inches tall (my height). We can see and hear everything that takes place on that parking lot as early as 7:15 A.M when some of the kids are dropped off and begin playground activities on the parking lot. (This image from Google maps was taken prior to 7:45 A.M, and it does not show all of the children on the parking lot, which has been turned entirely into a make-shift playground).



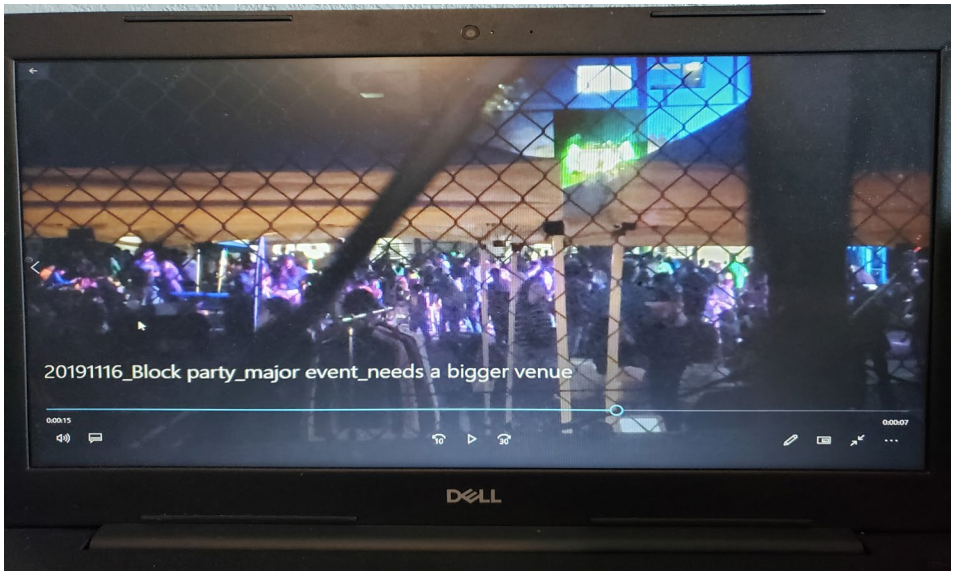
- C) **School closure during the 2020 pandemic image (Unobstructed view of an empty school parking lot in the RD5-1 zone):** The following picture was taken from one of my bedroom windows, showing the proximity of my bedroom windows and property line to the parking lot for the school, which has been converted to a playground.



- D) **Pre-Covid 19 images on the next page (School Administrator with megaphone and Block party with DJ in school parking lot):**

Non-Emergency Announcements and Loud Events: Prior to the school closure, we would hear loud and clear non-emergency announcements over public address systems like in this picture, showing an administrator using a megaphone in the parking lot prior to 9 A.M. (I have many more pictures and recordings of non-emergency announcements made as well as loud music playing early in the morning in the parking lot). This picture was taken from my bedroom window on 10/28/2019. **Condition #14** from the **Letter of Determination dated May 30, 2018 (See attachment)** states: "No public address system shall be utilized on the exterior of the premises except for emergency announcements." The picture next to it was taken from my bedroom window, showing a block party held 11/16/2019 in which a DJ played amplified music. This event was held on a Saturday evening and it was very loud that you felt you were at a club; every room in my house was vibrating and smoke from one of the cooking grills stationed in front of one of my bedroom windows, filled the room and other rooms in my house with smoke. More than 600 people attended this event in the parking lot. (Note: The school's student body is 650 children and 50+ school staff). Even with all the incessant noise from recreational activities early morning, drills, loud talk to loud music, it is surprising that the wall along the east and north property line adjoining the residential uses, was not raised higher in 2018, and instead the school, engaged in all sorts of nuisance. If the only purpose for this parking lot was to convert it to a makeshift playground for extra play space, and not to be used as a parking lot for vehicles to park in any of the stalls, including the handicapped parking stall (a violation not to allow people with disabilities to park their vehicle on those stalls), then the residentially zoned RD5-1 concrete block walls adjacent to the school parking lot, should have been replaced prior to the school opening its doors to the public on August 20, 2019. Continuous disruption of the peaceful enjoyment of one's property is a violation and a nuisance when no mitigation measures are taken to prevent playground noise in the parking lot, amplified noise, as well as non-emergency

announcements over PA systems from being heard by the occupants of adjacent property in the RD5-1 zone of only single unit family homes.



E) Pre-Covid 19 images on the next page taken various dates (Cars blocking my driveway afterschool, and some vehicles double parked on Coronado Street):

Drop-off and pick-up prohibited on Coronado Street:

Based on the conditions of approval from CASE NO. ZA-2017-4489-CU-ZV-F-1A (See **Determination Letter attachment**), "Curb-side drop-off and pick-up of students on adjacent streets is prohibited. All student drop-off and pick-up shall be conducted in the on-site parking lot. The school shall provide an adequate number of adult parking monitors during student drop-off and pick-up hours to monitor and direct traffic to minimize congestion and back-up on Coronado Street." (**Condition No. 6**). As one can see on these pictures, cars do not queue inside the parking lot especially after school for pick-up. In the mornings, parents who do not line up to queue inside the parking lot, drop off their kids on the street, blocking driveways, double park and leave their vehicles unattended. Also, during drop-off and pick-up hours, parents have been seen parking on the surrounding streets walking with their children and crossing the street. Often, the monitors that are required by the conditions of approval to monitor and direct traffic are not around after school, and thereby prevent an accident that could potentially hurt someone crossing the street because their system (not opening the gate to the parking lot prior to 8:05 A.M so parents can go inside to drop off their children and even pick-up their children after school inside the parking lot, not providing or having adequate parking for parents dropping off and picking up children, not having the monitors overseeing traffic (to name a few problems with their operations), is contributing to the problem and disorder on this residential street.





CEQA Guidelines
(ENV-2017-4490-CE):

Regarding one of the requested actions approved in May 2018 by the Associate Zoning Administrator, Fernando Tovar, was that the project is exempt from Class 32 Categorical Exemption of the city CEQA guidelines (**See attachment_CEQA_Notice of Exemption**), and thereby was granted the requested entitlements for the CUP. In particular, one of the five conditions listed for justification for the project's exemption is covered in letter D, that states: "Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality." With regard to the **effects of traffic**, the City of LA Department of Public Works, Bureau of Engineering, requires "A traffic impact analysis (TIA) for projects that generate at least 50 new trips at CMP monitoring intersections or 150 one-way trips on mainline freeway monitoring locations during either the A.M or P.M peak hour on weekdays." The traffic impact analysis report done for this school states: "The proposed project would not add 50 or more trips during the A.M or P.M peak hours (i.e. of adjacent street traffic", which is "at the nearest CMP monitoring intersection of Wilshire Blvd. and Alvarado Blvd" (Pg. 5). First of all, the intersection of S. Alvarado St. and Wilshire Blvd is associated with the 90057 zip-code. Although the existing school building is located in the C2-1 zone, it is the only business using a residentially zoned address of 110 N. Coronado St. 90026 as of August 2019, and not the 2515 W. Beverly Blvd 90057 commercial address like other businesses fronting Beverly Blvd on the C2-1 zone. The transportation impact analysis (TIA) report along with the queuing analysis evaluating "131 inbound vehicles that would comprise the on-site vehicle queue area as part of the student drop-off operations" on page 5 that was provided to operate the school using the address that reflects the RD5-1 zone, does not give a true account of the number of trips that are done for drop-off on the residential zone (110 N. Coronado St. 90026). As a result, there is unacceptable, extended queuing that spills over, blocking the residential cross streets and contributes to "gridlock" congestion on Coronado Street and the surrounding streets, burdening neighborhood streets.

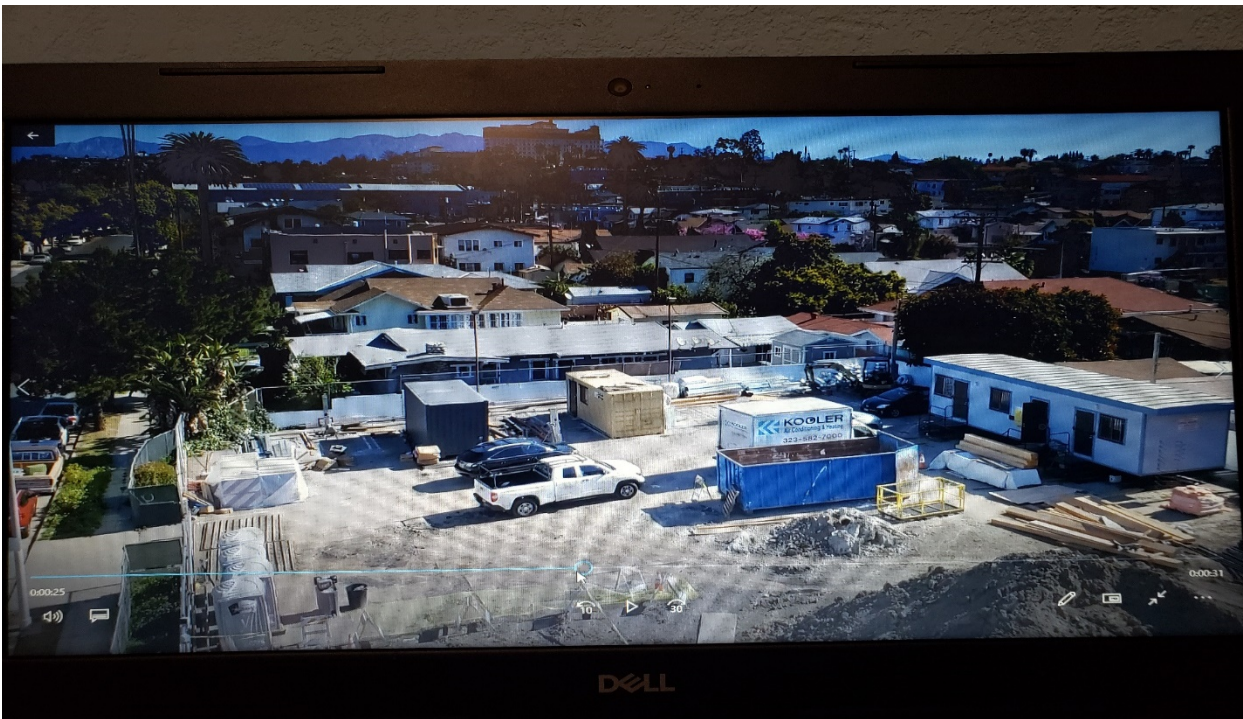
- F) Pre-Covid 19 image (The following image was taken September 2019, showing vehicles on Coronado Street waiting to queue inside the parking lot for morning drop-off):** Vehicles tend to remain double parked for a while, blocking traffic, driveways, and are turning from different streets (Council St., Rampart Blvd., Temple St., etc..) to ingress the parking lot at 8:05 A.M. Cars begin to line up in front of homes as early as 7:45 A.M to queue inside the parking lot when the Northerly gate (next to my house) finally opens at 8:05 A.M every school day. All the while cars are lining up, blocking the flow of traffic, children are having free range of the entire parking lot as early as 7:15 A.M (See the Google image—letter A—of children playing in the parking lot prior to 8:05 A.M).



CEQA continuation: When it comes to **construction noise**, the school report cited LAMC codes and ordinances, which the project would be complying with such as LAMC Sections 41.40, sections 111.0 through 116.01, and section 112.02 and Ordinance No. 178.048. In particular, LAMC section 41.40 deals with quality of life issues. It is understood that “it is unlawful for any person to make loud, unnecessary and unusual noise that disturbs the quiet of any neighborhood.” A noise analysis was not conducted on the project site even though it’s surrounded by single unit homes on N. Carondelet St. and my house on N. Coronado St. and the entire report mentions how the school is surrounded by typical urban uses such as businesses and apartment complexes; and therefore, implying that noise is a part of the fabric of this neighborhood. One can hear a pin drop when there is noise because for the most part, this neighborhood is quiet. The construction company, Satoh Brothers, that the school hired did not come in with a construction noise management plan.

Construction crews/independent sub-contractors would come in during the wee hours of the morning to haul dirt and debris from the parking lot, operate machinery and power tools prior to 7 A.M, and sometimes after 10 P.M. Construction crews would engage in loud talk next to the white wall in front of the metal sheds where they kept their tools; they would stand between the wall and the metal sheds having loud conversations, operating their equipment, using compressors, and engaging in other type of nuisance behavior while we’re trying to sleep. The construction notice that is required to be put on the premises, was not posted anywhere on the site (I have pictures and recordings from Coronado St. and Beverly Blvd.). Nobody seemed to be in charge; yet, so many workers and sub-contractors had the key to the parking lot gates and would go in at times outside the hours allowed for construction per LAMC 41.40, dealing with quality of life issues.

- G) Images of the construction staging area next to my bedroom windows on the parking lot (RD5-1 zone) taken late 2018 to early 2019:** The following is an aerial view of my house (showing bedroom windows) next to the parking lot of the school, which was taken around March 2019 (during construction). The entire parking lot was the staging area for the construction company. Sound barriers should have been installed but they weren’t. Enrique Diaz from Capital Hook Partners, told my dad and I on May 16, 2018 when we met in the school parking lot with Mark-Kleger Heine, that sound barriers would be installed. Nothing was installed as you can see on the pictures. My property line is less than 8 feet away from the project site.



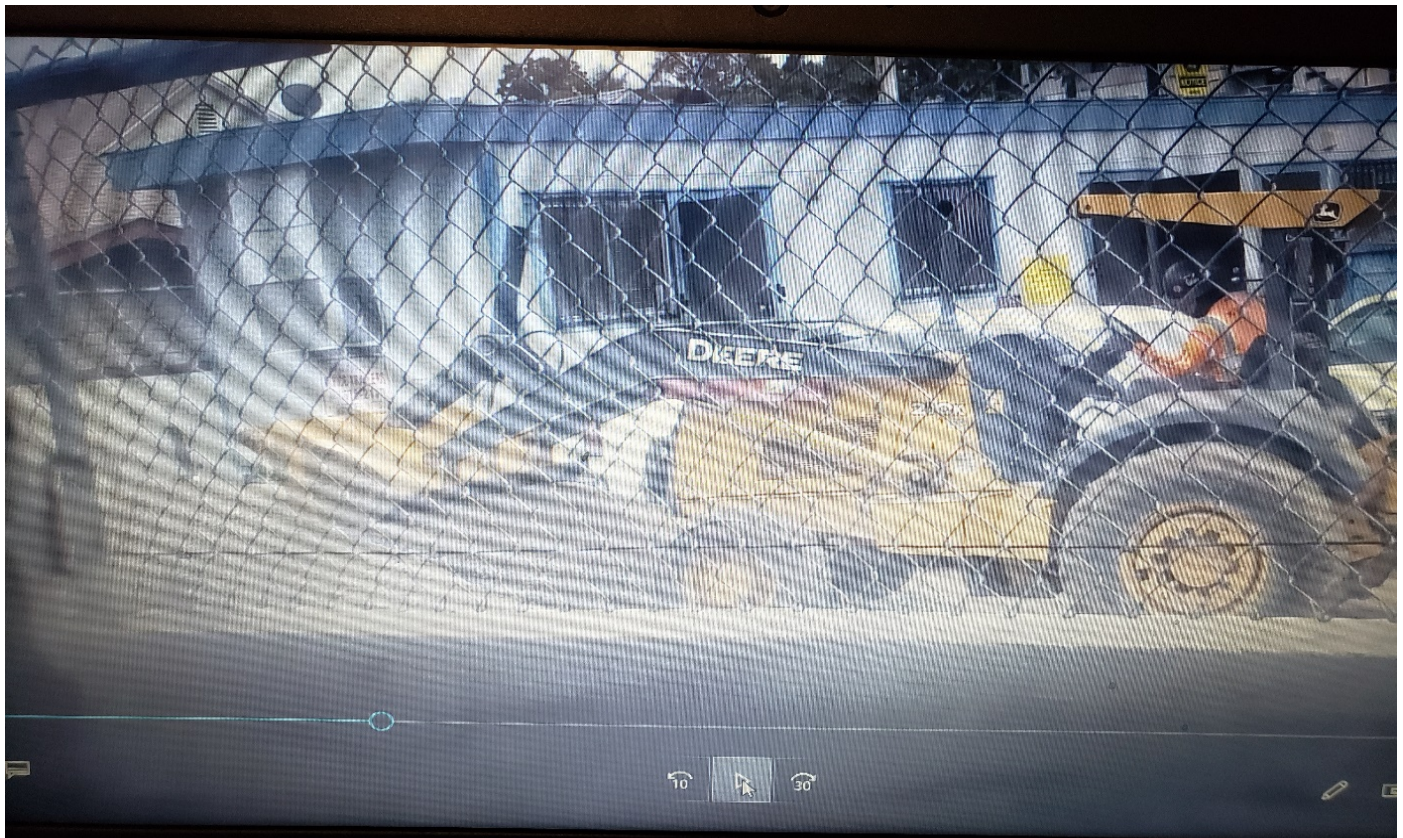
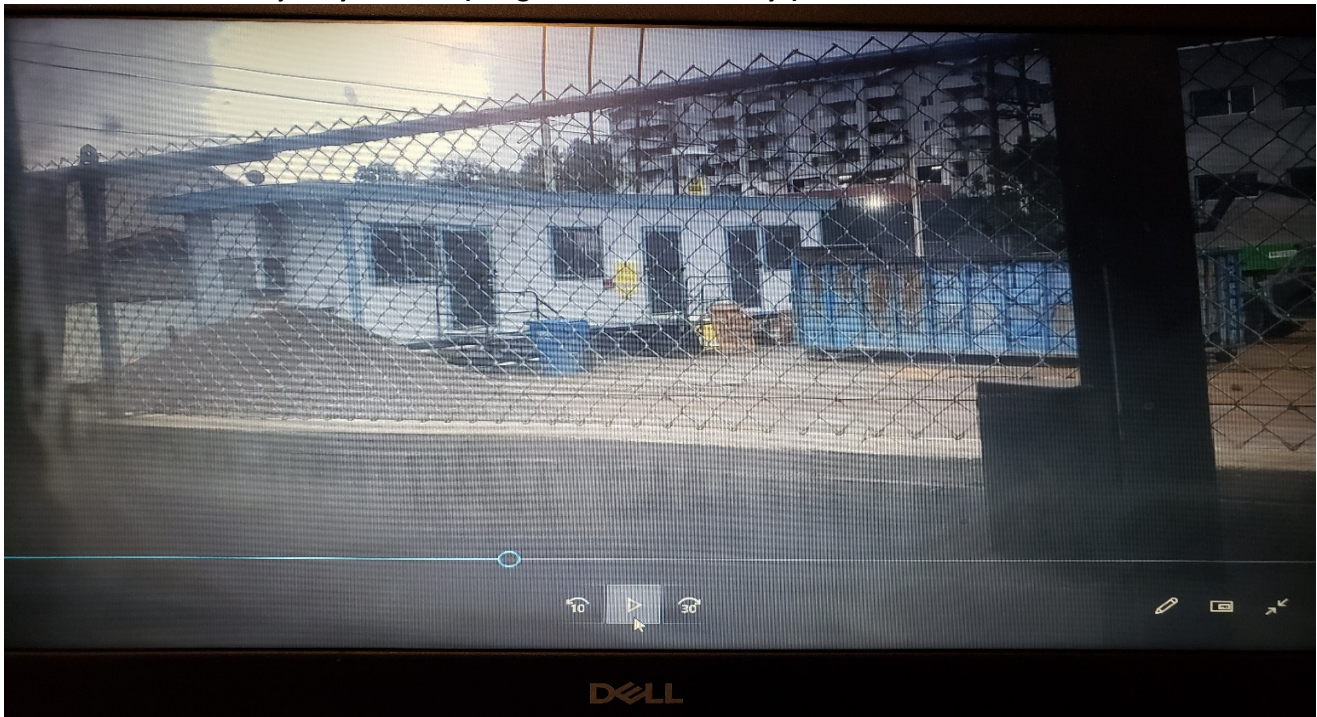
H) Image taken August 28, 2018 at 5:43 A.M of a Super ten truck flat-bed ready to haul trash: This truck arrived to the parking lot outside the allowed hours of construction to haul rubbish while the backup alarm kept going off for more than 15 minutes while my family and I were trying to sleep. You can see how close he is from our bedroom windows, and the noise, unfortunately, forced me to get up out of bed and go to the parking lot to record this and take pictures. Various sub-contractors with their own construction crews had the key to the gates and would arrive prior to 6 A.M to haul trash, load and unload construction equipment. This is only one of many incidents I have

recorded. The Noise Enforcement Team that responded explained to me that this is illegal and a violation of LAMC 41.40, dealing with quality of life issues.



CEQA continuation: When it comes to **air quality**, appropriate dust control measures are included on the report, which deal with SCAQMD Rule 403 – Fugitive Dust. The report mentions that best management practices (BMP) will be implemented for the project that would include (but not be limited to the following: “wetting at least three times daily unpaved demolition and construction areas during excavation and construction, using temporary dust covers, minimizing exhaust emissions, turning off idle trucks, etc.” With regard to this rule, none of this was done. For the most part, the dust and construction rubble was never covered up after the workers would leave the construction site. The wind would blow the construction dust in our direction (toward our bedroom windows) along with the foul smells. We could seldom have our windows open. As one can see, there was no netting preventing dust from getting out of the site and onto residential homes. Only 1 time I saw a person spraying the lot with a water hose during construction activities, but he was standing next to the school building, while clouds of dust bathed my house. One of my family members got sick from the dust that we were constantly exposed to and she began taking medication during the time that construction was going on (early 2019). I have a 60 plus page timeline of events, pictures and video recordings, a prescription medication for upper respiratory medication, and doctor’s notes listing construction dust as the source of illness (those documents are for legal purposes).

- l) Images taken from bedroom windows showing uncovered dirt and other debris as well as construction activities and construction heavy duty vehicles (images taken various days):



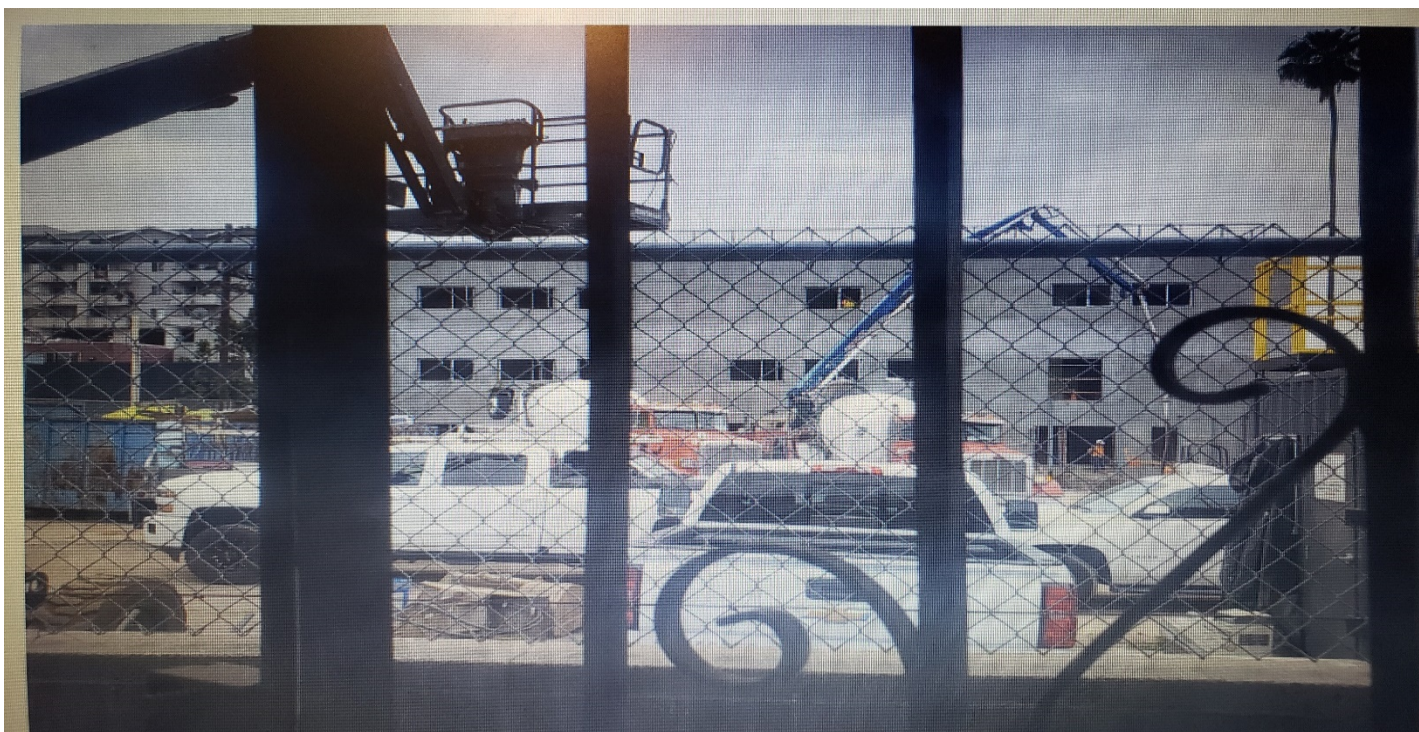


Image and video recording taken from inside the parking lot (RD5-1 zone) next to my property before 7 A.M, after telling construction worker to shut machine off:



Conclusion:

In 2020, the school is seeking a new CUP to continue expanding, which involves the construction, use, and maintenance of a new 2,500 square foot classroom and 5,700 square-foot outdoor play space along with an underground transformer and EV charging station (Read from the project summary). My biggest concerns are that they will not adhere to any rules and ordinances regarding construction noise and fugitive dust. They need to take measures to prevent unnecessary noise by having a construction noise management plan and implement dust mitigation measures to reduce airborne exposure of construction dust particles. They also need to better handle the traffic congestion on the surrounding streets and leave the parking lot gates open for cars to drop off and pick up children, so that Coronado Street and the surrounding neighborhood streets are not turned into a parking lot, which has been the case when the school opened on August 2019 (their traffic impact analysis and queuing analysis don't make sense). Lastly, they need to make the residentially zoned (RD5-1 zone) wall higher if we are going to be exposed to playground noise and construction activities a 2nd time around.



Planning CPC <cpc@lacity.org>

Reference ID DIR-2019-6048-TOC-SPR-WDI-1A

Cristina Verano <veranocristina@gmail.com>

Mon, Oct 5, 2020 at 9:13 PM

To: cpc@lacity.org

To whom it may concern,

My name is Cristina Verano and I am a Los Angeles county resident writing to voice my opposition to the 468 apartment complex unit settings be built on Avenue 34 In the neighborhood of Lincoln Heights.

This development will only serve to speed up gentrification and displace the multi-generational families who have lived in Lincoln Heights for decades.

16% of these units are designated as "affordable", but the proposed rents are in alignment with inflated market rents that require median-income. This does not help families or local residents, it will simply move others in, congest the roads and drive up rent for residents in Lincoln Heights.

I have sincere concerns for the safety of the school children who use the surrounding streets as a part of their pedestrian commute to and from school.

I also strongly oppose any project that does not take seriously the egregious environmental implications that digging up a toxic waste dump site will bring about. I demand to see a comprehensive EIP specific to this site and believe anything less, with continued commission approval, is criminal.

Thank you for your time and thank you for standing with the people of Lincoln Heights.

Cristina Verano
Co-Producer
[310-729-5952](tel:3107295952) (c)



Planning CPC <cpc@lacity.org>

135 avenue 34 proposed project

dalia cardenas <dayocadeto@gmail.com>

Tue, Oct 6, 2020 at 8:30 AM

To: "cpc@lacity.org" <cpc@lacity.org>

DIR- 2019-6048-TOC-SPR-WDI-1AENV-2016-273-MND-REC1

Hello my name is Dalia Cardenas and I am opposed to Pinyons Ave 34 project because they refuse to show proof that the soil is not toxic. Those toxic fumes trapped in the soil can affect the neighborhoods in that area. And over time can cause serious health issues.



Lincoln Heights: 135 Avenue 34 Proposed Project

DeLyser, Dydia <dydia@fullerton.edu>

Sun, Oct 4, 2020 at 4:39 PM

To: "cpc@lacity.org" <cpc@lacity.org>

RE: case numbers DIR-2019-6048-TOC-SPR-WDI-1A ; ENV-2016-273-MND-REC1

Dear Los Angeles City Planning Commissioners,

I am a 27-year resident of Lincoln Heights and I write in opposition to the proposed project at [135 West Avenue 34](#).

Our community's median income is just \$39,000, and most of us live in multi-generational family homes with an average of 4 people per unit. But this project plans to add over 400 luxury studio and 1-bedroom apartments – this project is not for our community!

The neighborhood is over 80% people of color and of deeply modest means. Though I have lived here for nearly 3 decades I remain a newcomer: this is a tremendously vibrant and stable community where people have lived 2 and 3 generations in their homes, where everybody knows their neighbors, and where kids seek to stay rather than move away.

This proposed project would force gentrification upon low-income renters and home-owners, predominantly people of color. It would drive up rents and house prices, indirectly forcing the people of our neighborhood from their homes.

The proposed project plans to build 4- and 5- story complexes in a neighborhood of 1- and 2-story homes, most of them built in the late 19th and early 20th centuries – the project is nestled in the small space between the Lincoln Heights HPOZ and the Highland Park / Garvanza HPOZ (each is just a block away!) and would significantly disrupt the fabric of the neighborhood.

The developer plans to house some 1500 new residents – but plans to add only 287 parking stalls (in an area where street parking is already at a premium due to the high number of people per unit already living here). They are proposing what they claim will be a Transit Oriented Development, and yet the attached map shows that virtually no amenities lie within walking distance of the proposed development. This is not an appropriate location for a TOC.

The developer estimates adding some 2200 car trips per day to tiny Avenue 34 and fast-moving Pasadena Avenue. Their ONLY entrance/exit will be at the corner of Avenue 34 and Artesian. This is a significant public-safety hazard because the developer proposes to build no fire-truck turnaround, and Artesian (at just 14' wide) is not wide enough for rescue vehicles according to LA City Fire Code (<https://codes.iccsafe.org/content/CACLAFC2017/appendix-d-fire-apparatus->

[access-roads](#)). Artesian is a one-way street with no streetlights or sidewalks alongside the Metro Gold Line tracks – this tiny street cannot handle so much traffic; neither can little Avenue 34.

The proposed site is polluted: it has been known for decades that the site immediately to the north is a toxic-waste site (because of an industrial dry cleaner located there for nearly 70 years). The groundwater in this area flows parallel to the flow of the adjacent Arroyo Seco, and so any toxicity in the soil to the north of the site will flow directly into the proposed development. No environmental analysis for soil-and-ground-water toxicity has been conducted – yet the developer plans to excavate for a 2-story subterranean parking garage.

Excavating this toxic soil will expose neighbors and the children of four nearby elementary, middle and high schools to cancer-causing pollutants. See attached map: there are four schools near the proposed development.

Our neighbors and I share grave concerns. Some 150 of us participated in the last Planning Commission hearing about this proposed project – to articulately oppose it. I write as one of the voices of the people of Lincoln Heights, and urge you to hear our appeal.

Sincerely yours,

Dydia DeLyser

[3320 Griffin Avenue](#)

[Los Angeles, CA 90031](#)

213-793-1885

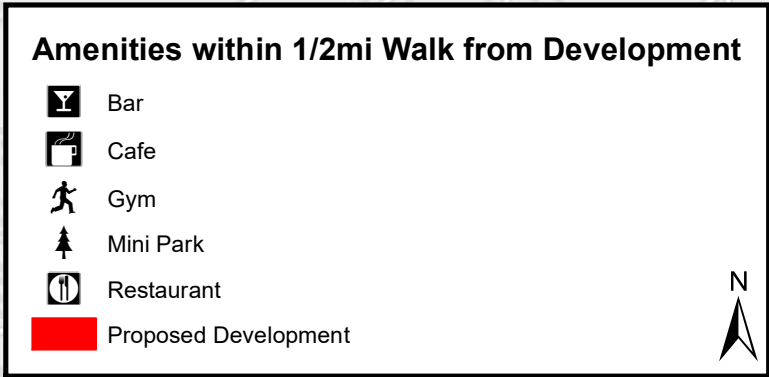
2 attachments



Ave34-Schools-Proximity.jpg
776K



Ave34 map final.pdf
759K





**Florence Nightingale
Middle School**

**Loreto
Elementary**

**Welch's
(toxic waste)**

**468
Apartments
Proposed**

**Hillside
Elementary**

**Los Angeles
Leadership
Academy
ES and MS**

**Los Angeles
Leadership
Academy HS**

500 ft



Planning CPC <cpc@lacity.org>

135 Avenue 34 Proposed Project

Diana Tran <dtran2022@laleadership.org>
To: cpc@lacity.org, gerald.gubatan@lacity.org

Fri, Oct 2, 2020 at 11:33 PM

DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1

Hello,

My name is Diana Tran. I am a resident of Lincoln Heights and I am emailing today to express my disapproval regarding the proposed development project on Avenue 34 in the Lincoln Heights community.

As a low income resident of this neighborhood as well as a girl that comes from a family with disabilities, this project will affect me because it will indirectly replace residents as well as create health issues for the ones that remain. In addition, this project will be endangering the community due to the fact that the neighboring lot was used by Welch's Dry Cleaning as a dumping ground for toxic chemicals for 68 years (1920-1988). The pollution contaminated the groundwater, which flows in the direction of the proposed building, specifically towards the spot where a 2-story subterranean parking lot will be excavated. Even more concerning is that this project is across the street from Hillside Elementary School, which risks exposing children to unearthed soil pollution and diesel truck fumes during construction, and to high traffic volumes after construction.

Given my points above, I demand you listen to community feedback and halt this project before it can do any damage to the people of Lincoln Heights.

Sincerely,
Diana Tran



DLA Piper LLP (US)
550 South Hope Street
Suite 2400
Los Angeles, California 90071-2618
www.dlapiper.com

Andrew Brady
andrew.brady@us.dlapiper.com
T 213.694.3108
F 310.595.3445

October 3, 2020
VIA EMAIL

Honorable Members of the City Planning Commission
Los Angeles City Planning Department
200 N. Spring St., Room 272
Los Angeles, CA 90012
Email: CPC@lacity.org

**Re: 135-153 W. Avenue 34; DIR-2019-TPC-SPR-WDI; ENV-2016-273-MND-REC1
Letter Addressing Additional Proposed Conditions to Address Community
Concerns**

Honorable Members of the Planning Commission:

On behalf of the applicant R Cap Avenue 34, LLC, we are writing to propose additional conditions of approval the 141 Avenue 34 project ("Project") applicant would accept, which address some of the key community concerns raised in the public hearing and the Project's public outreach process.

First, in order to address concerns as to the affordability of the Project's market rate units, the applicant would agree to the following condition:

- Prior to issuance of a building permit, the applicant shall execute and record a covenant that mandates the provision of initial rents for no less than 115 studio units and 77 one bedroom units (comprising 60% of the Project's total market rate studio and one bedroom units) at rental rates at or below the Workforce housing (150% AMI) rent level in effect at the time leasing operations commence. This provision shall remain in effect until the initial full occupancy of covered units, and shall only affect the initial lease rate of each such unit. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to HCIDLA and the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements and fees established by HCIDLA.

Second, based on expressed concerns about ensuring that the Project's retail uses support the community, the applicant would also agree to the following condition:

- Applicant shall create a program to be approved by Council District 1 that provides opportunities for local small businesses operating within Lincoln Heights to lease one or more of the Project's commercial spaces through, among other potential means, rent subsidies or other incentives. In addition, this program shall include the provision of opportunities for low or no rent utilization of the Project's public open space areas along Pasadena Avenue for local vendors, which may include kiosks, other temporary structures, or other defined areas, to sell locally made or sourced products. The applicant may require such local vendors utilizing kiosks or other temporary structures to obtain any necessary permitting and provide a reasonable fair share of Project-provided insurance and security costs.



October 3, 2020

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Thank you for your time and consideration.

Sincerely yours,

A handwritten signature in blue ink, appearing to be 'AB', with a large loop at the end.

Andrew Brady

cc. Debby Kim (debby.kim@lacity.org)
Gerald Gubatan (gerald.gubatan@lacity.org)
Jose Rodriguez (jose.a.rodriguez@lacity.org)
Michelle Carter (michelle.carter@lacity.org)
Oliver Netburn (oliver.netburn@lacity.org)



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October 5, 2020
VIA E-MAIL

Honorable Members of the City Planning Commission
Los Angeles Department of City Planning
200 North Spring Street, Room 272
Los Angeles, CA 90012
Email: CPC@lacity.org

**Re: The 141 Avenue 34 Project (DIR-2019-6048-TOC-SPR-WDI-1A) – Research on
Gentrification and Indirect Displacement**

Honorable Members of the City Planning Commission:

On behalf of the applicant R Cap Avenue 34, LLC, this letter addressees the research literature on the topics of gentrification and indirect displacement. We generally address these topics in relation to the development project located at 135-153 West Avenue 34 and 3401-3437 North Pasadena Avenue (the “Project”) in the City of Los Angeles (“City”).

The Project proposes to replace outdated commercial warehouse structures with a new mixed-use development that provides a mix of 66 Very Low Income affordable units, 402 market rate units, and approximately 14,000 square feet of commercial retail space in the Lincoln Heights neighborhood of the City, located within a 5 minute walk of the Heritage Square Gold Line station. According to the U.S Census Bureau’s 2018 American Community Survey, Lincoln Heights has an average household income of \$54,475 and a median income of \$39,946, which are below comparative City and County figures.¹

Because it is replacing only commercial buildings, the Project would not directly displace anyone. However, certain opposition the Project has asserted that it would result in “indirect” displacement. Indirect displacement is said to occur in lower income neighborhoods when new development that does not directly displace persons nonetheless causes more affluent persons to move in, which in turn attracts other new development to cater to higher income persons, which eventually causes the cost of living to rise in a manner that ultimately results in low income persons having no rational choice but to leave.

¹ See <https://www.point2homes.com/US/Neighborhood/CA/Los-Angeles/Lincoln-Heights-Demographics.html> (data sourced from the U.S. Census Bureau’s 2018 American Community Survey.)



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We want to be clear that no proof has been offered by any Project opponent that the Project would increase or contribute to any broader gentrification effects in Lincoln Heights. Nothing in this letter should be understood as a concession that the Project would be a driver of gentrification. Our belief is that projects that provide new market rate and affordable housing where no housing currently exists is the best approach to protecting against gentrification. Nevertheless, since the topic of “indirect displacement” has been raised, we wish to take the argument at face value and present the academic research on indirect displacement and gentrification to inform the Commission about the current state of knowledge on these important topics.

I. Introduction and Summary

Though the concept of indirect displacement has an intuitive logical appeal, many years of research on the topic provides no data to support the conclusion there is any widespread occurrence of indirect displacement in the United States, despite widespread gentrification and numerous attempts by researchers to do so.² On the contrary, a wealth of data-driven research on gentrification overwhelmingly indicates that neighborhoods identified as gentrifying do not experience higher rates of out-migration by lower income persons than similarly-situated low income communities not experiencing gentrification.³ Put another way, roughly identical out-migration patterns exist in gentrifying and non-gentrifying low income neighborhoods. This data substantially undermines the notion that indirect displacement exists as a broad social phenomenon.

In addition, a wide and growing body of research indicates that the increased new development and higher income persons moving into lower income communities produces positive life outcomes for long-term lower income persons living in such neighborhoods – including higher educational attainment, higher incomes, more jobs, and reductions in violent crime.⁴

We believe this research supports the conclusion that the City policies that favor the creation of mixed-income communities produce noteworthy positive results. In addition, the incorporation of such policies achieves the critical policy goals of promoting investment in communities while avoiding both displacement and “ghettoization.”

None of this is to say that individual low income persons are not at risk of displacement from their neighborhoods. Perhaps, if nothing else, the data indicates that lower income persons are vulnerable to a loss of housing regardless of where they live, and that general economics play a large role in such outcomes. The solution, in our view, is to implement policies that protect individuals from the impacts of

² See studies cited in Footnotes 5 - 14 and corresponding discussion, below.

³ See studies cited Footnotes 15 - 21 and corresponding discussion, below.

⁴ See studies cited Footnotes 21 - 24 and corresponding discussion, below.



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life-changing events and other issues that arise that put them at economic risk of displacement. This, of course, is a broader policy discussion that we believe, as concerned developers and representatives, should be had. On the particular topic at issue here, we assert that one key way in which such policy objectives can be achieved is through permitting new mixed-income housing development that does not replace existing housing in communities with higher numbers of economically vulnerable persons.

Here, the Project would not result in direct displacement, but would rather replace low-rise commercial warehouse structures past their useful life. The Project also provides a substantial number of new covenanted affordable units (66) – more than twice the number of affordable units currently approved for the Project site (31). New affordable housing has been offered as an antidote for displacement by virtually all researchers and commenters that have addressed the issue. The Project is also located in a high quality transit corridor a short walk from a Gold Line station. The Project thus adds density and affordable housing with no displacement in a prime, high quality transit area. The Project's market units would also not be, as demonstrated by the applicant's proposed condition of approval related to Workforce housing, prohibitively expensive for working persons. The Project thus conforms with multiple critical City housing policies, and we believe it would ultimately alleviate pressure on the Lincoln Heights rental market by providing new market rate units for people moving in or moving back to the community who can afford them, and protect at-risk persons and allow low income persons who left and wish to return to do so by providing new affordable units that would be marketed to the community first.

II. Defining The Term Gentrification And The Issue of Direct Displacement

The term “gentrification” has no universally accepted definition. Review of the research literature indicates that, in its most basic form, it refers to a broad pattern of development in which upper and middle-class persons move into historically lower income areas, and bring with them new investment and development, causing neighborhood transformation. The phenomenon has been observed to occur since the late 1970s and 1980s, following a predominant international demographic shift that has continued to this day of persons with higher income and educational attainment choosing to live in urban cores within metropolitan areas over the suburbs. The broad societal drivers behind the issue of gentrification indicate that it cannot be dealt with solely by making decisions about new development, though, of course, what kind of new development gets approved makes an unquestionable difference.

III. Studies Addressing Indirect Displacement Do Not Demonstrate that it Actually Occurs in Significant Numbers in Gentrifying Neighborhoods

A handful of researchers over the last 20 years have published papers addressing the specific topic of indirect displacement in the United States and Canada. This research is notable in that none of the published literature has demonstrated that indirect displacement actually occurs in gentrifying



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neighborhoods in any measurable manner. Indeed, two survey-based studies cited below showed the opposite: that no displacement was observed to occur among interview subjects.

Instead, these studies have shifted focus away from actual displacement to individuals' *personal experiences and perceptions* resulting from transformations of neighborhood character (referred to in the literature as "social displacement"), and *perceptions* of shifting power dynamics within neighborhoods (referred to in the literature as "political displacement"). To clarify, the term "indirect displacement" as used in this letter refers only to persons actually moving out of a neighborhood, not by direct displacement, but through an ultimately unwanted choice.

One 2019 research article examined indirect displacement in New York City's Harlem neighborhood, concluding that, while no evidence of indirect displacement was found to exist, evidence did exist that indicates changing neighborhood dynamics can, in some cases, be perceived negatively by elderly long-term, low income residents.⁵

A 2016 study of the Columbia Heights neighborhood in Washington, D.C issued 217 surveys to both more recent and longstanding community members. This study was unable to find any proof that indirect displacement resulted from gentrification in the neighborhood, and even found that longstanding lower income residents favorably viewed newer development and amenities in the community, albeit for reasons that tended to differ from newer residents.⁶

Another study of a gentrifying Washington, D.C. neighborhood, Shaw/U Street, used surveys issued between 2009-2012, which found no displacement of long-term lower income residents, a fact the article attributes to "low income housing efforts" (though the study did report that some long-term residents reported feeling angst about cultural and political changes to the neighborhood).⁷

Another survey-based study of long term elderly residents in New York City's Harlem neighborhood also did not demonstrate the existence of indirect displacement, but again did demonstrate that some long term residents reported negative feelings toward change in the gentrifying neighborhood.⁸

⁵ Versey, H.S., Murad, S., Willems, P. *Beyond Housing: Perceptions of Indirect Displacement, Displacement Risk, and Aging Precarity as Challenges to Aging in Place in Gentrifying Cities*. Int J Environ Res Public Health. Vol. 16 (23). 2019.

⁶ Green, R., Mulusa, J., Byers, A., Parmer C. *The Indirect Displacement Hypothesis: A Case Study in Washington, D.C.* The Review of Black Political Economy, Vol. 44, Iss. 1-2, pp: 1-22. 2017.

⁷ Hyra, D. *The back-to-the-city movement: Neighbourhood redevelopment and processes of political and cultural displacement*. Urban Studies. Vol. 52, Iss: 10, pp: 1753-1773. 2014.

⁸ Versey, S., *A tale of two Harlems: Gentrification, social capital, and implications for aging in place*. Soc Sci Med. Vol. 214, pp. 1-11. 2018.



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Yet another study consisting primarily of interviews with 34 long term residents in the gentrifying Saint-Henri neighborhood of Montreal found that each of the test subjects felt they had secure housing – though some indicated that they knew certain people who had left the neighborhood prior to gentrification and wanted to return, but who did not believe they could do so unless they would be able to secure low income housing. Notably, some of the interview subjects in the study felt obtaining even market rate housing in the neighborhood was still within reach as compared to other, more expensive neighborhoods in the city's urban core.⁹

Other studies focus exclusively on “political displacement,” including a 2011 study that focused on Toronto’s South Parkdale neighborhood, finding that the longer-term residents studied ended up staying in the neighborhood, but also that they perceived a loss of political agency.¹⁰ A 2007 study that looked at Atlanta, Georgia, found that shifting perceptions of political influences were countered by neighborhood organizations that arose to protect the political participation of long-term residents.¹¹

One researcher has even attempted to validate the theory of indirect displacement through a philosophical effort to “reconceptualize” indirect displacement from a discussion about migration out of communities to one about the personal, ontological experiences of persons living in transformed physical spaces.¹² Similar efforts have focused far more in defining the terms of the discussion rather than demonstrating with facts the actual existence of, and scope of, the alleged problem.¹³ Even the earliest studies on the subject going back to the 1980s, when the concept of indirect displacement was first developed, include no data to demonstrate the actual existence or scope of the phenomenon.¹⁴

⁹ Twigge-Molecy A. *Exploring resident experiences of indirect displacement in a neighborhood undergoing gentrification: The case of Saint-Henri in Montréal*. Can. J. Urban Res. Vol. 23, pp: 1–22. 2014.

¹⁰ Mazer, K. M., and K. N. Rankin. *The Social Space of Gentrification: the Politics of Neighbourhood Accessibility in Toronto's Downtown West*. Environment and Planning D: Society and Space. Vol. 29 (5), pp: 822-939. 2011.

¹¹ Martin, L. *Fighting for Control - Political Displacement in Atlanta's Gentrifying Neighbourhoods*. Urban Affairs Review. Vol. 42 (5). pp. 603-628. 2007.

¹² Davidson, M. *Displacement, Space and Dwelling: Placing Gentrification Debate*. J. Ethics, Place & Environment. Vol. 12, Iss. 2, pp. 219-234. 2009.

¹³ See, e.g., Slater, T. 2004. *North American Gentrification? Revanchist and emancipatory perspectives explored*. Environment and Planning A. Vol. 36, pp. 1191-1213. 2004.

¹⁴ One of the earliest attempts (Chernoff, 1980) to first formulate concept of indirect displacement referred to the phenomenon as “social displacement,” a term that has come to be more narrowly defined as indicated above, and was not based on data, but rather theorized about the potential for the phenomenon to exist, generally. (Chernoff, M. *Social Displacement in a Renovating Neighborhood's Commercial District: Atlanta*. In *Back to the City: Issues in Neighborhood Renovation*, eds. Laska, S.B., Spain, D. at pp. 204-219. New York: Pergamon Press. 1980.) The oft cited work of Marcuse (1986) notably did not look at indirect placement as forcing people within existing neighborhoods out, but as a means of excluding new low income persons from moving in, what he called “exclusionary displacement.” (See Marcuse, P. *Gentrification, Abandonment, and Displacement: Connections*,



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We do not assert that any sense of angst, or feelings of loss of political agency that might be experienced by lower income persons in changing neighborhoods is insignificant or unworthy of consideration (*though as noted above and below, many lower income longstanding residents view neighborhood changes positively*). Rather, for the purposes of this discussion, what is noteworthy is that none of the research on indirect displacement has, despite attempts to do so, been able to demonstrate that it actually occurs in statistically significant numbers – though many of the studies referenced above do call for more research on the topic. These studies have, where they have addressed actual indirect displacement from a changing neighborhood, indicated no actual displacement – the test subjects from these studies ended up staying in their respective neighborhoods.

IV. Data-Based Studies Show Gentrification Does Not, Acting On Its Own, Lead to Large-Scale Displacement

A wide body of data-driven research indicates that gentrifying neighborhoods do not experience displacement at higher rates than similarly situated low income neighborhoods not experiencing gentrification. These data-driven studies thus, without question, undermine the notion that gentrification acting alone leads to indirect displacement in any substantial numbers.

A broad-based, data-driven study published in 2011 examined 1990 and 2000 Census Long Form data to study demographic shifts in neighborhoods that gentrified during the 1990s, which included 14.3 million households and 38.6 million individuals in the year 1990, and 16.6 million households and 43.5 million individuals in the year 2000.¹⁵ Because it was able to use individual-level census tract data, this study was able to pinpoint the demographics of in and out migration in urban areas across the country experiencing gentrification. The study concluded that, on average, the demographic changes associated with the gentrification of urban neighborhoods are not consistent with displacement and harm to minority households. In fact, taken as a whole, the study's results suggested that gentrification of predominantly minority neighborhoods created neighborhoods that were more attractive to middle-class minority households, concluding that many who fall into the category of "gentrifies" are middle class minorities wishing to return to their old community or otherwise to relocate into a diverse urban community.

The same general conclusion has been reached by numerous data-driven studies from around the country. A 2012 study used nationwide data from the American Community Survey, which allowed the researchers to identify the characteristics of households that moved both out of and into gentrifying

Causes and Policy Responses. J. of Urban and Contemporary Law. Vol. 28, pp. 195- 240. 1986.) That any rising costs of living in traditionally low income areas make it harder for new low income people to move into those areas is notably quite different than the issue here, where the topic of inquiry is whether *existing* low-income residents are indirectly forced out by new development.

¹⁵ McKinnish T., Walsh R., White T.K. *Who gentrifies low-income neighborhoods?* J. Urban Econ. Vol. 67, pp.180–193. 2010.



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neighborhoods, defined as neighborhoods experiencing a 5 percent gain in relative income to the metropolitan area. For displacement rates they calculated 2-year exit rates and modeled them as a function of neighborhood income gains controlling for a series of household lifecycle characteristics. They found that neighborhood income gains did not predict household exit rates, even among vulnerable groups.¹⁶ Again, gentrification made no difference in lower income people leaving their neighborhoods.

A 2016 study examined credit and financial data for 50,000 Philadelphia residents between 2002 and 2014. It looked in particular at what it defined as “vulnerable” residents, defined as renters with low credit scores, and found that those in gentrifying neighborhoods were no more likely to move out than those in non-gentrifying neighborhoods.¹⁷ A 2002 study of gentrification in the Boston metro area using American Housing Survey data from 1974-93 that identified “zones” of 100,000 to 200,000 individuals found no evidence that low-income households are more likely to exit the current housing unit if they are located in a gentrifying zone.¹⁸ A similar 2004 study of gentrification in New York City used data collected as part of the city’s rent regulation policy.¹⁹ The data identified 55 sub-borough areas of approximately 131,000 persons each. Identifying seven gentrified neighborhoods in Manhattan and Brooklyn, they found that low-income households in the gentrifying neighborhoods were actually *less* likely to move than low-income households in non-gentrifying neighborhoods.

In fairness, some commenters have questioned the ultimate efficacy of at least some of this data, particularly the New York City studies referenced above that looked at rental data, questioning whether using turnover rates would fully capture all types of displacement, noting also that more recent displacement may be artificially low when measuring exit rates after two decades of intense gentrification, because the most vulnerable residents may have exited earlier.²⁰ At least one study we identified did find that gentrification can lead to marginal increases in displacement, though not a statistically significant

¹⁶ Ellen, I.G., Horn, K. and O'Regan, K. *Pathways to Integration: Examining Changes in the Prevalence of Racially Integrated Neighborhoods*. Cityscape. Vol. 14 (3), pp. 33–53. 2012.

¹⁷ Ding L., Hwang J., Divringi W. Ding L., Hwang J., Divringi W. *Gentrification and Residential Mobility in Philadelphia*. Federal Reserve Bank of Philadelphia Discussion Papers. 2015. Available online: https://www.philadelphiafed.org/-/media/community-development/publications/discussion-papers/discussion-paper_gentrification-and-residential-mobility.pdf.

¹⁸ Vigdor, J. *Does Gentrification Harm the Poor?* Brookings-Wharton Papers on Urban Affairs. Pp. 133–1715. 2002.

¹⁹ Freeman L., Braconi F. *Gentrification and Displacement: New York City in the 1990s*. Journal of the American Planning Association. Vol. 70(1), pp. 39–52. 2004.

²⁰ Newman, K., Wyly, E. *The Right To Stay Put, Revisited: Gentrification and Resistance to Displacement in New York City*, Urban Studies, Vol. 43 (1), pp. 23–57. 2006.



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difference, while noting that displacement does not appear to be the primary mechanism through which gentrifying neighborhoods undergo socioeconomic change.²¹

The overwhelming majority of the data-driven research is in line with a 2011 study examining data from the U.S Census Bureau's American Community Survey, which put it like this:

The picture our analyses paint of neighborhood change is one in which original residents are much less harmed than is typically assumed. They do not appear to be displaced in the course of change, they experience modest gains in income during the process, and they are more satisfied with their neighborhoods in the wake of the change. To be sure, some individual residents are undoubtedly hurt by neighborhood change; but in aggregate, the consequences of neighborhood change ... do not appear to be as dire as many assume.²²

Thus, the studies that look at actual data all appear to find no statistically significant connection between gentrification and heightened out-migration of low income, long-term residents. The existence of this data severely calls into question the assertion that gentrification leads to indirect displacement in any broad manner – though in fairness it does not indicate that indirect displacement is totally non-existent. The data is indeed broad and imperfect. However, if nothing else, the lack of any proof of broad indirect displacement and the data to the contrary should call into question the efficacy of curbing new development and investment in changing neighborhoods, particularly where, as here, the Project does not cause direct displacement and adds substantial new affordable housing.

V. Gentrification Produces Benefits for Long-Term Residents

In addition to the sources referenced above that indicate that lower income persons in changing communities in some cases positively view neighborhood change, a number of other studies show that they experience other positive benefits as well. For example, a 2015 study from the NYC Center for Economic Opportunity in partnership with New York University's Furman Center concluded that locating affordable housing in close proximity to higher-income developments was associated with higher incomes, less violence, and greater educational opportunities for long-term residents.²³ A subsequent study published in 2016 by the same researchers regarding New York City also found improvements in a

²¹ Freeman, L. *Displacement or Succession? Residential Mobility in Gentrifying Neighborhoods*. Urban Affairs Review. Vol. 40, Iss. 4. 2005.

²² Gould Ellen, I., O'Regan, K.M., *How low Income Neighborhoods Change: Entry, Exit: and Enhancement*, Regional Science and Urban Economics. Vol. 41, Iss. 2. 2011.

²³ Dastrup, S., Ellen, I., *The Effects of Neighborhood Change on New York City Housing Authority Residents, Final Report*. 2015. Available at: https://www.abtassociates.com/sites/default/files/migrated_files/5875a19d-01c1-4e42-8235-bf83ec67bfff.pdf



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variety of neighborhood indicators within gentrifying communities.²⁴ They found that public housing developments in gentrifying tracts have lower neighborhood violent crime rates and include public elementary schools with higher standardized test scores than their counterparts in lower-income communities. The study found that residents of these neighborhoods are also more often employed, have slightly higher incomes, and have greater educational attainment levels.

A 2019 study issued by the Federal Reserve Bank of Philadelphia, which analyzed the longitudinal Census data from the 100 most populous metropolitan areas in the United States (including the City), similarly concluded that gentrification provides economic benefits to resident adults and educational benefits to resident children, who are more likely to attend and complete college.²⁵ Measuring gentrification as an increase in college-educated individuals' demand for housing in traditionally low-income inner city neighborhoods, that study found that long-term, lower income adult residents benefit from gentrification through declining poverty exposure and rising house values, while children benefit through increased opportunities to interact with persons of different backgrounds and a resultant inspiration to pursue higher educational attainment.

This data is telling and relevant, and as indicated it calls into question assertions regarding the existence and extent of indirect displacement as a real substantive issue. But we fully concede that no reasonable person could fairly conclude that the data tells the whole story. In his 2006 book *There Goes the 'Hood: Views of Gentrification from the Ground Up*, Columbia University Professor Lance Freeman took a holistic look at the experiences of long-term residents in New York City's gentrifying neighborhoods of Harlem and Clinton Hill.²⁶ He concluded that gentrification is neither entirely threatening nor redemptive for urban neighborhoods. While on the one hand, it can offer both a better life for inhabitants and new and better opportunities, it can also involve feelings of angst and loss of community and identity.

The book ends with several recommendations for how to embrace the good parts of gentrification while mitigating the negative impacts. One of the primary suggestions is to ensure that new affordable housing is also built to provide new opportunities for current and future low income residents. This is, in our minds, an appropriate view, and one we think strongly militates toward a favorable view of the Project. However, no one should harbor any delusions that the Project will either cause or solve any broader social problems. But in the midst of a City and state housing crisis where rents are already increasing, we

²⁴ Dastrup, S., Ellen. I.G. *Linking Residents to Opportunity: Gentrification and Public Housing*, Cityscape. Vol. 18 (3), pp. 87–107. 2016.

²⁵ Brummet, Q, Reed, D. *The Effects of Gentrification on the Well-Being and Opportunity of Original Resident Adults and Children*. Federal Reserve Bank of Philadelphia Working Papers. 2019. Available at: <https://www.philadelphiafed.org/-/media/research-and-data/publications/working-papers/2019/wp19-30.pdf?la=en>

²⁶ Freeman, L. *There Goes the 'Hood: Views of Gentrification from the Ground Up*. Philadelphia: Temple University Press. 2006.



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believe approving new market rate and affordable units near transit that results in no direct displacement should be embraced as part of the solution, not part of the problem.

VI. Conclusion

A broad body of research on the topic of gentrification indicates that indirect displacement is an unproven theory unsupported by empirical data. More than that, the concept of indirect displacement is called into question by a variety of data-driven studies demonstrating that gentrification does not cause any statistically significant increase in displacement. In addition, a growing body of research points to the conclusion that neighborhood change produces positive life outcomes for lower income persons living in such neighborhoods – including higher educational attainment, higher incomes, and less crime. None of this is to suggest that gentrification does not present challenges and difficulties for long term residents in changing communities, only that claims of “indirect displacement” must be placed in a proper context as claims that lack any form of empirical support and have significant countervailing considerations. Here, where the Project at issue adds significant new affordable housing – more than twice the amount of the currently approved entitlement – does not displace anyone within a neighborhood identified as gentrifying, and provides other conditions to benefit local businesses, we believe the Project represents the kind of new development the City and the Commission should support.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Jerry Neuman'.

Jerry Neuman

A handwritten signature in blue ink, appearing to read 'Andrew Brady'.

Andrew Brady

cc. Debby Kim (debby.kim@lacity.org)
Gerald Gubatan (gerald.gubatan@lacity.org)
Jose Rodriguez (jose.a.rodriguez@lacity.org)
Lisa Webber (lisa.webber@lacity.org)
Michelle Carter (michelle.carter@lacity.org)
Oliver Netburn (oliver.netburn@lacity.org)



Planning CPC <cpc@lacity.org>

Lincoln heights apt on ave 34

Eric Tomassini <eric.tomassini@gmail.com>
To: cpc@lacity.org

Sun, Oct 4, 2020 at 5:48 PM

To whom it may concern,

I am writing to voice my concern for the proposed apartment complex on Ave 34. I live on Avenue 33 and care deeply about the people in this neighborhood. The site has environmental concerns that need to be taken seriously and researched. Before any proposals are approved we deserve to have a full soil and environmental report to properly understand the impact.

I support the appeal to stop the Ave 34 proposed apartment development of 468 units in Lincoln Heights. Please stop this project.

Thank you,

Eric Tomassini

Los Angeles Times

LOCAL

LOCAL

U.S.

WORLD

BUSINESS

SPORTS

ENTERTAINMENT

HEALTH

STYLE

TRAVEL

OPINION

SHOP

L.A. NOW

POLITICS

CRIME

EDUCATION

O.C.

WESTSIDE

NEIGHBORHOODS

ENVIRONMENT

DATA & MAPS

LOCAL PLUS



MAPPING L.A. > EASTSIDE

Lincoln Heights

35

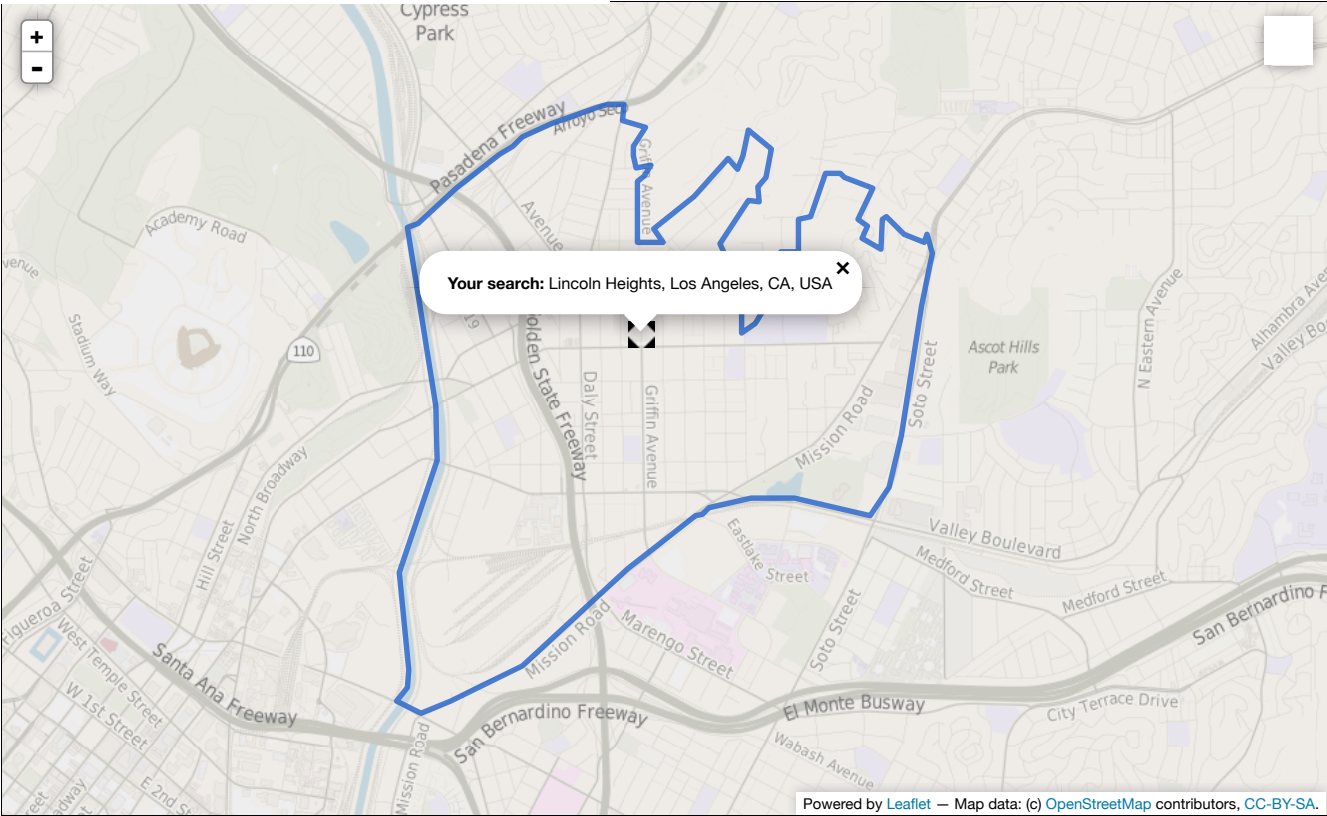
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PROFILE

CRIME

SCHOOLS

COMMENTS



Sections: [Population](#) [Ethnicity](#) [Income](#) [Education](#) [Age](#) [Housing](#) [Families](#) [Military](#) [Ancestry](#)

Population

- **26,616** population in 2000, according to the [U.S. Census](#)
- **29,637** population in 2008, based on [L.A. Department of City Planning](#) estimates.
- **2.51** square miles
- **10,602** people per square mile, **about average** for **the city of Los Angeles** but

Lincoln Heights is a neighborhood in the city of [Los Angeles](#) in the [Eastside](#) region of Los Angeles County.

The neighboring communities are [Boyle Heights](#), [Chinatown](#), [Cypress Park](#), [Downtown](#), [El Sereno](#), [Elysian Park](#), [Elysian Valley](#), [Highland Park](#), [Montecito Heights](#) and [Mount Washington](#).

[About this project »](#)

advertisement

among the highest densities for the county

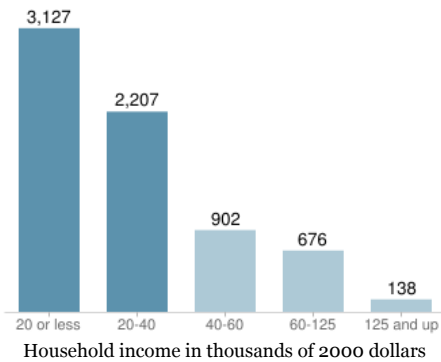
Ethnicity

- The percentages of **Asian** and **Latino** people are high for the county.
- **Not especially diverse** for the **city of Los Angeles** but **moderately diverse** for the county



Income

- **\$30,579** median household income (2008 dollars), **low** for the **city of Los Angeles** and **low** for the county
- In Los Angeles County, **Downtown, University Park** and **Chinatown** have the most similar household incomes.
- The percentages of households that earn **\$20,000 or less** and **\$20,000 to \$40,000** are high for the county.



Find Your Neighborhood

Search by address

Select a neighborhood

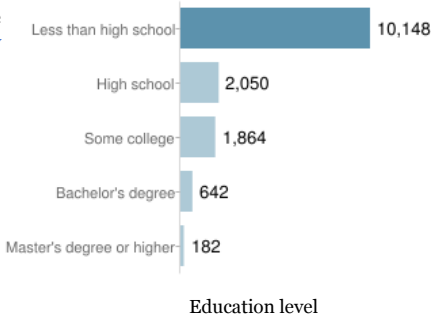
Select a region

Select a ranking

[The complete list »](#)

Education

- **5.5%** of residents 25 and older have a four-year degree, **low** for the **city of Los Angeles** and **low** for the county
- In Los Angeles County, **Baldwin Park, Lake Los Angeles** and **West Whittier-Los Nietos** have the nearest percentage of residents 25 and older with a four-year degree.
- The percentage of residents 25 and older with **less than a high school diploma** is high for the county.



Crime L.A.

CRIME ALERTS

VIOLENT CRIME

Sherman Oaks

Tarzana

Green Meadows

Arlington Heights

PROPERTY CRIME

CRIME RANKINGS

VIOLENT CRIME

1. Chesterfield Square

2. Vermont Vista

3. Vermont Knolls

4. Harvard Park

5. Broadway-Manchester

PROPERTY CRIME

1. Elysian Park

2. Fairfax

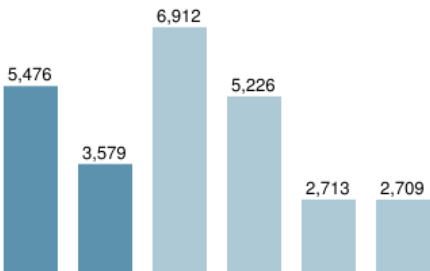
3. Beverly Grove

4. Playa Vista

5. Rancho Park

Age

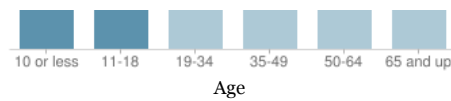
- The median age is **27**, **young** for the **city of Los Angeles** and **young** for the county
- In Los Angeles County, **Arleta, Inglewood** and **Norwalk** have similar median ages.
- The percentages of residents ages **10 or younger** and **11 to 18** are among the county's highest.



About This Project

Lincoln Heights is one of the 272 neighborhoods in [Mapping L.A.](#), The Times' resource for [crime](#), [neighborhoods](#), demographics and [schools](#).

[More about Mapping L.A. »](#)



About The Data Desk

This page was created by the [Data Desk](#), a team of reporters and Web developers in [downtown L.A.](#)

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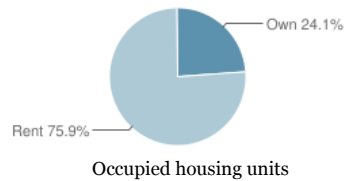
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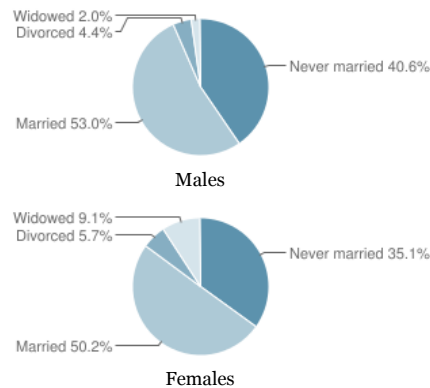
Housing

- Average household size of **3.6** people, **high** for **the city of Los Angeles** and **high** for the county
- **Unincorporated Catalina Island, Veterans Administration** and **Westlake** have the most similar percentage of homeowners in Los Angeles County.



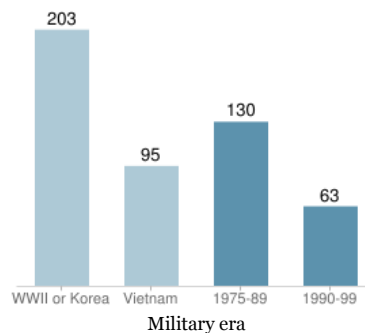
Families

- The percentages of **never married males** and **never married females** are among the county's highest.
- There are **1,122** families headed by single parents. The rate is **19.5%**, **about average** for **the city of Los Angeles** but **high** for the county



Military

- There are **500** veterans, or **2.8%** of the population, **low** for **the city of Los Angeles** and **low** for the county overall
- The percentages of veterans who served during **1975-89** and **1990-99** are among the county's highest.



Ancestry and immigration

- **Mexican** (58.0%) and **Chinese** (16.3%) are the most common ancestries.
- **14,853** (55.8%) of residents are foreign born, **high** for **the city of Los Angeles** and **high** for the county. **Mexico** (57.0%) and **Vietnam** (16.9%) are the most common foreign places of birth.

Source: Census 2000, SCAG, Los Angeles Department of City Planning

Lincoln Heights Avenue 34 Project – Bad Planning Work and a Whiff of Jose Huizar

TONY BUTKA / 05 OCTOBER 2020



TOOLS

 PRINT

 EMAIL

EASTSIDER-*Newsflash: This post is being submitted early, because the meeting of the Planning Commission on this Project is scheduled for Thursday October 8, at about the time the article would normally post online. Thought the Planning Commission could stand a reality check before they vote.*

The ghost of Jose Huizar just won't go away, and some of his folks look to be involved in the Avenue 34 Project. Here's what we know, what we think, and what we are investigating with the wonderful people who live there who are fighting back.

Arturo and Friends

One key player in this project is Arturo Gonzalez. I remember him from 2011-2012 at the El Sereno Neighborhood Council meetings. The big subject then was a "Special Fund" for Jose Huizar, called CLARTS.

While many elected officials have control of special funds in their District, this one generated a lot of money -- up to \$1 million dollars in a single year at one point. And back in the day, Huizar's Chief of Staff, Anna Cubas, showed up in El Sereno to flatly refuse to discuss the fund or provide any information. Not to mention Arturo Gonzalez lurking in the background.

This was a time when Arturo was Huizar's District Director for the area. The reason this is important is we found out that, in fact, Arturo was using over a million dollars from that fund to **pay for Huizar's staff**, instead of helping out the community. For the best analysis of all this, check out a post in the blog MayorSam, which you can find [here](#). It's illuminating.

Another good source is a *LatinoPolitics.com* blog post [here](#). _

Arturo has had a long run in Northeast LA, and folks are quite aware of his style of politics. So, let's see what he's been up to lately. Furthering the Huizar theme, during that same time frame, Arturo had a buddy named George Magallanes, who started as a Jose Huizar staffer for Boyle Heights.

Arturo & Avenue 34

Remember, the Avenue 34 project has been going since 2016 with two different developers, but the same (kinda sorta) project. As someone pointed out to me, during this same time frame, God's Gift to the Eastside, Jose Huizar, was in full bloom.

Looking into recent events, Arturo Gonzalez and his company, Urban Strategy Group, Inc., were fined a total of \$30,000 for failure to register and report as a lobbyist from the first quarter of 2017 through the third quarter of 2018. A time when the project was active under the first and second developers' proposals.

What is interesting about the Ethics Commission action is that in the Stipulation and Order itself, we find the following tidbit:

From August 2015 to mid-2017, Gonzalez complied with the MLO's registration and reporting requirements. In late 2017, USG changed its business model, intending to focus on event planning, which they believed would limit their lobbying activities to a level that did not require registration or reporting. USG said they attempted to disengage themselves from lobbying work by providing only general assistance to clients who had separately employed registered lobbyists.

A quibble with the Ethics Commission -- as a part of a stipulated settlement, the Commission makes absolutely no mention of the parties involved in the dispute in question, leaving the public in the dark. As of this writing, they have not responded to a request I made last week regarding this Order.

We now know what the new business model turned into, and it absolutely relates to the Avenue 34 Project. At the last hearing, I was informed that people were being paid to testify on behalf of the project. For something like \$100 a pop. Well, guess what? Through another front, this one called avenue-34.com (<https://www.avenue-34.com/>) we find the following greeting:

"Avenue 34*The Avenue 34 Project is a new development in Lincoln Heights that is Gold-Line adjacent and provides housing and open space."*

And thanks to the sleuthing work of the Lincoln Heights community, we now know that the site is really none other than a front for Arturo Gonzalez and his sidekick, George Magallanes. It appears that the new business model of "one step removed from lobbying" work means holding community outreach events, like Avenue -34.com's Zoom Community meetings regarding the project.

While I'm still looking for the proof, it seems as though the people who show up to the community events have their information forwarded over to Bridge DTLA, so that they can be contacted later and urged to testify in favor of the project in exchange for \$100, advertised as:

"ALSO - if you need a \$100 hardship fee, we need to know that as well. Please use the google form here - "

If you check out Bridge DTLA, they just happen to have DLA Piper as a client. Like Andrew Brady, the project's attorney. Why does all this smell like a Huizar clone?

And oh yes, just to close the circle, there's the matter of a Joint Tax Credit Committee Allocation Application by the City of Los Angeles and none other than R-Cap Avenue 34, LLC. No bid. For \$851,827. Co-signed by Timothy Elliot, Community Housing Program Manager. With the applicant contact information listed as Kevin Ratner, *in a joint venture with parent company Avenue 34 Development LLC*.

Sheesh!

To this point, we have looked at the political insides of the road to a Directors Determination on the Avenue 34 Project, which is currently under appeal with the Planning Commission.

I think there is enough in our trail of breadcrumbs to warrant an external Agency such as the FBI to drill down into the matter. They have the resources and are already familiar with Jose Huizar and his progeny.

How Did the Planning Department OK This Project?

Shifting from the political to the technical process of the LA City Department of Planning, I am amazed that the Project was given a green light. Although I have an idea how.

As an outsider, it seems to me that planning approvals in LA are entirely between the Planner and the developer juggernaut team of god knows what industry insiders. For example, looking at the California Tax Credit Allocation Committee Application, we see the following LLC's and the like who are involved in this project:

Applicant: r Cap Avenue 34, LLC inn a joint venture with Avenue 34 Development LLC

General Partners: Avenue 34 Development LLC or affiliate, and RCC MGP LLC, on behalf of

Riverside Charitable Corporation

Contact: The Pinyon Group

Development Team Members: We have in addition to the above: KFA, LLP; Bocarsly, Emden, Cowan, Esmail & Arndt, LLP; Bedrnards Builders Inc; Partner Energy; Cohn Reznick; PNC Real Estate; Novogradac & Company LLP; CSCDA, and Alliance Communities Inc

Not to mention Arturo's Union Strategy Group, lobbyists like avenue-34.com, Bridge DTLA, and of course, the giant law firm DLA Piper.

If a normal person like me tried to fight all these insiders I would end up like the proverbial bug splattered on the windshield. No chance. Nada.

So to me what this all means is that, with no public input, the Planner and the developer team go through an iterative (in theory) process of filling in all the blanks to fit a Directors Determination. When it's done, it's rock & roll, and build away.

However, in this case, based on the factual context of the current Directors Determination, and the information on the project provided in last week's article, it is hard for me to believe that the current Planning Department has enough internal checks and balances to provide an objective Directors Determination.

While I am an outsider, I am capable of reading, and It seems patently evident that the Planning Department's Determination on the Avenue 34 Project was rife with factual errors and omissions. So I would like to see what if any controls the Planning Department has to review a Determination before it ever goes out, in order to determine if it is solid or a bunch of horse pucky. Before rubber stamping it.

For example, I do not think that the DTSC (Department of Toxic Substances Control) ever cleared this project. In fact, in an email to Michael Hayden last month, an Environmental Scientist confirmed that the water flow from the toxic Welch's site indeed flows to the southwest, under the proposed Project. Further, that information is publicly available here.

DTSL also indicated that they are not currently involved in regulatory oversight of the addresses in the Proposed Project. So what was the Planning Department doing?

I may be wrong, but in terms of process I see no provision for the Planning Department to call for

a public hearing so that the community can weigh in prior to finalizing any Determination. With such a huge luxury development that seems like a denial of basic due process to the very community who will have to live with what is built where they live.

Looking at all the players involved in this project, if this Project is legal, we need a new dictionary definition. Or maybe it's another one of those "only legal in the City of Los Angeles" specials.

The Takeaway

I don't pretend to be a Planning Department maven. I leave that to CityWatch colleague Dick Platkin, who spent his career as an LA City Planner. But I must echo his conclusion that the LA City Planning process is broken. Badly.

How many Determinations are actually appealed? I'm guessing not many.

And looking at just this tip of the iceberg that the Lincoln Heights Community has been able to unearth in a very short period of time, it looks like the ghost of Huizar is all over this project. Former staff, developers, architects, project lawyers, community outreach folks, and lobbyists all linked to greater or lesser degree. Just like the litany of players in the Tax Credit Joint Application.

I certainly don't have the resources and skill set to pursue this project to its end, but I would urgently suggest that the LA City Planning Commission grant the appeal before it, unless they want to look like a bunch of shills for developers.

I'd like to thank all the community activists who have helped me on this journey in doing the right thing -- like a number of individuals from Lincoln Heights, and the Lincoln Heights Neighborhood Council Land Use Committee who have had a heck of a time with outsiders.

And the blog *LincolnHeightsIntel*, that organized and has produced 3000 signatures in opposition to this project. That's right. They've organized more people than probably bothered to vote in Jose Huizar's last election.

Here are a couple of links to Facebook. Check them out.

Absent their ability to help organize the Lincoln Heights community and pushback by partnering with people who had access to folks who actually do know the process, this project would have been final, based on the terribly flawed Directors Determination.

And they had to scramble to come up with the money to file and mount an appeal with the City

Planning Commission.

I understand the Planning Commission consists of political appointees of Mayor Eric Garcetti, but however they got there, please, please, do the right thing on the proposed Avenue 34 Project. Grant the appeal, and it wouldn't be out of order to publicly spank the LA Planning Department for shoddy work which would make an actual neutral third-party cry.

I also urge Gil Cedillo's office to man up, follow up this letter, and urge the Commission to grant this appeal. This Determination really smells.

(Tony Butka is an Eastside community activist, who has served on a neighborhood council, has a background in government and is a contributor to CityWatch.) Edited for CityWatch by Linda Abrams.

FIX THE CITY

CORRECTED LETTER FOR TYPO

September 30, 2020

Via Email:

Nicholas.Hendricks@lacity.org, James.K.Williams@lacity.org

RE: OPPOSITION TO DIR-2019-6048-TOC-SPR-WDI-ENV-2016-273-MND-REC1

Dear Mr. Hendricks and CPC Members:

It is my understanding that this project was denied by CPC and sent back for more community outreach. Fix the City wishes this letter of opposition to be included in the record for this project. We respectfully address the following concerns regarding both the TOC requests and reliance on an MND (for a different, earlier project) for such a massive project.

A FULL EIR IS REQUIRED

In the name of environmental justice, this community deserves to have the full disclosure and analysis of adverse environmental impacts as promised to all Californians through the preparation of a full EIR that in particular, addresses the issues of toxic contamination, public safety (level of service including response time and staffing) for LAFD and LAPD, and the impacts on the narrow local street system..

Please provide a definition or standard by which the City determines whether infrastructure and emergency services are adequate.

ENFORCE THE LABOR STANDARD

The Planning Department has failed to enforce Measure JJJ's Labor Standard (Section 5) by granting discretionary incentives that were not authorized by JJJ and only available through Section 5, which requires compliance with the Labor Standard and training and local hires. The discretionary/additional incentives approved for this project are only available to Section 5 projects under Section 5(e).

Fix the City calls upon CPC to enforce the Labor Standard for this project, including the training program for local hires. In the name of social justice, the good jobs and prevailing wage promised by JJJ must be provided to East LA. This project could bring hundreds of good jobs to East LA. But it is not in compliance with the Labor Standard of JJJ (Ordinance No. 186483).

JJJ DID NOT AUTHORIZE TOC TIERS

The calculation of increased FAR and density for TOC projects is required to be determined by **the base zone and density** (LAMC 12.22 A31(b)(2)(i) and **not** TOC Tiers. TOC Tiers are based on distance from major transit stops and not as the

FIX THE CITY

Initiative requires, on the base zone and density. Therefore, the entire calculation of base incentives was unlawful and must be revised. The revision will require basing increased density and FAR on base zone and density, and hopefully, require a much larger amount of affordable housing than currently required.

JJJ DID NOT AUTHORIZE DISCRETIONARY/ADDITIONAL INCENTIVES FOR TOC

JJJ Section 6 is limited to two or three ministerial incentives “described herein” in the Initiative ((LAMC 12.22 A.31(b)): 1) increased density, 2) increased FAR, and 3) reduced parking. CPC lacks authority to augment those incentives by approving discretionary incentives that were not described herein and not approved by the voters. The approval of additional/discretionary incentives not described herein violates City Charter Section 464(a).

Only the voters can modify TOC incentives. However, “discretionary” or “additional” incentives can only lawfully be accomplished through Section 5 of JJJ, which requires a public notice, public hearings, established findings and robust environmental scrutiny.

Relief from the City’s **Transitional Height Ordinance** was not approved by the voters in JJJ. Therefore, approval of the TOC Guideline Transitional Height requirement for this project is unlawful and in violation of City Charter 464(a).

Likewise, approval of RAS3 yards was NOT included in JJJ Section 6. Therefore, this approval must be rescinded.

Fix the City urges CPC to deliver the promise of JJJ to deliver more affordable housing, not token amounts, and by enforcing the Labor Standard for any project seeking discretionary/additional incentives.

Sincerely,

Laura Lake

Laura Lake, Ph.D.

FIX THE CITY



Planning CPC <cpc@lacity.org>

Dir- 2019-6048-toc-spr-Edith-1a

hilary madrigal <hilarylashes@yahoo.com>
To: cpc@lacity.org

Mon, Oct 5, 2020 at 9:15 PM

dear whomever this concerns. My name is Hilary Camarillo. I am opposing the Lincoln heights ave 34 apartments. I am strongly against it.

[Sent from Yahoo Mail for iPhone](#)



Planning CPC <cpc@lacity.org>

Oppose the Pinyon Avenue 34 project

Iseldafig94 <iseldafig94@hotmail.com>

Mon, Oct 5, 2020 at 8:54 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Hello,

I want this letter to reach the hands of those that have the aptitude to see the destruction of the many lives and memories of the Lincoln Heights community.

Case #: DIR - 2019-6048 -TOC- SPR - WDI - 1A

I oppose the Lincoln Heights Ave 34 Luxury Apartment Complex Units.

Thank you,

Iselda Figueroa



Fwd: Letter of Objection to the Proposed Project at Pasadena Avenue and Avenue 34

John Aguilar <thecult.1@sbcglobal.net>
To: cpc@lacity.org, gilbert.cedillo@lacity.org

Mon, Oct 5, 2020 at 5:41 PM

October 5, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.

Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Sincerely yours,

Juan Carlos Aguilar
Concerned Resident



135 Avenue 34 Proposed Project

Joshua Camacho <j.camacho1999@yahoo.com>

Mon, Oct 5, 2020 at 3:45 PM

To: "gilbert.cedillo@lacity.org" <gilbert.cedillo@lacity.org>, "cpc@lacity.org" <cpc@lacity.org>, "gerald.gubaton@lacity.org" <gerald.gubaton@lacity.org>, "jose.a.rodriguez@lacity.org" <jose.a.rodriguez@lacity.org>

DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1

Good Afternoon,

My name is Joshua Camacho and I am a resident of Lincoln Heights. I live on West Avenue 34, directly across from the proposed project on [135 Avenue 34](#). As someone who lives on the street, and has been a lifelong resident here in the NELA area, I don't see how this project brings anything to the neighborhood except for gentrification, a displaced community, rent levels increasing, etc. How does this project benefit anybody in the neighborhood? Isn't that what should matter. Not only will this project destroy this neighborhood, but the amount of actual low income units is absolutely ridiculous. We are living in the city with one of the worst homelessness problems in the world, yet it seems like nobody in the city cares. How in the world do projects like this even get considered in low income areas when their main goal is just to capitalize and make as much money as they can. If this project gets approved it just goes to show how little the city of LA cares about their residents, it shows how flawed our corrupt system is, and it shows the true colors of every single person that works in city planning. Not only does this project not benefit our community, it just doesn't make sense at all either. This project just has so many red flags with the poisonous grounds, the driveways being on Ave 34 towards Artesian (probably one of the smallest streets in Lincoln Heights), the amount of parking spaces not even equaling half of the amount of units, and pretty much just about everything else. Oh yeah and did I forget to mention that only 14% of the units will be low income? Please tell me how that makes sense when the median combined annual household income is only \$39,000 in Lincoln Heights. Any sane person that works for the City of LA or city planning knows that this is not what is right for our neighborhood, and that this is only for a profit. Please help us and stop this inhumane project.



Planning CPC <cpc@lacity.org>

Letter Of Protest to the Proposed Project At Pasadena Avenue And Avenue 34

Jasmine Hernandez <hernandez.jasmine87@yahoo.com>

Mon, Oct 5, 2020 at 5:47 PM

To: "gilbert.cedillo@lacity.org" <gilbert.cedillo@lacity.org>

Cc: "mlucy.la38@yahoo.com" <mlucy.la38@yahoo.com>, "cpc@lacity.org" <cpc@lacity.org>

October 5, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**Sincerely yours,
Jasmine Hernandez
Concerned Resident



proposed apt on Ave 34

Ave 33 Farm <ave33farm@gmail.com>

Sun, Oct 4, 2020 at 5:26 PM

To: "cpc@lacity.org" <cpc@lacity.org>

To whom it may concern,

I am writing to voice my concern for the proposed apartment complex on Ave 34 in Lincoln heights. I run a neighborhood farm on Avenue 33 and the air quality and local watershed is extremely important to my business. The site has environmental concerns, a full soil report is needed to fully understand the complexities of building on this particularly toxic site.

I support the appeal to stop the Ave 34 proposed apartment development of 468 units in Lincoln Heights. Please stop this project.

Thank you,

Avenue 33 Farm

Jackson Hunnewell



Planning CPC <cpc@lacity.org>

Opposing Avenue 34 project

Joana Laguna <johanal894@gmail.com>
To: cpc@lacity.org

Tue, Oct 6, 2020 at 12:38 AM

Hello my name is Joana Laguna and i've lived in Lincoln Heights for 12 years, and I opposed the construction happening on Avenue 34.



Lincoln Heights

jenny o. <dearjennyo@gmail.com>
To: cpc@lacity.org

Mon, Oct 5, 2020 at 10:59 AM

Hi!

I'm writing to voice my opposition to building luxury apartments on Ave 34. This neighborhood is a quiet Los Angeles treasure and it must be preserved. We so often see neighborhoods gentrified and multi-generational families displaced - here is a moment where we can stop it from happening. A fraction of these spaces are symbolically designated as low income, but this is untrue- the proposed rents are in alignment with inflated market rents that require median-income. This does not help families or local residents, it will simply move others in, congest the roads and drive up rent for homeowners in Lincoln Heights. Additionally, it will drudge up the decades-old toxic waste that lies under this land (hodgkins lymphoma type stuff!)

Lastly, save our beautiful green hillsides which benefit all of LA. The fact that every hillside in LA hasn't been developed keeps this town wonderful and livable. As a resident yourself, I'm sure you agree.

Thank you for reading.

Sincerely,
Jennifer Ognibene
LA resident



Lincoln Heights opposed the luxury development at Avenue 34 and

Jossef Virgen <jossef27virgen@gmail.com>

Wed, Sep 23, 2020 at 12:28 AM

To: "cpc@lacity.org" <cpc@lacity.org>

To the City Planning Committee,

I'm writing to you as a Latino resident of Avenue 28 in Lincoln Heights and a voter, to ask you to stop the gentrifying project of The Pinyon Group at Avenue 34 and Pasadena Avenue.

The proposed development sits on ground poisoned by an old facility and construction will release chemicals into our neighborhood. As if COVID-19 and the stress of our lives weren't enough. I don't have money to pay for cancer treatment (and neither do my neighbors— isn't the median income of Lincoln Heights something like ~35,000\$ a year?). These chemicals can also cause birth defects and organ damage. This is reminding me of the Battery plant poisoning Boyle Heights.... environmental racism left unchecked to harm our city's poorest.

We need a new environmental report on the impact of this development BEFORE our children get sick, before our elders do. Do not wait until it's too late. Be here for us.

I also want to say... how can Lincoln Heights handle a development of 1500 or so people, when we are struggling to hang on with the massive influx of "house flippers" and luxury apartments already happening (Ave 29 those purple houses???? The big development on Broadway!) it's almost like you want to curse us with an Orsini of our own. I heard they're only providing parking for a fraction of their residents, saddling us, their neighbors with the gas fumes and parking pressure of their overflow. No wonder they didn't want us to have a public hearing on it.

I reject this development. I reject the gentrification of Lincoln Heights. Stand up for Angelenos and stop this project. Keep us safe.

Thanks for listening,
Jossef Pozos Virgen



Planning CPC <cpc@lacity.org>

Neighbor in support of project: DIR-2019-6048-TOC-SPR-WDI-1A

Keith Gmail <keithwshapiro@gmail.com>

Tue, Sep 29, 2020 at 4:47 PM

To: cpc@lacity.org

Cc: Gilbert.Cedillo@lacity.org

Dear Planning Commission,

I live up the street on Griffin Ave and I fully support the project at Avenue 34 and Pasadena. It would be great to have more affordable housing and more places we can walk to for eating and shopping. The train is a great resource and when COVID subsides this seems like a smart use of inner-city infill space. I understand my neighbors fears and concerns, but I don't see this project displacing anyone. The eyesore empty lot there now isn't doing anything for anybody!

Thank you,

Keith Shapiro
Griffin Avenue



Planning CPC <cpc@lacity.org>

Opposition of Pinyon Group Development

Kate Wolf <kaylameloni@gmail.com>

Mon, Oct 5, 2020 at 10:24 AM

To: cpc@lacity.org, gilbert.cedillo@lacity.org

Dear Council member Cedillo and the Planning Department of Los Angeles,

I am extremely disheartened to hear about the proposed development of the Pinyon Group in Lincoln Heights at the former site of Welch's Industrial Cleaning Plant and I writing to voice my strong opposition. Not only is this development completely out of step with the current scale and demographic of the neighborhood, it also will likely expose longtime residents, especially children, to harmful pollution and health affects. The development offers only 14% low income housing in a neighborhood where the median income is \$39,000 a year. This is a brazen encroachment on the day to day quality of life of longtime residents of the neighborhood, and flouts any consideration of the historic continuity of architectural scale in one of LA's oldest enclaves.

I am especially disappointed by your work, Council Member Cedillo. You seems to do so little to keep the residents of your jurisdiction protected and in their homes. With homelessness increasing by the day in Los Angeles and a high percentage of hotels and luxury housing developments in downtown remaining empty, approving this project is reckless, irresponsible, and morally questionable.

We must seek elected officials who will keep the interests of the actual residents of their districts in mind, and act in their best interest. Over your tenure, Council Member Cedillo, I do not believe you have done this. Council district 1/congressional district 34 is one of the most progressive in the country and we will be happy to vote for another representative who actually represents and acts in our best interests and beliefs when the time comes.

Best,
Kate Wolf
5210 Monte Vista St
Los Angeles, CA
90042



Planning CPC <cpc@lacity.org>

135 Avenue 34 Proposed Project

That's Nice <libin4423@gmail.com>

Sat, Oct 3, 2020 at 12:35 AM

To: cpc@lacity.org, gilbert.cedillo@lacity.org, gerald.gubatan@lacity.org

DIR-2019-6048-TOC-SPR-WDI-1A

ENV-2016-273-MND-REC1

Hello,

My name is LiBin Jian. I am a resident of 2103 Hancock Ave and I am emailing today to express my disapproval regarding the proposed development project on Avenue 34 in the Lincoln Heights community.

As a friend of someone who lives in the neighborhood, this project will affect me because my friend would be negatively affected by this project. In addition, this project will be creating significant housing and displacement issues in the community. The median combined annual household income in Lincoln Heights is \$39,000. This makes even the low-income apartments out of reach for many in our community.

Given my points above, I demand you listen to community feedback and halt this project before it can do any damage to the people of Lincoln Heights.

Sincerely,
LiBin Jian



Planning CPC <cpc@lacity.org>

Ave. 34

Lilia Lopez <lopezl@pacbell.net>
To: "cpc@lacity.org" <cpc@lacity.org>

Mon, Oct 5, 2020 at 4:41 PM

No to the Ave. 34 project. I am against this project because everyone here already suffers from ill health from pollution and overcrowding. Hillside school is too close and a danger to our kids. Increase in car accidents. Too much traffic from the 5 & 100 Freeways.

Thank you.
Lilia Lopez



re: Proposed Apartment Complex at Pasadena Avenue and Avenue 34

Lucy M <mlucy.la38@yahoo.com>

Mon, Oct 5, 2020 at 5:37 PM

To: "gilbert.cedillo@lacity.org" <gilbert.cedillo@lacity.org>, "cpc@lacity.org" <cpc@lacity.org>

October 5, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: Proposed Apartment Complex at Pasadena Avenue and Avenue 34

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.

Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Sincerely yours,

Lucy Moreno
Concerned Resident



submission for DIR-2019-6048-TOC-SPR-WDI-1A

Lincoln Heights Intel <lhtshq@gmail.com>

Sun, Oct 4, 2020 at 1:44 AM

To: cpc@lacity.org

Dear Commissioners,

This Letter is in reference to DIR-2019-6048-TOC-SPR-WDI-1A the 468 unit TOC project in Lincoln Heights CD1 by developer Pinyon Group.

This just happened today 9/30 at noon. re: Lobbyist Arturo Gonzalez of Urban Strategy Group:

AVE 34 Lobbyist Arturo Gonzalez of USG Urban Strategy Group (ex Huizar & Ed Reyes) is cruising Lincoln Heights right now lying to residents about the contaminated Ave 34 Pinyon site and chatting up residents saying the TOC projects good because "they're gonna kick all the homeless out". He even said "people don't trust developers now b/c of Huizar!" !! Ave 34 Pinyon Group hired lobbyist ARTURO GONZALEZ of Urban Strategy Group- most likely sent by Ed Reyes. He's driving around Lincoln Heights in a luxury car telling residents that the site is not polluted & "the development will get rid of homeless people!" Gonzalez was most recently cd-14 HUIZAR's District Director for downtown and Ed Reyes Senior advisor. He was just fined \$15,000 for ethics violations in JUNE. He is Currently not registered to Lobby with the Ethics commission.

Pinyon has most recently employed USG to lobby on behalf of Ave 34 development in addition to Andrew Brady of DLA Piper. However, Arturo Gonzalez has never identified himself to the public as a paid lobbyist. He's been sending people invitations to Ave 34 developer sponsored "community meetings" . and emails that never identify his paid role or the Developers name. under the auspices of being a "community member". This developer, Pinyon/ Robert De Forest/ Kevin Ratner paid callers to call in against our community on our city planning hearing on 8/13. A caller confessed on tape. Also, a few months ago, Developer Robert DeForest of Pinyon group and Kevin Ratner of Forest City West were both appointed Vice President of the Lincoln Heights Industrial BID . so that's how they're gonna "get rid of the homeless" !

Also , we would like to mention that there are plans for a Bar which is depicted in the site plan PDF which the community opposes. (this was brought up on their developer sponsored "community meeting" on 9/23 linked below). The developer denies the existence of this Bar which is also on this recording. Pinyon Group also admits that they have failed to reach out to Hillside Elementary School directly across the street from the proposed site. They also denied that they paid callers which is untrue.

Here is the link to the audio recording with timestamps to the aforementioned events:

https://youtu.be/KsPvJuXZY_E

- *Question about Developer never having contacted Hillside elementary 30:00
- *Question about Paid Caller 1:06:50
- *Question and denial of the existence of Bar/ Lounge on AVE 34 site plan 1:20:17
- *Question about the involvement of Arturo Gonzalez 1:42:36

Also the previous owner of this toxic land and current investor Eric Ortiz paid Gil Cedillo. please see attachments.

On behalf of our community-
We appreciate your time
Lincoln Heights Intel

Avenue 34 Development Virtual Community Meeting

Arturo Gonzalez <r2row22@yahoo.com>

to +

Good morning,

Please join us today from 6pm to 8pm for a virtual community meeting to discuss the proposed Avenue 34 project. You recently expressed interest in finding out more about the project and the community amenities that the proposed development will offer to the community of Lincoln Heights.

Attached is the flyer that will allow you to connect so that you can participate in the virtual community meeting via Zoom or your cell phone..

If you have any questions, please call Arturo Gonzalez at 818-397-4205.

Thank you.

Buenos dias,

Le invitamos a que participe a una reunion comunitaria virtual sobre el propuesto proyecto habitacional de la Avenida 34 de 6 pm a 8pm. Recientemente usted y su familia expreso interes sobre el proyecto, y los beneficios a la comunidad que el propuesto proyecto ofrece a la comunidad de Lincoln Heights.

Por favor ves el volante informativo y la informacion que necesita para participar el la reunion comunitaria virtual por Zoom o en su telefono celular..

Si tiene alguna pregunta por favor llame a Arturo Gonzalez al 818-397-4205

Gracias

Wed, Sep 23, 8:28 AM (11 days ago)

☆ ↶ ⋮



New Message

⌵ ⌵ ⌵



EXECUTIVE DIRECTOR, ARTURO GONZALEZ

Arturo Gonzalez is a veteran of Los Angeles City government having worked for five councilmembers over the last two decades. His service has given him extensive city, county



and state government contacts and he has attained a thorough understanding of what it takes to successfully work with elected, business, communities and faith-based organizations.

In addition to serving in local government, Arturo's experience in radio and network television honed his

In his early career Arturo worked for the Southwest Voter Registration and Education Project where he supervised a six-state region of the western United States. He was responsible for organizing 22 voter registration projects resulting in the registration of over 18,000 new voters.

Arturo served as Councilman Huizar's District Director for Downtown. He was responsible for the implementation of the councilman's community agenda and supervised all community and special events held within the district. His focus was addressing and resolving all constituent concerns related to general and quality of life issues. Arturo used his many contacts and resources to implement numerous successful community improvement programs.

Arturo ended his tenure with the City with Councilman Reyes where he served as the Councilman's Senior Advisor. His extensive knowledge of the way the City of Los Angeles works served to expedite and resolve outstanding projects for the district as well as addressing

Dude, Arturo Gonzalez just paid me a visit. He had no idea who I was.

Drove up in his fancy car, told me how this will be great for getting rid of homeless people in the area, I told him I look out for the people who live in cars on my block, I don't want them to leave

Told me the affordable units will only cost \$500

Told me there's absolutely no pollution in the soil

Sections



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Los Angeles Ethics Commission Imposes More Than \$91,000 In Fines On Lobbyists

POSTED BY CONTRIBUTING EDITOR ON JUNE 23, 2020 IN
[BUSINESS](#) | [LEAVE A RESPONSE](#)

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The Los Angeles Ethics Commission Tuesday approved five fines, totaling \$91,250, to be imposed on several individuals and companies for lobbying and governmental ethics

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team of experienced trial
attorneys will evaluate
your case at no cost.

Rios Law Firm

potential conflicts of interests by city officials are vetted and avoided before they occur."

Urban Strategy Group Inc. and USG employee Arturo Gonzalez each admitted that they failed to register as lobbying entities in 2017 and 2018 and failed to file disclosure reports for the third and fourth quarters of 2017.

USG and Gonzalez were each fined \$15,000.

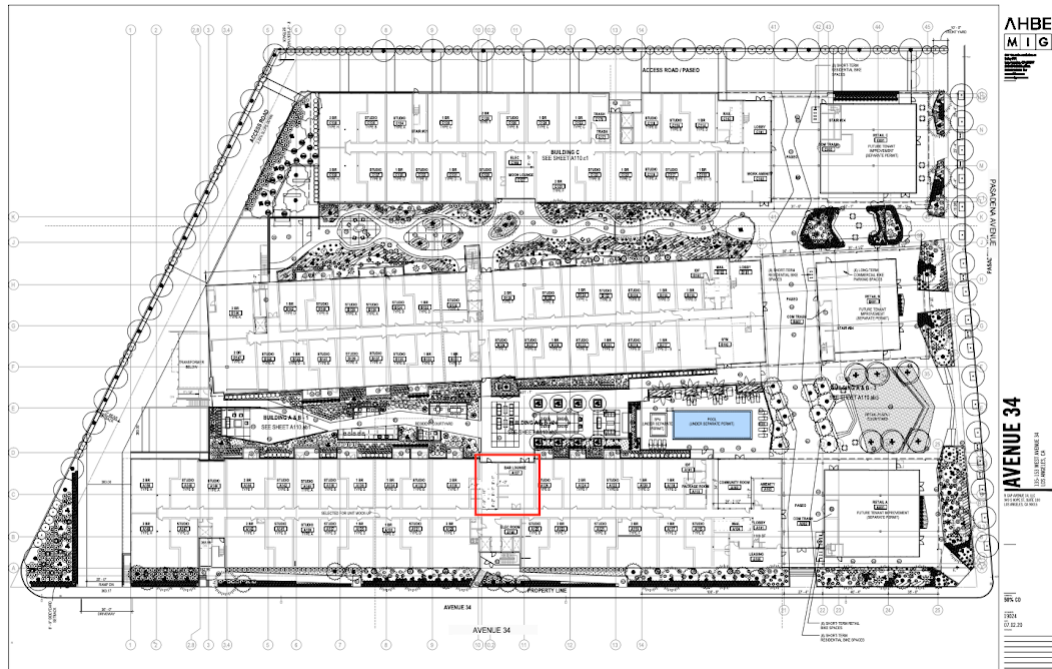
FE Design & Consulting and employee Manuel Diaz also admitted that they failed to register as lobbying entities in 2017 and 2018 and failed to file disclosure reports from the first quarter of 2017 through the third quarter of 2018.

Screen Shot 2020-10-02 at 7:00:56 PM — Edited

Los Angeles City ETHICS COMMISSION			
About Programs Work Communities Resources			
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ARTURO GONZALEZ OF USG IS NOT CURRENTLY REGISTERED AS A LOBBYIST			
All Reports			
Date Filed	Filer	Filing	
01/31/2020 09:24 PM	Arturo Gonzalez Urban Strategy Group, Inc.	Lobbyist Quarterly Report (Q42019) [Reporting Period: 10/01/2019-12/31/2019]	
10/31/2019 04:48 PM	Arturo Gonzalez Urban Strategy Group, Inc.	Lobbyist Quarterly Report (Q32019) [Reporting Period: 07/01/2019-09/30/2019]	
08/09/2019 01:10 PM	Arturo Gonzalez Urban Strategy Group, Inc.	Lobbyist Quarterly Report (Q42018) [Reporting Period: 10/01/2018-12/31/2018]	
08/09/2019 01:10 PM	Arturo Gonzalez Urban Strategy Group, Inc.	Lobbyist Quarterly Report (Q32018) [Reporting Period: 07/01/2018-09/30/2018]	
08/09/2019 01:09 PM	Arturo Gonzalez Urban Strategy Group, Inc.	Lobbyist Quarterly Report (Q42017) [Reporting Period: 10/01/2017-12/31/2017]	

Los Angeles City ETHICS COMMISSION						
About Programs Work Communities Resources						
Date	Contributor	Candidate/Officeholder	Committee	Reported on	Type	Amount
05/10/2017	Ortiz, Juan Carlos Owner, Gloria's Cafe El Monte, CA 91732	Cedillo, Gil City Council Member - District 01	Cedillo for City Council General 2017 [1395362]	Recipient Committee Campaign Statement (Form 460) 3rd Pre-Runoff (04/02/2017 to 05/10/2017)	Monetary Contribution (Schedule A)	\$300.00
03/30/2017	Ortiz, Eric Property Manager, Eric Ortiz Los Angeles, CA 90015 (Intermediary: Democracy Engine Washington, DC 20008)	Cedillo, Gil City Council Member - District 01	Cedillo for City Council General 2017 [1395362]	Recipient Committee Campaign Statement (Form 460) 1st Pre-Runoff (01/01/2017 to 04/01/2017)	Monetary Contribution (Schedule A)	\$700.00

- July 2, 2020** – Mr. De Forest attended the Lincoln Heights Industrial Zone BID meeting with Mr. Ratner. The two were appointed to serve on the board in the place of the seat vacated by Eric Ortiz, the former property owner who sold his property to the Project Team. Several community members were in attendance, including Joe Lepore, Peter Gertmenian, Hank Shaeffer, Seth Pollen, and Marco Limandri. At the conclusion of the meeting, Mr. De Forest and Mr. Ratner offered to: 1) Schedule virtual meetings with BID members interested in learning more about the Project; 2) Update them on the mitigation measures agreed to with MTA/DOT; and 3) Spearhead the process of exploring the feasibility and implementation of a preferential parking district as a means to address concerns related to the potential loss of availability of street parking for residents and businesses resulting from the Project.







Avenue 34 Appeal DIR-2019-6048-TOC-SPR-WDI-1A

Melanie Bellomo <melanie.bellomo@gmail.com>

Mon, Oct 5, 2020 at 9:08 PM

To: "cpc@lacity.org" <cpc@lacity.org>

I write you as a Lincoln Heights homeowner. I want so badly to write a long and passionate letter, detailing my extreme disappointment with the approval of this project and clearly state the multiple points of why this appeal must be passed. But I am tired. I am exhausted. I have been waking my neighborhood for the past two months, talking to my neighbors and letting them know what the Pinyon Group plans to do to us. I have been doing outreach in 100 degree weather, sending emails and making calls. And all this while 6 months pregnant, juggling a full-time job as an essential worker, caring for two young children, navigating the new LAUSD, and supporting my LACoFD husband while he risks his life to serve this county and its residents, during a pandemic which decimated the health of me personally and my entire immediate family as we all contracted COVID-19 this summer.

Ask me how many times I have come across the Pinyon Group doing the same. Zero. I have had zero outreach from them. They have put forth no effort, no goodwill, no concern. They have most certainly used less than legal (read criminal) means to get this project approved. They have skirted the public hearing process.

I will quickly mention what you already now. These 16% affordable units will not serve our community. We need 50-100% and with specifics far greater than "affordable."

We cannot take on the extra congestion and parking issues this will bring. The people who can afford these apartments will not be using Metro. And even if they do, that does not mean they do not also have a car they need to park, as this is Los Angeles and we are far from a transit oriented city.

We refuse to endorse a project that puts the lives of our school children at Hillside and LALA at risk as they attempt to safely walk home with a 2000 trip increase of car traffic.

We reject the insufficient EIP that Pinyon has submitted. I will not stand by in my home 2 blocks away while toxic fumes are released into the already damaged air we breathe.

It is your responsibility and duty to approve our appeal. The human toll the development will take is clear. The city council has already sold their soul. Cedillo has abandoned us. Ortiz has sold us down the river and put our enemies in control.

We will not forget how you vote on this matter. We will make it our life's mission to ensure that you, too, are held responsible for every displacement, death, and diagnosis that occurs because of this project.

I know this is a volunteer position you hold. That does not allow you any ounce of grace to not do what is right, equitable, and just.

Thank you for your time.

Melanie Bellomo, RVT

212 E Avenue 32

Lincoln Heights



Planning CPC <cpc@lacity.org>

Save Ave 34! (Reference ID DIR-2019-6048-TOC-SPR-WDI-1A)

Monica Cho <monica.cho.012@gmail.com>

Mon, Oct 5, 2020 at 11:03 AM

To: cpc@lacity.org

Hello,

I'm writing today to voice my opposition to the 468 unit luxury apartment complex on Ave 34 in Lincoln Heights. The proposed complex does not meet the needs of the community of Lincoln Heights and will further displace the families that have grown up in the neighborhood.

With the majority of residents being low-income (median households 30K) and renters (75%), these types of apartment complexes will destroy the rich culture and history of LH. The developers of this complex do not understand the needs of the people they are saying they will serve.

Setting aside only 16% of the units to be 'affordable' does not address the large disconnect that the average household size in LH is 3.5 but the complex will mostly be single units. I'm urging you to please block the approval of this complex. Listen to your community and save Lincoln Heights!

--

-Monica Cho-

October 2, 2020

Dear Commissioners,

I want to share a disturbing thing that happened this week, relating to the proposed development on West Avenue 34, and the developers' community outreach

At about 11:45 am on Wednesday, Sept 30, I got a knock at the door of my workplace in Lincoln Heights from a man who introduced himself as Arturo Gonzalez. He asked if I had heard about the development being planned on Avenue 34. I said that I had. He began talking about how this was going to be "a great thing for the businesses in our neighborhood, because the developers will clear out the homeless people living on the street and on the vacant lot nearby." I responded that "I'm friends with Walter, who doesn't have a home and lives in a truck parked across the street. He's part of our community, and I hope he won't be forced out." (I'm aware that it is illegal to clear people or their belongings who are living on the street.)

He asked if I have any concerns about the project, and I said that I had heard DOT made a report estimating that this project will create more than 2000 new car trips daily. He said, "that's absolutely not true, there's lots of misinformation going around about this project." (The DOT estimates 2206 new trips daily will be created by this project.)

He went on to say that there will be 15% low income housing. I said I had heard about that, but it seems like that's not enough for this neighborhood. He said that it's still very good, because it will be so affordable. I told him I had heard that the affordable apartments would be around \$1000. He said, "that's absolutely false, they'll be around \$500." I pressed him on this several times, saying I had heard they would be in the range of \$800-1200. He said, "that's more of the misinformation, they will absolutely be around \$500. Your friend Walter will be able to afford it." (There will be 14% affordable units. Actual costs for the affordable units will be \$986 - \$1267).

He told me he was an independent contractor hired by the developer to share information with the community and "correct the misinformation" that is being spread. I've learned from neighbors that he has been talking to people for at least the past two weeks. At our first appeal hearing, people were paid to speak against our community, and now I'm disturbed again to learn that the developers' idea of community outreach includes paying people to go door-to-door spreading lies in our neighborhood, especially about affordable housing. I think it's important for the Commission to know about this.

Sincerely,

Michael Hayden



Planning CPC <cpc@lacity.org>

Letter Of Protest to the Proposed Project At Pasadena Avenue And Avenue 34

Mario Hernandez <66klsxpny4me@gmail.com>

Mon, Oct 5, 2020 at 5:26 PM

To: gilbert.cedillo@lacity.org

Cc: cpc@lacity.org

October 5, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.

Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Sincerely yours,
Mario Hernandez
Concerned Resident



Planning CPC <cpc@lacity.org>

DIR-2019-6048-TOC-SPR WDI-1A

Melissa <melissab.id@gmail.com>
To: cpc@lacity.org

Mon, Oct 5, 2020 at 10:38 AM

In regards to the pending luxury complex project in Lincoln heights:

I'm writing to state my opposition to this project. There is a shortage of affordable neighborhoods and affordable housing in Los Angeles. This project will worsen an already terrible problem, displacing long time residents and small businesses. Especially after COVID has done so much Economic damage , the last thing we need is a big "regentrification" of a dear neighborhood and strong community.

Please stop this.

Regards,
Melissa Lippman
Native Angeleno and Glassell Park resident.



Ave 34

Monica Melgoza <lewisjoan@hotmail.com>

Sun, Oct 4, 2020 at 7:33 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Hello

I have been a resident of Hollenbeck, mostly Lincoln Heights all my life.

This is home. As a first generation Mexican-American, Lincoln Heights was the most decent place my hard-working parents could afford.

These two, a janitor and factory-worker, worked THEIR ASSES off to pay to send their three daughters to Catholic Schools (Our Lady Help of Christians Elementary and Sacred Heart High School). Not because they had disposable money but because they wanted better for their daughters. They wanted their daughters to have full access to the American Dream.

One of those dreams is being a homeowner. or living in a decent neighborhood with dignity.

Allowing unaffordable housing for this and the next generations of poor residents is Disgusting. Shame on our sell-out politicians. Shame on City Hall.

These developers could care less. But I do.

I am asking to pull the little conscience you have and listen to us..those of us who Love it Here. Those of us who want to help this generation and the next live their American Dream.

You City Hall politicians are so quick to point the finger at the current White House administration. You are not better.

Actually, you are worse. You look into the eyes of these poor people and say "I Care." Lie.

When it comes time to voting, your vote means Betrayal. You care about your pockets. You sold out for the almighty dollar.

I want to make it clear, I unlike you, (that means you Cedillo), I care about the poor.

Vote NO on the Ave. 34 development or better yet, "Rich-Becoming-Richer-At-The-Expense-of-the-Poor" scheme.

-Monica Melgoza



135 Avenue 34 Proposed Project

Merelyn Rodriguez <mrodriguez2021@laleadership.org>
To: cpc@lacity.org

Sun, Oct 4, 2020 at 6:21 PM

DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1

Hello,

My name is Merelyn Rodriguez. I am a resident in Lincoln Heights and I am emailing today to express my disapproval regarding the proposed development project on Avenue 34 in the Lincoln heights community.

As a Senior student who lives in Lincoln Heights, this project will affect me because it will raise the rent for people who live in apartments and this will be hard on my mom since she is a single mother. This can also affect people who currently are unemployed due to the pandemic. In addition, this project will be creating a significant issue due to nearby buildings raising up their rent and that will drive people from Lincoln Heights out. Another issue is exposing children in Hillside Elementary School to unearthed soil pollution, diesel truck fumes during construction and high traffic volumes once construction is over. The pollution will remain even after Covid and affect those kids. This construction will bring traffic towards residents that live in the area because they depend on available street parking since many do not own their own driveways. Lastly, Pinyon has not yet stated any tests to show us and the people that the soil is not polluted because they haven't conducted any soil tests. Given from the points above I demand you listen to community feedback and halt this project before it can do any damage to the people in Lincoln Heights. Thank you.

Sincerely,

Merelyn Rodriguez



Planning CPC <cpc@lacity.org>

Ref ID DIR-2019-6048-TOC-SPR-WDI-1A

Michael Shifflett <mrsavenue32@gmail.com>

Sun, Oct 4, 2020 at 10:51 PM

To: cpc@lacity.org

Cc: gilbert.cedillo@lacity.org

Hello,

I am a Lincoln Heights resident and Los Angeles County firefighter. I oppose this project at Avenue 34 and Pasadena Ave both as a resident and as a public safety professional.

From a public safety standpoint, the adjacent lot is a known toxic waste dump site and the excavation of soils in close proximity should require a comprehensive environmental impact report. The residents and the school faculty and students in particular, should not be exposed to health hazardous materials. Secondly, the estimated increase of 2000 trips per day near an elementary school should raise red flags. As a first responder in a jurisdiction with multiple elementary schools, we regularly respond to kids who are hit by cars while walking to and from school.

From the standpoint of a resident, we are already short on street parking. The lack of affordable housing has resulted in multigenerational families working multiple jobs and still living together under one roof but with multiple cars. The proposed 286 parking spots for 468 units will be problematic. Accessible public transportation does not replace the need for a car, especially in a car-centric city that lacks efficient and comprehensive transportation alternatives. If you are going to allow above market priced housing in an area where its existing residents are already at risk of being displaced due to rising rents county wide, you need to offer a better solution than a small percentage of \$1000/month 300sqft units with no parking.

The residents of Lincoln Heights have shown a desire to voice their opinions in the future of this property even years ago when it was last planned to be developed. Why would you try to skirt the public process under the guise of covid or TOC status? This is a dereliction of duty.

With thanks for your consideration,
Michael Shifflett



Planning CPC <cpc@lacity.org>

DIR - 2019 - 6048 - TOC - SPR - WDI - 1A: Please Approve!

Mike W. <mwalzman9@gmail.com>

Sun, Oct 4, 2020 at 3:52 PM

To: cpc@lacity.org

Hello,

I own the house at [2203 Gates Street](#) in Lincoln Heights and approve this project. We need more housing options in the area and this is more of a commercial/warehouse area, near public transportation that deserves greater housing than usual. If we want people to get out of their cars more and have more accessibility, please approve this project. The future of LA is counting on projects like these. This is once in a lifetime and we have to get it right.

Thank you,
Michael Walzman



Planning CPC <cpc@lacity.org>

In reference to id DIR-2019-6048-TOC SPR WDI-1A

Nicole Andrews <nicolekandrews@gmail.com>
To: cpc@lacity.org

Mon, Oct 5, 2020 at 10:58 AM

To whom it may concern:

I am writing In reference to id DIR-2019-6048-TOC SPR WDI-1A .

I strongly oppose the development of the 468 unit Apartment complex on Ave 34 .

Please hear the voices from the community who love and cherish Lincoln Heights and the families who have called this area home for many years. The development will cause displacement of residents who have lived here and care for their community. With the raising rental prices this will bring, it will do more harm to the low income families then good. Please hear the voices and do not allow the apartment complex to be built. Save AVENUE 34 and the wonderful people who live there.

Please vote no,

Nicole Sims
805-217-3096

Sent from my iPhone



NO To Proposed Project Avenue 34/Pinyon Project-- DANGER TO OUR CHILDREN

Nancy Smith <silversmith100@gmail.com>
To: cpc@lacity.org, mayor.garcetti@lacity.org

Mon, Oct 5, 2020 at 11:17 AM

TO City Planning Commission
TO Honorable Mayor Garcetti

We parents and families of **children attending 5 LAUSD schools within blocks of this proposed project titled: Avenue 34/ Pinyon Project** alert you to the health and safety hazards that this site development will cause. We support our communities appeal to **reject this project!**

Thousands of children attending the following listed schools are in danger:

Loreto Elementary School

Hillside Elementary School

L.A. Leadership Academy School: pre Kindergarten, Elementary, and Middle

Nightingale Middle School

L.A. Leadership Academy High School

:

OUR CHILDREN'S HEALTH AND SAFETY ARE IN DANGER DUE TO THE FOLLOWING:

1. This proposed project shares a porous soil border with one the most contaminated toxic sites in all of Los Angeles-Welch's Uniform Facility. **CA. Dept. Of Toxic Substances** has been monitoring wells on and surrounding this site (for dangerous toxins in water and soil) since 1990 and plans to continue. This department web site envirostor@dts.ca.gov lists **toxins found**.

THE SKULL AND CROSSBONES SIGNS ARE GONE BUT THE CHILDREN DO NOT ENTER THIS PROPERTY KNOWING THE HISTORY OF SICKNESS CAUSED TO KIDS HERE!

2. This proposed site has only been **zoned for Industry never for residential housing** because this entire area has been restricted due to **contaminated soil that poses health risks**.

3. The proposal to excavate and remove 71,000 to 97,000 cubic yards of soil will release particulate soil matter into the air which goes deeply into children's lungs. **"The Dept. Of Toxic Substances statistics show": this area's children have 56% asthma** before this project.

Substances statistics show : this area's "air quality is 93%" (96%-100% the highest)

4. **The demolition and hauling away of 4 very old large buildings** listed by the developer aged on site as: **1927,1948,1967 and 1977 will be rife with asbestos and lead**. These toxins will be unleashed into the atmosphere where the children must travel to attend their schools. Many students use the gold line to commute to their schools which would cause them to walk through the construction areas on N. Pasadena Ave, & W. Ave 34. **These toxins have been found to go deeply into children's lungs affecting their general health and especially cause long term detrimental effects that cannot be remediated or mitigated. Cognitive ability is greatly damaged.** The AQMD (Air Quality Management District) already lists this area as having one of the **worst air qualities in L.A.** -this project is located only 3 miles from L.A. City Hall.

5. **"DTS lists this area having a 99% Pollution Burden" before the proposed project uses hundreds of diesel trucks** for 3 years to haul away their demolition and construct 468 apartment units. Dec, 6, 2006 the L.A. Times Newspaper Article: "Dire Health Effects Of Pollution Reported: Diesel Soot From Construction Equipment Is Blamed For illness And Premature Death."
The Facts Are In!

Dept. Of Toxic Substances lists this area as having an 85% diesel particulate load before this proposed project development begins.

6. **The haul route for demolition and construction vehicles as well as workers and materials** coming to the site is **especially troubling**. There are **many fatalities** in the blocks surrounding this proposed site **due to lack of traffic signals, crossing guards, vehicles using N. Pasadena Ave. & Griffin Ave. as alternate routes into DTLA to avoid the congestion on the 110 freeway that slices through our community.**

7. AS the HEALTH AND SAFETY RISKS CONCERN US AS PARENTS WE ARE ALSO CONCERNED ABOUT OUR ENTIRE COMMUNITY. To knowingly approve this project on this site is unthinkable!

10/6/2020

City of Los Angeles Mail - NO To Proposed Project Avenue 34/Pinyon Project-- DANGER TO OUR CHILDREN

WE CALL UPON ALL OF OUR ELECTED OFFICIALS AND YOU CITY PLANNING COMMISSION TO UPHOLD CEQA CALIFORNIA ENVIRONMENTAL QUALITY ACT LAWS GOVERNING THE APPROVAL OF SITES WHICH WILL CAUSE IRREPARABLE HARM TO OUR ENTIRE COMMUNITY!

IT is unlawful for this proposed project to be approved by any Government Body: City, State, or Federal knowing the conditions that can not be mitigated and will jeopardize current residents.

WE STAND WITH OUR COMMUNITY AND SUPPORT THEIR OPPOSITION TO THIS PROPOSED PROJECT KNOWN AS PINYON/ AVENUE 34 PROJECT.

Sincerely, Lincoln Heights Parents and Families: Ad Hoc Committee For Safe Children

September 22, 2020

RE: **Case No.** DIR-2019-6048-TOC-SPR-WDR

CEQA: ENV-2016-273-MND-REC 1

Location: 135 - 153 West Avenue 34

Honorable Planning Commissioners:

My name is Ondrea Tye, and I am a retired planner from the City of Los Angeles (2018). I have 30 years of urban planning experience with 20 years of them working for the Los Angeles Department of City Planning. The last 9 years I was assigned to the Northeast Los Angeles Area in which this project is located. I, like the current planners who are geographically assigned, prepared environmental reviews, Specific Plan Project Permits, Transit Oriented Community (TOC) Project Permits, (previously most were Density Bonuses derived from state law), ghost-written Zoning Administrator cases, [Q] clarifications and many relevant appeals, which often occurred. In short, I was intimately connected to the planning process for cases similar to this one, and particularly, in the Northeast Los Angeles area.

In this capacity, I weighed the competing forces between the community's needs and developers' rights under the law. I believe now, as I did during my service with the City of Los Angeles Planning Department, planners must perform their duties in a neutral, considerate manner based upon the logical interpretation of the laws, the merits of the project within those laws, and the community's needs and wants. This may likely necessitate enhancing the project's design. As often is the case, compromises routinely result in plan revisions. Those changes can occur before a Director's Determination approval letter is written or at any point during the approval process such as in this case.

With this in mindset, I support the appeal of DIR-2019-6048-TOC-SPR-WD for the reasons enumerated below.

The case should not have been heard on August 13 because of the flawed noticing. Indeed, a public hearing should have been originally set as provided by the Site Plan Review (SPR) process.

Since the hearing notice was improper due to the appellants not receiving it at all when they were required to receive it not less than 20 days prior, the hearing should have been properly re-noticed to the following hearing date.

Regarding the Site Plan Review, per the Los Angeles Municipal Code (LAMC) section 16.05 G (3) (b): *"If the Director finds that the matter may have a significant effect on neighboring properties, the Director shall set the matter for public hearing.* [Emphasis added]. The issues enumerated below necessitated an initial public hearing.

The area may have contaminated soil, therefore an Environmental Addendum is required and necessary based on evidence and the [Q] condition. Requirement.

With the submitted abundance of evidence, the Planning Commission is aware the project shares a boundary with a soil toxic cleanup site (derived from the dry cleaning chemical tetrachloroethylene), whereby the contaminated site slopes towards the subject property with the attendant runoff and ground water movement. It is unknown if the adjacent property is entirely decontaminated and may continue to exhibit toxicity.

Obviously, soil contamination does not respect parcel boundaries. The excavation of this project will disturb the soil, exacerbate the toxicity in the air and in the ground water and runoff, affecting persons from its cancerous effects. Without any certainty of the extent of the contamination, any toxicity could affect the health of the future families living in the project's apartments.

One of the [Q] conditions under Ordinance 179280 ¹ Subarea 4 on the subject property states the following:

"Property owners shall satisfy any requirements from the State Department of Toxic Substances Control (DTSC) in relation to potential contamination on the subject site. Prior to the issuance of any clearances by the Department of City Planning (DCP), property owners shall provide to DCP a letter from DTSC that establishes DTSC's satisfaction that the subject site currently meets DTSC requirements for the proposed use or, alternatively, that establishes DTSC's satisfaction with the property owner's contamination testing plan for the proposed use"

The Planning Department knew when they processed the zone change that the area was contaminated. The Environmental Reconsideration should have identified the toxic soil as a potential impact and proposed an approval plan for remediation of the soil. There is no evidence such a letter was obtained and the Director's Determination makes no mention of receiving a DTSC letter.

CEQA does not allow one to push impacts into the future. A new review needs to be done. **Therefore, it is within the Authority of the Planning Commission and under CEQA to require an "Addendum"** to the existing MND per Section 15164 of the CEQA Guidelines². The staff planner should add mitigation measures for the developer to hire a soil engineer specializing in toxic soil cleanup to test the soil, prepare a report, and based on the results of the soils tests, initiate cleanup remediation. The soils engineer should remain on site until the soil is remediated. In addition, Building and Safety Grading Division should prepare a Soils Approval Letter based on such a report as part of the mitigation measure and follow up with an inspection and sign off.

¹https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-13183

²[https://govt.westlaw.com/calregs/Document/IC2948E50D48811DEBC02831C6D6C108E?viewType=FullText&origin=atContext=documenttoc&transitionType=CategoryPageItem&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Document/IC2948E50D48811DEBC02831C6D6C108E?viewType=FullText&origin=atContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default))

This new mitigation measures are prudent for the health and safety of the future residents, the adjacent residents and to protect the City of Los Angeles from any liability. The [Q] condition clearly requires this.

It is within the authority of the Planning Commission to require a redesign of the project in order to be in harmony and compatible with the Lincoln Heights area and to minimize its adverse effects.

The surrounding area is composed of single-family dwellings, with historic architectural designs, and one- and two-story industrial-type buildings. The maximum height of the majority of the buildings in this area do not exceed 3 stories. The project plans depicts five buildings at four or five stories in height situated on a large lot. The project is designed not with the community in mind. but to maximize return on investment. Based on the building's design, the open spaces between the buildings are not as functional as it could be. The building's layout is also an inefficient use of the lot area. The buildings themselves appear monolithic with mediocre facades of stucco and little articulation stretching beyond 20 linear feet across all of the buildings in violation of site plan condition 3c of the [Q] condition for subarea 4. These and other site plan conditions not met are highlighted in the attached [Q] condition ordinance.

The lot is large and can easily accommodate reconfiguration in order to reduce the massing and weak design. For example, the building could have tiered stories, undulating facades, and perhaps, one building structure, designed in a "U" or "L" shape, which could possibly permit a lower building height. This redesign could include open space areas in a park-like setting with play equipment and barbecues, along with a large, inviting courtyard with attractive lighting and abundant landscaping. The entryways are narrow with sparse accoutrements and should be wider with additional design elements.

In addition, there is no private open space such as balconies, in violation of the [Q] subarea 4 condition 6a (with reference to the open space requirements of the LAMC). This requirement, under LAMC 12.21 G, is for a minimum 50 square feet per unit, for a total of 24,700 square feet of area. . This TOC does not request a waiver of the private open space requirements. Finally, I recommend additional decorative façade treatments throughout the building(s). Again, as depicted in the elevation plans, the building is stark and clinical looking

In order to receive the 70% density increase over the R3 zoning, and to meet all of the requirements of the [Q] conditions, and SPR findings, the project should be redesigned. **It is within the Planning Commission's authority to require a more thoughtful architectural design in order to obtain project approval.**

The Planning Commission must recognize that the SPR findings and [Q] conditions hold the same legal weight as the TOC.

Along with initially requiring a public hearing, Site Plan Review, Section 16.05 E2, (ordinance #166127, as amended³), gives the Director (or in this case, the Planning

³ https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-13183

Commission) to: “...**condition and/or modify the project, or select an alternative project**, as he or she deems necessary to implement the general or specific plan and to mitigate significant adverse effects of the development project on the environment and surrounding areas.” [Emphasis added]

If Proposition JJJ (ordinance #184,745 -- with guidelines created by resolution) is the sole determinate for approval over the SPR requirements of LAMC 16.05 and the [Q] ordinance 179280, it would necessitate a superseding clause barring other ordinances with opposing or additional requirements. There is no such language in Proposition JJJ.⁴ Given the above explanation, I believe the staff report findings are inadequate inasmuch as it does not reconcile the competing ordinances which carry equal weight. In this instance, the SPR was neutered to the extent the core tenant of the approval was singularly based on the TOC meeting the Guidelines and not any other principal such as integrating a compatible project into the fabric of the community without adverse effects. Likewise, the [Q] conditions were ignored completely.

Since the TOC Director's Determination SPR and [Q] conditions carry the same legal weight of law, then all of their requirements must be equally satisfied. Therefore, the Planning Commission is not obligated to simply rubber stamp this project, but rather, make a finding that the relevant sections of the LAMC and the [Q] ordinance #179280 are **not** met in light of the whole of the evidence and to find the project should be redesigned so it is compatible in aesthetics, massing, and design criteria and that any adverse effects of soil contamination are ameliorated with mitigation measures.

In sum, I recommend the Planning Commission's motion should be composed of the following:

- A. Make a finding that the project, as submitted, **does not meet** the intent and objectives of the General Plan and is adverse to Lincoln Heights Community Plan objectives and goals, and it **will not** provide housing at affordable levels to the existing residents, as the intent and purpose of the TOC, and **will not** create a compatible and harmonious relationship between the existing residential and commercial development, and further, it **does not meet** the findings of the SPR in terms of the project's design and that **it will create** adverse effects, and **it is necessary** to protect the community from possible ill effects from soil contamination if not remediated;
- B. As required by the [Q] condition and from common sense, direct the planning staff to prepare an Addendum to the MND for additional mitigation measures which require the preparation of a soils study by a licensed soils engineer and report on the toxicity of the soil, and if necessary, steps to remediate the soil;
- C. Direct planning staff to present the project to the Urban Design Studio for suggested modifications, or as an alternative, require planning staff to review the modified design for compatibility and aesthetics, as well as meeting the [Q] Site

⁴ The example of such language would those in in many specific plans, for ex., “Wherever this Specific Plan contains provisions which require more or less restrictive...”

Plan Review conditions and to return to the Planning Commission, for a date certain, for review and recommendation;

- D. To require the project to set aside Extremely Low Income units, rather than Low Income units so the Lincoln Heights community members could actually utilize these rental units and possibly, increase the set asides from 20 – 25 percent of the total units.

If this project is approved as submitted, it will set the course for future incongruous development, resulting in a concomitant cascade of gentrification projects, which will force out people of color due to the rising costs of housing within Lincoln Heights.

I have faith in the Planning Commission to hear the voices of the community, and therefore, ensure this project will holistically integrate into the community's fabric while providing housing and commercial venues for those who live and work in the Lincoln Heights area.

The decision before the Planning Commission is monumental: it will be its legacy to revitalize or to gentrify Lincoln Heights. I submit the Planning Commission does have the authority to act accordingly.

Respectfully,

Conder TyC



Planning CPC <cpc@lacity.org>

Opposing Avenue 34 Project

okage <lrgkings@gmail.com>

Mon, Oct 5, 2020 at 5:49 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Hello, my name is Andres Alfaro and i've lived in Lincoln Heights for more than 10 years, I appose the construction happening on Avenue 34.



Planning CPC <cpc@lacity.org>

Reference Case #:DIR - 2019-6048 - TOC - SPR - WDI - 1A

Pat Camarillo <patcamarillo@gmail.com>
To: "CPC@lacity.org" <CPC@lacity.org>

Mon, Oct 5, 2020 at 11:41 PM

To Whom it May Concern,

Please find this email in support of our community in Lincoln Heights, Avenue 34. We, the community oppose the idea of the construction of a 468 unit Luxury Apartment complex and

the new parking lot. Pinyon Group is not considering the working class families that have lived in this community for decades. Building this oversized complex will increase rents for the surrounding

areas and 75% of these renters are low to average income. Increasing rents will lead to displacement of current long time residents and could very well destroy many living situations.

Homelessness is growing rapidly and something like this project could very well drive more people to becoming homeless. Families do not deserve this threat of not being able to survive due to this luxurious apartment plan taking over the neighborhood.

Residents were kept in the dark and denied a public hearing during the early development stages of this project and the Pinyon Group had paid people to write fake letters in support of this project!

Even worse, LA City Officials were paid to do the same.

So unfortunate that this other project of building a parking lot.... And having it built across the street from an elementary school. This means extra congestion, unsafe situation for the children that walk home, more danger with the extra automobiles coming and going. The most disturbing news is that this will be built right near a cite that is determined to have been used for toxic chemical dumping! What does this mean? It means that when construction begins many toxic chemicals will be released in the area, in the air! And where is this going to happen??? Right across our neighborhood elementary school.... How unreal is that! Come on! This needs to be stopped. Our community does not need this or want it! We want to keep our homes and stay safe in our community.

My name is Pat Camarillo and I oppose this project!!!

My name is Pat Camarillo and support the appeal to stop the building plans of these unnecessary apartments and parking spaces.

Thank you



Planning CPC <cpc@lacity.org>

Projected apartment construction on W.Avenue 34 and Pasadena Avenue, Lincoln Heights.

Pamela Espinoza <pamenglish40@yahoo.com>

Sun, Oct 4, 2020 at 6:09 PM

To: "cpc@lacity.org" <cpc@lacity.org>

I am totally opposed to this project for many reasons. The traffic flow during rush hour is already horrendous, and with trucks added to the mix would be completely out of control. Also there is an elementary school directly across the street, and young lungs do not need extra polluted air. The pollution level in this area is already very high. Also the site is highly toxic and highly dangerous and no amount of treatment will make it any safer. It is not going to be low-income housing, but very expensive apartments, so definitely some misrepresentation there. We also understand that there will only be half the parking slots needed, so where will the rest of the residents park. Another very large headache. I hope that a more intensive investigation will be undertaken to confirm that this project should not be permitted to go ahead.

Sincerely,

P. Espinoza.

In regards to case #'s DIR-2019-6048-TOC-SPR-WDI-1A ; ENV-2016-273-MND-REC1

To the Commissioners:

As a long time resident of this neighborhood (nearly 30 years), I object to the as currently planned construction project slated for Avenue 34 and Pasadena avenue. This project has no place in our community of mostly single story, single family homes. As designed, it would bring nearly 500 new apartments to a small residential area.

It almost doesn't bear mentioning the disruption that the demolition and construction of the site would cause, in addition to the long term troubles that an estimated 1,500 new residents would cause to traffic, parking, and quality of life to the existing inhabitants.

In addition, the site has apparently not been sufficiently tested for geological suitability, nor soil contaminants, as it is both on a traditionally unstable riverbank (the Arroyo Seco), and "downstream" of a past toxic dumping site.

As one of the participants in what the developer termed "community meetings" I found Pinyon (the developers) representatives to be polite, but evasive on facts, and often contradictory in their statements.

I believe that while some development is inevitable, and welcome, this project is not the correct choice for the area, and needs to be rethought, and scaled back to meet both the needs of the developer, and the people whose lives are within close proximity to the project and must live with the consequences of the developers actions.

Thank you

Paul Greenstein
3320 Griffin Ave.
Los Angeles calif.
90031



Proposed Apartment Complex at Pasadena Avenue and Avenue 34

pedro mejia <pedrin_nic83@yahoo.com>

Mon, Oct 5, 2020 at 5:36 PM

To: "gilbert.cedillo@lacity.org" <gilbert.cedillo@lacity.org>

Cc: "mlucy.la38@yahoo.com" <mlucy.la38@yahoo.com>, pedro mejia <pedrin_nic83@yahoo.com>, "cpc@lacity.org" <cpc@lacity.org>

October 5, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.

Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Sincerely yours,

Pedro Mejia
Concerned Resident



public comment for 10/08/2020 meeting re: R-2019-6048-TOC-SPR-WDID-1A

Priyanka Ram <pri9ram@gmail.com>

Mon, Oct 5, 2020 at 7:41 PM

To: cpc@lacity.org

My name is Priyanka Ram and I am a resident of East LA and Lincoln Heights. I am writing to support the appeal of R-2019-6048-TOC-SPR-WDID-1A , the Avenue34 development project. I strongly urge the commission to halt this process and accept the appeal. The commission should realize that the people who oppose this project stand to lose a great deal, while the people who are supporting the project are developers, lobbyists, and invested parties who stand to make a great deal of money on the development. They are pouring resources into this and the planning commission should not overlook the community's extensive concerns just because we can't afford lobbyists and propaganda. My main concerns as a stakeholder are as follows

1. This project never had a proper public hearing
2. The current project is very different from the original planned project, and it involves a 2 story subterranean parking garage (major digging)
3. Currently this project has 66 dwelling units set aside for "Very Low Income" Households, but this designation is only good for 55 years. So in other words, after 55 years this 448 unit building may not have any affordable units in it at all.
4. The Pinyon groups also revealed at the meeting that they had not done the research and had no idea what the median rental cost was in Lincoln Heights or what the median income is in Lincoln Heights, so it is difficult to grasp how they can have a conversation about affordability when they do not know what that actually means in their new "Community". . .

This project has no consideration for the community at play and needs to be deeply discussed, especially considering escalating circumstances for large cities and their lower-income communities in the coming days.

Thank you,
priyanka ram

|| www.priyankaram.com ||

The Gentrification Monster Wants to Eat Lincoln Heights - A Toxic Avenue 34 Project

TONY BUTKA / 24 SEPTEMBER 2020



TOOLS

 PRINT

 EMAIL

EASTSIDER-Right by an elementary school, across from the restaurant that was formerly Mom's Tamales, the troubled Avenue 34 Luxury Project wants to use old, outdated data to gentrify Lincoln Heights and cycle out the mostly low-income largely Latino and Asian folks who actually live in the area.

As stated by Urbanize Los Angeles in October of last year,

"Yesterday, the Downtown-based company submitted new entitlement application to the City of Los Angeles for 141 Avenue 34, an approximately five-acre property located just south of Heritage Square Station. Plans call for razing an existing industrial complex to make way for the construction of 468 apartments - including 66 very low-income affordable units - with more than 16,000 square feet of ground-floor retail space facing Pasadena Avenue."

The good news is that the Planning Commission hearing on this toad showed what community support can do. Well over 1500 signatories to a petition against the project (now up to almost 3000), and an 8-hour hearing with stakeholder after stakeholder crying foul, the Planning Commission gave up, tabled the Item, and rescheduled it for October 8.

In an even rarer moment, CD1 Councilmember Gil Cedillo actually wrote a letter to the Commission, urging them to put a pause on the project.

So, let's take a closer look at this Planning Department giveaway.

Density and the Transit Oriented Communities Waivers

The 2020 Director's Determination under appeal includes "a 70% increase in density bonus" under the disproven TOC theory. That's how they get to 468 luxury units, with only 66 (14%) "very low-income" units.

With a median income in the area of of \$39,000 per year, this is a pipe dream. Think deliberate displacement of the largely Latino and Asian residents. Thanks a bunch, CD 1.

My Citywatch colleague Dick Platkin, himself a former City Planner, demolished the horsepuckey behind Transit Oriented Communities in an excellent article: "Lavish Funding for a Lavish Bait and

Switch Real Estate Scam: LA's Transit Oriented Communities Guidelines."

"In 2016-17, Measure S, the Neighborhood Integrity Initiative, scared the bejeezus out of Big Real Estate and its cronies.

To understand what went on, you do not need to be a whistleblower, like the City employee who reported that former Director of Planning, Michael LoGrande, blatantly violated the LA's revolving door law. For example, in the current Fix the City lawsuit against LA's Transit Oriented Communities Guidelines (TOC), the dirty tricks were hiding in plain sight. Fix the City simply gathered up enough publicly accessible facts to mount a robust legal challenge against the TOC Guidelines. This real estate scam is rooted in the lavishly funded efforts to defeat Measure S, the Neighborhood Integrity Initiative."

The Planning Dept Two-Step

Just to demonstrate what happened to what used to be called a Planning Dept, there have been **two** letters of determination on the project, which has had two developers. The first was back in 2016, and now with a new developer we have another, 2020 Letter of Determination.

However, when you start to actually look at the documents, some sleazy slop stands out.

First, the projects have substantially changed from the original proposal. As Urbanize LA described the current proposal late last year:

"Yesterday, the Downtown-based company submitted a new entitlement application to the City of Los Angeles for 141 Avenue 34, an approximately five-acre property located just south of Heritage Square Station. Plans call for razing an existing industrial complex to make way for the construction of 468 apartments - including 66 very low-income affordable units - with more than 16,000 square feet of ground-floor retail space facing Pasadena Avenue"

Contrast this with the 2016 version:

"The project is considered an update to a previously entitled development at the same site, according to Andrew Brady, an attorney with DLA Piper who represents the applicant. The original plan - which employed density bonus incentives rather than the Transit Oriented Communities guidelines - called for nearly 100 fewer housing units and less than half the amount of affordable housing now proposed."

Although not mentioned in the article, the Planning Department used the same documents and analysis from the 2016 version, with no new review or substantive change at all, including some questionable findings on environmental safety, even as the scale of the project skyrocketed.

Real Risk Uncovered

As it turns out, it is a relatively simple task for a Planner to bury and divert attention away from problems in a Letter of Determination, given the literally thousands of pages of documents involved in a large project.

Case in point -- a property next to the proposed building project, has known and serious pollution problems. Yet the Determination letter from the Planning Department simply indicates that there are no anticipated problems.

Yet the adjacent site in question was home to Welch's Dry Cleaning from 1920-1968 and involved dumping dangerous chemicals for over 60 years. I think they were even a Superfund site for a while. But you wouldn't know this without looking through the some 1560 plus pages of the Phase 1-Environmental Study.

Further, if you believe the Determination letter, the proposed site is a virgin, with no possibility of the crud from an adjacent site migrating over to the proposed site. No sir, no need to check it out before 1500 or so people buy a unit.

The Planning documents say, "not to worry," based on a determination that the water table will only have water moving in a single direction, away from the new site. However, the Department of Toxic Substance Control confirms that the groundwater runs through this property, not away from it as the Phase 1 suggests. With no scientific backup. Within a couple of hundred yards of the Arroyo, and under 2 miles from the LA river! If you believe that. . .

Amongst other things the Director's Determination fails to mention some other groundwater issues. In a Groundwater Monitoring Report, it turns out that a number of decommissioned wells still show elevated readings. Also, a chart to the report shows highly fluctuating readings over time. Thus, the certainty implied in the Determination is not based on solid, unchanging data.

I could go on, but this article would be way to long for most folks to read. So thanks to some activists, I obtained a 1560+ page tome called the "Phase 1 Environmental Site Assessment." I dare you to read it.

About Traffic

Anyone who drives around the area from Figueroa & Ave 26th by the Home Depot, towards the Animal Control Shelter, or up Pasadena to Mama's Tamales & the elementary school, knows that the roads in the area are a rats nest of one way streets, dead ends, and substandard roadway.

Yet Pinyon, the developer, thinks that 287 parking stalls will be enough for 1500 residents, and 24 parking stalls can handle 3 retail stores with a combined 14,000 square feet.

Hogwash. The exit for the two-level underground parking structure is onto a narrow one-way street with a blind corner. The streets in the area are a mess and cannot take the impact of a huge luxury development, and it's reasonable to assume that those who can afford the prices of these units are going to have one or more cars they intend to house in the complex.

Yet I hear nothing from the City or the developer indicating that they are going to pick up the tab for the extensive and expensive street improvements that need to be done.

The Takeaway

With the LHNC Land Use Committee effectively muzzled by an out of control BONC and DONE, its Chair Richard Larson has still done a good job, as has the Community Coalition. With absolutely no effect on the developer juggernaut in front of the Planning Commission. Even as there are credible reports of Pinyon paying people to testify in favor of the project and against the community.

Apropos of which, DLAPIPER's own website proudly boasts how the developers' attorney, Andrew Brady, specializes in exemptions for his clients.

"Andrew has represented:

- A developer in obtaining entitlements, permits and the approval of a CEQA exemption for a 102-unit mixed use student residential project one block away from the University of Southern California. Andrew successfully defended the Project against CEQA appeals by two neighborhood groups and obtained final entitlement approvals from the City of Los Angeles in December 2019.*
- A cruise ship company in defending a Port of Long Beach terminal facility improvement project against five administrative appeals filed by various community and environmental*

groups on CEQA and other environmental groups. The appeals were denied and the project was obtained final approvals from the City and Port of Long Beach in December 2019.

- *A developer in litigation involving CEQA and the State Redevelopment and Planning laws. Andrew and the DLA team obtained a final judgment in favor of the client in June 2019, following a trial on the merits. and successfully got the Petitioners' appeal dismissed in August 2019.*
- *A developer in litigation involving claims challenging a project approval under federal fair housing laws. Andrew and the DLA team, working with a group of co-defendants, obtained a judgment in favor of our clients in November 2019, obtaining a full dismissal of the case on a demurrer*
- *A developer in obtaining entitlements and successfully defending against an administrative CEQA appeal by a community group against a 50-unit residential project in the Koreatown neighborhood of Los Angeles. The Project obtained final approvals from the City of Los Angeles in March 2020."*

Need I say more?

Currently the Planning Commission, faced with a tsunami of local opposition, voted to give a few weeks pause. So, while we're waiting, consider this little factoid.

If you look at how the three high-rise buildings are going to be set up, it appears that all of the poor-folk "affordable" units are going to be exclusively in the two shorter buildings, with the expensive units in the taller third building. Presumably, so the rich folks don't have to be bothered with the poor diverse folks.

As a child of the sixties, we used to call this "segregation." The government even had laws prohibiting it, there being a high correlation of the race and income of those affected. Is this somehow acceptable in Los Angeles? Wonder if the law still applies? (hat tip Paula Bagasao, PhD)

All I can say is I sure hope that the letter Gil Cedillo sent to the City Planning Commission was more than a temporary finesse. If the Councilmember stands firmly behind the community, it

should be enough to make the Commission take serious note on October 8 and support the appeal.

In the meantime, you might want to contact the great folks it the Lincoln Heights Community Coalition, who provided a lot of the data for this article. For more information from the community, visit www.saveavenue34.com. It's worth a visit.

(Tony Butka is an Eastside community activist, who has served on a neighborhood council, has a background in government and is a contributor to CityWatch.) Edited for CityWatch by Linda Abrams.

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Planning CPC <cpc@lacity.org>

Lincoln Heights development

Catherine Opie <csopie@icloud.com>

Mon, Oct 5, 2020 at 4:36 PM

To: cpc@lacity.org

Dear LA Commission,

I am writing as a concerned Lincoln Heights business of the 468 luxury mega development on the Hillside Elementary School.

I plead with you **to not allow** this to happen, we need housing but not luxury unit built on a toxic location. This needs to be stopped and I do not support this development.

Professor Catherine Opie
The Lynda and Stewart Resnick Endowed Chair
UCLA



Planning CPC <cpc@lacity.org>

Say NO

Hotmail <reenebrody@hotmail.com>
To: cpc@lacity.org

Sun, Oct 4, 2020 at 6:49 PM

DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1

It is time for each of us to speak up.

A person I have respected for many years has been sending me information about an important issue. I finally stopped to pay attention and I now ask you to stop.

Stop to think. Stop to consider. Stop to say no.

No to displacement

No to environmental threats

No to unethical behavior

No to neighborhood congestion

Please say no to Pinyon and yes to Lincoln Heights

Thank you for your attention!

Sent from my iPhone

October 4, 2020

Reference Case #

DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

Dear City of Los Angeles,

My name is Rene Camarillo and I strongly oppose the development of the 486 luxury apartment complex units being built on Avenue 34 in historic Lincoln Heights. These luxury units will dramatically increase rent and harm the prosperity of the working middle class families, Lincoln Heights is known for. Lincoln Heights is the oldest suburb in Los Angeles and has nothing luxurious about it, and the development of a luxury apartment complex is unnecessary, we need to ask ourselves- who are these apartments for? Less than 15% of the units being built is for affordable housing. These apartments will contribute nothing to this community and the spanish and madarin speaking citizens who thrive in Lincoln Heights.

If the luxury apartment complex passes and is allowed to be built, this will damage the culture and community as these units will attract wealthy privileged individuals and they will attract more individuals who won't want to contribute to the lincoln heights community, but would want to profit from it erasing the mom and pop shops in this community and then erecting unaffordable products, from privileged businesses which will only cause harm. Please allow working class families prosperity and a chance to live comfortably without any risk brought by this unnecessary project. We the unprivileged people, OPPOSE this ridiculous project which excludes us and is only meant to profit those who are privileged and their self entitled greediness. Please reconsider.

Thank you,

Rene Camarillo



Planning CPC <cpc@lacity.org>

135 W Avenue 34 Project Opposition

Shelby Ahn <shelbyxahn@gmail.com>
To: cpc@lacity.org

Sun, Oct 4, 2020 at 7:05 PM

Dear City Planning Commission,

My name is Shelby Ahn, and I am a resident of Lincoln Heights in the 90065 zip code. I am writing in regard to the proposed project that is being considered at [135 W Avenue 34](#), case numbers **DIR-2019-6048-TOC-SPR-WDI-1A** and **ENV-2016-273-MND-REC1**. I am absolutely against this project coming into fruition for many reasons. I am concerned about the potential health impact on my community. I know that a lot near the site was previously a dry cleaners. It is irresponsible for construction to take place without thorough study of potential adverse health issues in the people who call this neighborhood their home. In addition, I am concerned regarding the lack of parking being provided for potential future residents of this property. As is, parking in my neighborhood was already difficult on street-sweeping days pre-pandemic was already difficult. Adding 468 units is going to make parking in the neighborhood unbearable. In addition, I don't want to see the neighborhood gentrified. The fact that only 14% of the units will be guaranteed affordable housing and that these units will be segregated from the rest is appalling. In addition, I don't want to see myself and my neighbors priced out of the neighborhood due to gentrification. I love this neighborhood, but if this project begins, I cannot stay here. My health is already poor, and there is already all of the freeway pollution. The air quality is already bad enough without toxic chemicals being released.

Please consider my opinion as you make your decisions. I will also be participating in the hearing on October 8th. Thank you for taking the time to read this.

Sincerely,
Shelby Ahn
Resident of Lincoln Heights in Opposition to the 135 W Avenue 34 Project

Oct 5 2020

public comment for 10/08/2020 meeting re: R-2019-6048-TOC-SPR-WDID-1A

My name is Stacy Dawson Stearns and I am submitting this written comment to the LA City Planning commission to voice my SUPPORT of the appeal filed by Patricia Camacho against the Avenue34 apartment project. I have spent the last decade as a Pieter Performance Space (420 Ave 33) community member. Pieter had to let go of our space because the org could not afford to keep the space during the pandemic. As renters relying on income from the studio- we were sadly forced out. However, we plan to return to Lincoln Heights and are a vibrant aspect of the LH community.

I just read the recommendation to the planning commission by Director of Planning Vincent P. Bertoni, city planner Oliver Netburn, and city planner Michelle Carter to deny the appeal, and am truly disgusted by the lack of consideration to the appellant's arguments. These planners seem incapable of acknowledging the data and findings collected by the appellant and the community-at-large to make the case against this project, and instead are choosing to call the shots based on technicalities and statements regarding the "lack of evidence" around their claims. It seems reasonable that this body would be capable of recognizing the validity of community member concerns and investigating them, rather than disqualifying the statements on technicalities because the appellate is not well-versed in the ins and outs of zoning, planning, and construction permitting processes. It is a sad reality that the people who are well-versed in these processes are the people who profit off them- namely developers and the people who work for them. The hasty and dismissive tone of the analysis of the appeal proves that it is nearly impossible to play this game without attorneys and seasoned professionals in the real estate and development field on your side. That spells doom for a low-income community who have find a way to fit a colossal amount of research and navigation of a purposefully- opaque and specialized city data system into lives packed with stresses of survival in the midst of a global pandemic that affects low-income BIPOC communities disproportionately. How can regular citizens stand a chance against mega developers who enjoy ongoing relationships with and professional proximity to elected and appointed officials and city planners and staff, and who have the funds at their disposal to maintain a cadre of attorneys, lobbyists, and real estate consultants who specialize in moving projects past pesky obstacles such as public hearings and thorough environmental reviews, community impact studies and hazard mitigation?

Robert De Forest of Pinyon Group told the community that he did not know who he bought the property from- that he could not remember. I find that strange, since he has apparently assumed Eric Ortiz's role as VP of the Lincoln Heights Industrial Zone BID. I imagine he knows Ortiz and that he knows that Ortiz is the person that Pinyon bought the property from, and that Ortiz helped to establish the BID in the first place. This kind of deception is deeply concerning given De Forest's statement that he is a member of the Lincoln Heights community simply because he bought a large property there. Additionally, it is likely that the Lincoln Heights community is not even aware that De Forest is VP of the BID since the website has not changed the information <http://www.historiclincolnheights.com/> . Not everyone knows what a business improvement district it. BIDS are widely recognized as the tool-of-choice for large-scale property owners and investors to exert a wide range of controls over their areas and to subject unhoused community members and any other people who the BID business owners deem undesirable to intimidation and abuse at the hands of private law enforcement and security agencies. BIDS are formed because property owners benefit from them- LA pays some of their property

taxes and grants them authority to do as they please. Communities suffer and commercial property owners thrive in BIDS. There is a city-wide movement to end BIDS.

Finally- I wish to point out the fact that there is a massive shakedown occurring at City Hall. The FBI's multi-year corruption investigation involving city council members and racketeering practices with developers is unfolding by the day. For a good while, District 1 CM Gil Cedillo sat on the Planning Land Use and Management (PLUM) committee with CMs Englander and Huizar. Englander and Huizar. Englander resigned his CM position before he was tried and convicted on felony charges for corruption involving real estate. Huizar was removed from his position as CM when the feds indicted him on 34 counts and he is awaiting trial now.

This particular project has not had to appear before the PLUM committee, but it is important to note that PLUM committee members are influential at all levels of real estate and development activities in LA and hold a great deal of power. The FBI has not released the names of all of the people involved in these investigations, but there continue to be mentions of other city staffers (such as "city staffer B") in the documents they have released, and any amount of research of public documents reveals a breath-taking web of repeat players (lobbyists, developers) in the lives of our council members- some of whom currently implicated in the city hall corruption investigation and many of whom who have faced fines from the Ethics commission in the past and who still remain out-of-compliance with rules regarding lobbying (ie: former Huizar staffer Arturo Gonzalez- currently working with lobbying firm Urban Strategy Group and hired by Pinyon to apparently lie to and intimidate the local residents in order to force their approval of the Avenue 34 project). Since the people of Lincoln Heights have turned to their council member Gil Cedillo with their concerns about this project, I thought I would take a look and see where he stands in the picture. A search of his CM calendar a public record that I procured [here](#) discloses many meetings with people connected to the Huizar scandal as well as people directly connected to the Avenue 34 project. I am not saying that he is guilty of anything- I am saying that when a lot of people who are under investigation in an FBI probe into real estate racketeering show up in a CM's calendar, perhaps it is time to press pause on a massive real estate development in his district.

Who is in Gil Cedillo's calendar? Here is a sample. It is enough to give pause.

between 2013-2018, CEDILLO had lunch dinner with Mark Sanders of the fifteen group FIVE TIMES. Several of those were with with Viscaino of Urban Strategy Group, along with Arturo Gonzalez who is currently working for Pinion as a lobbyist even though he has not registered with the Ethics Commission.

Between 2013-2018, Gil Cedillo had 27 meetings with George Pla, who was a major campaign supporter of Jose Huizar's wife Rachel, who was planning to run for his empty seat when he reached the end of his term but who dropped out of the race once the FBI issued a search warrant for their home.

Between 2013-2018 Cedillo met with MORRIE GOLDMAN 27 times. Morrie Goldman has pleaded guilty in the city hall corruption scandal. . . <https://www.latimes.com/california/story/2020-08-25/lobbyist-morrie-goldman-guilty-plea>

Thank you for your time in reading this.

Stacy Dawson Stearns



Planning CPC <cpc@lacity.org>

Lincoln Heights opposing ave 34 project

stacey encalada <stacey.encalada@gmail.com>
To: CPC@lacity.org

Mon, Oct 5, 2020 at 5:48 PM

Hi my name is Stacey Encalada. I've lived in Lincoln heights for 17 years and I oppose the construction proposed for ave 34.

Sent from my iPhone



Planning CPC <cpc@lacity.org>

DIR-2019-6048-TOC-SPR-WDI-1A

Shirley Guzman <s.guzman318@yahoo.com>
To: cpc@lacity.org

Mon, Oct 5, 2020 at 11:14 PM

Good Evening City Planning Commission,

My name is Shirley Guzman, and I am a resident in El Sereno, which is a neighboring town from Lincoln Heights. I am writing today in reference to case numbers DIR-2019-6048-TOC-SPR-WDI-1A and ENV-2016-273-MND-REC1. I strongly oppose the construction of the 468-unit luxury apartment complex located at 135 W Ave 34 Los Angeles, CA 90031. The construction of this site will cause more harm than good. The residents do not want this. We did not ask for this in our communities. Some of the effects that it will have are the displacement of our community members due to the increase in rent costs, the toxicity of the waste being spread through the soil and through fumes, and the unsafe environment it will create for school children due to heavier traffic. This construction enables gentrification, which many communities in the North East LA area have already suffered. Please reconsider moving forward with building the complex.

Regards,
Shirley Guzman



Planning CPC <cpc@lacity.org>

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights

Severin Martinez <severin.martinez@gmail.com>

Fri, Oct 2, 2020 at 5:27 PM

To: cpc@lacity.org

Hi,

I am writing to offer my support for the Ave 34 infill development near the Heritage Square Gold Line Station. My grandfather grew up in Lincoln Heights on Avenue 18 (after being displaced from Chavez Ravine for the construction of Dodger Stadium). Our family still lives in NELA.

It's very difficult to accommodate new housing in LA. There are not many opportunities for infill development on large vacant properties near high quality transit. This project site represents a unique opportunity to practice what we collectively preach- that new housing should occur near transit to encourage more sustainable transportation and reduce dependence on car travel.

The developer of this site, like any other development, needs to listen to the concerns of the community and work collaboratively to make sure it is a positive addition to the neighborhood. That said, the project in its current iteration has a lot of positive aspects that should be acknowledged. I welcome and support conditions to improve the project without making the development prohibitively expensive. However, I also understand that there are some people that will not be satisfied unless the site stays completely as it is today.

I remember when bike lanes were considered on North Figueroa in 2012/13 and some argued against it saying that it would cause gentrification along Fig. The neighborhood corridor still gentrified, arguably faster than York Boulevard did (which had bike lanes). Simply stopping change to our built environment does not necessarily stop gentrification. We need a path forward for a more sustainable and inclusive City. This project could be a positive asset in moving towards that future if it is done well and thoughtfully.

Thanks,

Severin Martinez
NELA Resident with roots in Lincoln Heights

ps. I like the use of bright pink in the renderings. We need more colorful developments- there's too much grey and beige in our landscape.



No to Ave 34 project 135 W Avenue 34 (and no to NELA plaza)

Saul Ramirez Jr. <saaljrramirez@gmail.com>

Mon, Oct 5, 2020 at 8:13 PM

To: cpc@lacity.org, gilbert.cedillo@lacity.org

Case Numbers:

DIR-2019-6048-TOC-SPR-WDI-1A

ENV-2016-273-MND-REC1

To whom it may concern,

I am a lifelong resident of Lincoln Heights (I am 32 and lived here my whole life except for 4 years in college) and I was just informed of the planned 468 (!) unit luxury apartment complex in the heart of my working class neighborhood. I am writing to resoundly say that I am **STRONGLY OPPOSED** to this project. This is the second time this year that my immediate neighborhood has come under attack from these kind of developments. I live on Avenue 39 off Figueroa, and a development similar to this one wants to build right next to me, endangering not just our culture, way of life, but also our families with the increased traffic.

It's honestly ludicrous that these decisions are made without the will of the people. People that will be forced to leave as more and more projects like these pop up, driving up prices of surrounding homes and complexes. The promise of 14 percent of these apartments being reserved for low income is insulting, as is the lame traffic and parking suggestions.

This is not the neighborhood to do these projects, and it's horrible that we have to again and again reject these plans. This is not what my neighborhood needs. I do not want to be driven out of this area with all its charm, because i can no longer afford it, or it just becomes unlivable with the overcrowding.

Please let me know if you have any questions.

Saul Ramirez/ saaljrramirez@gmail.com



Planning CPC <cpc@lacity.org>

135 Avenue 34 Proposed Project

Tracy Casadio <tracycasadio@gmail.com>

Mon, Oct 5, 2020 at 4:04 PM

To: cpc@lacity.org, gilbert.cedillo@lacity.org, gerald.gubatan@lacity.org

In re: DIR-2019-6048-TOC-SPR-WDI-1A; ENV-2016-273-MND-REC1

I would like to state my firm opposition to the proposed project in Lincoln Heights. Not only would it bring a new level of density, I am concerned about further gentrification and environmental exploitation of this neighborhood. The main nearby thoroughfare, Pasadena Avenue, is already traffic-clogged. Moreover, an adjacent lot has been deemed toxic and there is no reason to believe that this project wouldn't release toxins from the soil into our already polluted air. I am a resident and a homeowner. Lincoln Heights deserves better.

Sincerely,
Tracy Casadio



Planning CPC <cpc@lacity.org>

SAVE AVENUE 34 - Response Requested

Tiffany Leung <ttiff.leung@gmail.com>

Wed, Sep 23, 2020 at 2:59 PM

To: councilmember.cedillo@lacity.org, cpc@lacity.org

Hello Councilmember Cedillo and City Planning Commission,

I am a very concerned citizen of CD1, writing to demand a new environmental study to assess all of the impacts that the proposed 468-unit luxury apartment complex at Pasadena Ave / Avenue 34 will have on our community.

Reasons this project poses a serious threat to the health, safety, and wellbeing of us citizens, who you are responsible for protecting and serving:

- This proposed construction is adjacent to the old Welch's Dry Cleaning, which dumped toxic waste into the ground for 68 years.
- Excavation of this site will release toxic fumes/particles that cause cancer, internal organ damage and birth defects.
- This site is across the street from Hillside Elementary - with children that will end up inhaling these toxic particles every day
- Lincoln Heights has the lowest home ownership rate in LA 23%, and this development (with only 14% affordable housing units) will further displace community members who are already suffering and facing a housing crisis.

We demand more transparency from both your offices and action to serve the best interests of your citizens, NOT developers whose only interest is to exploit others for profit.

I look forward to hearing your response.

Thank you,
Tiffany Leung
LA Council District 1 Resident

October 2, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights
468 units including 66 units of affordable housing

Dear Ms. Carter:

I am writing to state my support for the project proposed by The Pinyon Group on Avenue 34. As the owner of residential properties in the area, I strongly believe that this type of project is exactly what this community needs, what Los Angeles needs. The housing shortage is not going to be met if quality projects such as this can not move forward. We are in a crisis and approving this project is necessary for the health of our community and city.

I understand that the proposed project is a significant improvement from the previous project that was approved by the Planning Department in 2016 in terms of significant reduction in overall size and a reduction in height, particularly along Avenue 34 where the project has been reduced from 5 stories to 4 stories. The revised project will have fewer traffic impacts and the development team has informed me that they voluntarily included additional pedestrian and vehicular traffic improvements in the streets outside of the project that will benefit the entire community. Also, the current plan approved by the Planning Department only includes 31 units of affordable housing and the new plan includes more than double the number of new affordable housing units – 66 units. Furthermore, this project would not displace any current Lincoln Heights residents, while at the same time add housing units that will relieve the pressure the current demand for units is placing on our community. It is a win win for all!

Lincoln Heights desperately needs housing projects which include affordable housing. Furthermore, the proposed project is also located near the Heritage Square Gold Line station, which meets the goal of the City of Los Angeles of having more housing near transit. The Pinyon Group has proposed a project that meets the needs of the community and the City of Los Angeles.

I fully support this important project.

Sincerely,



Vivian Rescalvo
Community Advocate and Property Owner



Proposed Apartment Complex at Pasadena Avenue and Avenue 34

Xochitl Mejia <xochitl12970@gmail.com>

Mon, Oct 5, 2020 at 5:42 PM

To: gilbert.cedillo@lacity.org

Cc: Lucy M <mlucy.la38@yahoo.com>, cpc@lacity.org, xochitl12970@gmail.com

October 5, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.

Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Sincerely yours,
Xochitl Mejia
Concerned Resident



Planning CPC <cpc@lacity.org>

135 Avenue 34 Proposed Project

Yili Ou <yxxo16@yahoo.com>

Tue, Oct 6, 2020 at 2:15 AM

Reply-To: Yili Ou <yxxo16@yahoo.com>

To: "cpc@lacity.org" <cpc@lacity.org>

Regarding:

DIR-2019-6048-TOC-SPR-WDI-1A

ENV-2016-273-MND-REC1

To whom it may concern,

My name is Yili Ou, and I am opposed to Pinyons Ave 34 project.

The reason I am taking a stand is because I am a first generation immigrant college graduate in pursuit of my doctorate in Sociology, and thus am availed to nothing but unbiased resources that this proposed housing project will do nothing to align interests of those already living in the neighborhood. I am delighted to speak more on this, to whomever, with whomever.

We who have lived in Lincoln Heights for decades, firmly oppose this and will continue to speak against it. Thank you.

Best,
Yili Alexis Ou

#alachingadaconPinyon

COLLABORATE

October 2, 2020

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

Re: 17227 Simonds Street, CPC-2019-6169-CU

Dear Honorable Chair and Members:

At the request of the Applicant, Caresource Congregate Living ("Applicant"), Collaborate was brought on to the Project Team to coordinate neighborhood outreach related to the proposed facility expansion at 17227 Simonds Street ("Project").

Due to Covid-19, we were unable to conduct door-to-door outreach. In lieu of this, we sent two letters to neighbors within the 500-foot radius of the project, and increased that radius to include all of the residents and owners on Simonds Street, and areas of Babbitt Avenue, Index Street, Louise Avenue, and Aldea Avenue. We sent a letter on June 11, 2020 (attached), introducing the owners of the facility, explaining the proposal, offering contact information, and notifying neighbors of the Granada Hills South Neighborhood Council ("GHSNC") Land Use Committee. We sent a second letter on June 25, 2020, with further information and notifying neighbors of the GHSNC Full Council meeting, also attached.

We presented the proposal at the GHSNC Land Use Committee meeting on June 17, 2020, and at the full board meeting on July 2, 2020. After the official hearing on August 7, 2020, Council Office requested that we meet with a group of neighbors on a Zoom call, and we agreed to do so, although it has not yet been scheduled.

We are very appreciative of the hard work both Council Office and GHSNC have put into ensuring that community concerns are met. We had the good fortune of visiting the facility before Covid -19, and can verify that the photographs of

both the exterior and interior of the site are representative of a well-operated facility.

Please let us know if you have any questions.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'Nicole Kuklok-Waldman', with a stylized, cursive script.

Nicole Kuklok-Waldman

Attachments

cc: Hannah Lee, Council District 12
Andrew Jorgensen, Department of City Planning
David Bouvais, GHSNC



Caresource Congregate Living

17227 Simonds St.

Granada Hills, CA 91344

Hello Neighbor!

We are Chris and Arman and we own Caresource Congregate Living at 17727 Simonds Street. We know that when we prepared to open our facility over a year ago, many of you were concerned about how a Congregate Living Health Facility would operate within this lovely community. We hope we have more than exceeded your expectations.

We've now been operating for 9 months and we love it here. We were planning on holding an open house so you could drop by and see the facility, but unfortunately, due to COVID-19, the County Health Department won't allow any visitors inside our building. None of our residents have COVID—they just have existing health conditions that could make them susceptible to COVID—and we want to keep everyone safe.

Now that COVID is here, however, the uptick in hospitalizations for COVID patients has led to Congregate Living Health Facilities playing a vital role in the public health infrastructure. Congregate Living Health Facilities are able to integrate non-intensive care residents into the community and out of hospitals to make space for patients who require more intensive care. We are so glad that the neighborhood has been supportive of this important component of the public health infrastructure. Neighbors like you have made this possible!

To that end, we have requested permission from the City to increase the number of beds in our facility from 6 to 12. This change would not result in any exterior changes to our facility and would require only minor interior changes. All staff would park on-site, as they do now. As you have probably noticed, visitors are pretty minimal on-site when it is open to visitors. We expect that trend to continue.

While you cannot visit our facility now, you can stop by on your next walk of the neighborhood to look around. You can also call us directly at (818) 679-7120—if you want to talk over the phone, via text, or via socially-distanced conversation outside as neighbors. We will also be on the agenda at the next Land Use Committee meeting for the Granada Hills Neighborhood Council, scheduled for June 17. It will be an online meeting, and you can reach out to us if you'd like details and don't have them.

We are sure you have questions, and we'd be happy to answer them.

Very Truly Yours,

Chris and Arman



Caresource Congregate Living

17227 Simonds St.

Granada Hills, CA 91344

Hello Neighbor!

We are Chris and Arman and we own Caresource Congregate Living at 17727 Simonds Street. We recently reached out to you about what is happening on our site and also about our request to increase the number of beds in our facility from 6 to 12.

At the Neighborhood Council Land Use Committee last week, we presented the details of our proposal, and we are scheduled to appear at another hearing of the Granada Hills South Neighborhood Council on July 2, 2020, at 6:30 pm. The details of the virtual meeting are available at www.ghsnc.org, or you can call or text us if you need more information.

While we cannot have visitors in the facility now due to COVID, please feel free to stop by on your next walk of the neighborhood to look around outside. You can also call us directly at (818) 679-7120 if you want to talk over the phone, via text, or via socially-distanced conversation outside as neighbors.

Very Truly Yours,

Chris and Arman



Fwd: Case No. CPC-2019-6169-CU

Andrew Jorgensen <andrew.jorgensen@lacity.org>
 To: Planning CPC <cpc@lacity.org>

Mon, Oct 5, 2020 at 2:41 PM

See below

----- Forwarded message -----

From: **Pierre** <pierre@slicedavocado.com>
 Date: Mon, Oct 5, 2020 at 2:39 PM
 Subject: Case No. CPC-2019-6169-CU
 To: <Andrew.jorgensen@lacity.org>

Project Site: 17227 West Simonds Street

Case No. CPC-2019-6169-CU
CEQA No. ENV-2019-6170-CE

Hi:

I OPPOSE the expansion of the current 6 bed congregate living health facility into a 12 bed located at:

17227 Simmonds St
 Granda Hills, CA 91344-3501

The facility with 6 beds has been a bad neighbor

- Poor landscape maintenance
- Speeding employees
- Trash/medical refuse surrounding property
- gloves
- masks
- waterbottles
- increased transportation traffic
- a stop sign was erected because of accidents in the community related to the facility
- additional parked vehicles
- increased foot traffic
- increased public service use e.g. police, ambulances
- I've witnessed an arrest of a man in a wheelchair
- Increased Noise

The facility reduces safety

- The increased traffic makes community policing difficult.
- harder to tell who shouldn't be here

While regulated like a single home residence, the facility is not a neighbor.

- We can't count on them like a neighbor in times of need e.g. earthquake, fire etc.
- Would be a burden to the surrounding community in a time of need with 12+ disabled people
- large head count
- lower tax income

The facility adds nothing of value to the surrounding community

Los Angeles housing crisis

- The facility deprives the community of an additional family and participant

"Strong Opposition" from community on first attempt to expand and still continues

- "Mr. Seletos [PLUM Co-Chair John Seletos] reported that "there was very strong opposition" to the project from the community"

Best,

Pierre Villanueva
11320 Amestoy Ave
Granada Hills, CA 91344-3501
(310) 993-8326

Enclosures: copy of minutes dated attached Thursday, July 5, 2018 *with highlights*



--
Andrew Jorgensen, AICP
pronouns: he/him/his
City Planner
Los Angeles City Planning
6262 Van Nuys Blvd
Van Nuys, CA 91401
Planning4LA.org
T: (818) 374-9904



Minutes_2018-07-05.pdf
262K



CITY OF LOS ANGELES
GRANADA HILLS SOUTH NEIGHBORHOOD COUNCIL
GENERAL BOARD MEETING Thursday, July 5, 2018

Granada Hills Charter H.S., Rawley Hall, 10535 Zelzah Ave., Granada Hills, CA 91344
APPROVED MINUTES (Approved September 13, 2018)

GHSNC (and all other) Meeting Minutes are a summary; Minutes were not, are not and are never meant to be an exact, verbatim, word-for-word transcript or comprehensive record of what was said at a Meeting. Exceptions: Motions/Resolutions (as stated at the Meeting, which take precedence over versions written on the Agenda, if different); quotes (words that have quotation marks ("")) at the beginning and ending of a word or words); and other wording from the Agenda such as the first paragraph(s) of some Items. Items are listed in and match the same order as on the Agenda.

I. Call to order (Presiding officer)

President Beauvais called the Meeting to order at 6:34 p.m. The Pledge of Allegiance was led by Don Graham.

II. Roll Call (Secretary)

Roll Call was taken by the Secretary. Twelve of the 16 Members were present at the Roll Call: Dave Beauvais (President), Michael Benedetto (Vice-President), Bonnie Bursk, Julie Carson (Secretary), Maria Fisk, Don Graham, Sally Kolstad, Joel Lyle, Brandon Schindelheim (Treasurer), Sarah Tran, Rene Trinidad and Cindy Wu Freedman. Jeffrey Bohrer and Mark Morris arrived later. Deron Lopez (excused) and Jett Dunlap (unexcused) were absent. Dawn Lopez had resigned. The GHSNC quorum (the minimum number of Board Members needing to be present to take binding votes on Agendized Items) is nine. Sixteen of the 17 Board Seats were filled (by election or appointment). One Board Seat (At Large) was vacant; to apply, see www.ghsnc.org. Also attended: 21 Stakeholders and Guests.

III. Public Comment: Community and Public Comment on non-agenda items.

Glenn Bailey, "speaking as an individual," reported that the September 22nd Congress of Neighborhood Councils is "all day, City Hall . . . 30-40 workshops . . . 800-900 of your fellow [NC] Members." The next VANC [Valley Alliance of Neighborhood Councils; VANC@EmpowerLA.org; <http://empowerla.org/vanc-2>] meeting will be July 12th. There will be a Planning Forum on Thursday, November 8th with workshops and speakers.

IV. Community Speakers

A. Council District 12 (Matt Vallecilla)

Matthew Vallecilla, Field Deputy for L.A. City District 12 Councilman Mitch Englander (818-882-1212; Matthew.Vallecilla@LACity.org; <http://CD12.LACity.org>), reported that the new LAPD Chief is Michael Moore. A street racing Ordinance was introduced by the Councilman. The City Council gave a six-month extension for L.A. Municipal Code 8502 regarding living in a vehicle. The Rapid Response Team removed "50 illegally placed signs" on Reseda Blvd. Mr. Benedetto requested and Mr. Vallecilla "will mention it to the

Councilman” regarding modified vehicles, including motorcycles, that emit hi-decibel noise; Mr. Graham noted that “it’s already illegal.”

Board Member Mark Morris arrived at this time (6:47), making 13 Board Members present

A Stakeholder reported that, near CSUN, groups of motorcyclists ride. Stakeholder Cherie Mann was concerned about airplane noise at all hours; Mr. Vallecilla noted that “the FAA controls the flight patterns.”

- B. Senior Lead Officer, LAPD or alternate rep (Officer DelCore/Richard Fisk). Stakeholder Richard Fisk reported for Dario Del Core, an LAPD Devonshire Division Senior Lead Officer, that “home burglars” hit around O’Melveny Park. The Police hand-delivered letters to local addresses known to have had fireworks on their premises, reminding the occupants that all personal fireworks are illegal in the City of L.A. Officer Del Core’s next Neighborhood Watch meeting will be July 9 at 7:00 p.m. at St. Euphrasia Church. He will be retiring by January 2019. The annual National Night Out will be Tuesday, August 2 at Northridge Park. Louise Ave. between Chatsworth St. and San Fernando Mission Blvd. will be repaved. Councilman Englander wants input about the possibility of installing a stop sign at one of those intersections. Mr. Graham explained that the Police are restricted by law from removing homeless people’s belongings from public rights-of-way and that unidentified shopping carts cannot be removed. The CD12 HOPE Team provides services to homeless people.
- C. Budget Rep and advocates (Cindy Wu Freedman, Glenn Baily, Brian Allen). Mr. Bailey reported for the Budget Advocates [<http://ncbala.com>] that the June 23 Budget Day had “approaching 200 people” attend. He encouraged viewing the City Chief Administrative Officer’s presentation. The BA’s will have a July 14 retreat to form committees regarding next year’s City budget.
- D. DONE Representative (Jasmine Elbarbary) Gibson Nyambura, Neighborhood Council Advocate, L.A. Dept. of Neighborhood Empowerment (DONE; 213-978-1551; Gibson.Nyambura@LACity.org; www.EmpowerLA.org), reported on July 10 and 24 live downtown Ethics Trainings. The Election Stipulation Worksheet is due by August 1.
- E. Marilyn Koziatek Granada Hills Charter High School. Ms. Koziatek reported with Jennie Acosta about the former Pinecrest School property. She said “we’re in a petition process . . . from LAUSD” collecting signatures from parents that will be submitted to LAUSD Board Member Scott Schmerelson. They are “completely separate from LAUSD,” which may consider the petition in September. She described their program and facilities.

Board Member Jeffrey Bohrer arrived at this time (7:12), making 14 Board Members present.

They confirmed that the School is funded with taxpayer money.

- F. Small Asphalt Repairs by Street Services submit by July 16, 2018. Mr. Beauvais reported that, at the end of July, the City will repair up to 15 spots.

Mr. Beauvais noted at this time the recent resignation of Board Member Dawn Lopez; he will note on the website and Facebook the vacancy and encouraged submitting candidates. The term would serve 11 months through June 2019.

V. Approval of Minutes for the June 7, 2018 regular meeting.

MOTION moved by Ms. Carson, seconded by Mr. Graham: The GHSNC approves the Minutes of its June 7, 2018 General Board Meeting as written.

MOTION PASSED by a hand vote with 12 in favor; zero opposed; two abstained (the GHSNC does not count abstentions) (Bohrer and Trinidad).

VI. Budget Issues

A. Approval of Budget report and Monthly Expenditures for June 2018.

Mr. Beauvais relayed that Mr. Schindelheim notified him that the MER (Monthly Expenditure Report) awaits end-of-Fiscal Year (June 30) information from the City to complete that MER. It was requested and agreed to TABLE this Item.

B. Approval of fiscal year 2018/2019 Budget.

Copies were distributed of a "Fiscal Year Administrative Packet."

FUNDING MOTION (by Mr. Lyle, seconded by Ms. Carson): The GHSNC adopts its fiscal year 2018/2019 Budget.

DISCUSSION: Copies were distributed of and Mr. Beauvais reviewed the proposed Budget. The "Meeting Refreshments" \$3,800 cost includes "a Map Your Neighborhood event" with \$1,600 of refreshments. He clarified that "this isn't all of our outreach." "Granada Hills Rec Center events" includes Halloween and Spring Egg Roll events. He described possible projects. "NPG's for Community events" includes the Street Fair, Holiday Parade and emergency preparedness events. He reminded that funding can be reallocated by a Board vote. Ms. Wu Freedman wanted more funding budgeted for NPG's and "to decrease our office expenditures." Mr. Schindelheim clarified that "some of these office expenditures . . . really are outreach." Ms. Fisk noted that much land use projects outreach is needed. Mr. Lyle reminded that "nothing is written in cement . . . most of the money we spend goes back to the community."

FUNDING MOTION PASSED by a roll call vote of the 13 eligible voters present with 12 in favor ("Yes" or "Aye") (Beauvais, Bohrer, Bursk, Carson, Fisk, Graham, Kolstad, Lyle, Morris, Schindelheim, Trinidad and Wu Freedman); zero opposed; one abstained (the GHSNC does not count abstentions) (Benedetto). Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

VII. Board Issues

A. Discussion and motion to [see the below Motion].

FUNDING MOTION moved by Mr. Benedetto, seconded by Ms. Carson: GHSNC approves Dave Beauvais as the second signer and Mike Benedetto as the alternate signer for GHSNC.

DISCUSSION: Mr. Beauvais explained the need and will be "both Second Signor and Cardholder."

FUNDING MOTION PASSED unanimously by a roll call vote of the 13 eligible voters present with all 13 in favor (“Yes” or “Aye”) (Beauvais, Benedetto, Bohrer, Bursk, Carson, Fisk, Graham, Kolstad, Lyle, Morris, Schindelheim, Trinidad and Wu Freedman); zero opposed; zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

- B. Discussion and motion to approve Concept to Web’s proposal for GHSNC website hosting and maintenance.

Mr. Beauvais explained that “the only proposal we got was from Aaron DeVandry, our current vendor,” whose company is Concept to Web.

MOTION (by Ms. Bursk, seconded by Mr. Morris): The Granada Hills South Neighborhood Council approves Concept to Web’s proposal for GHSNC website hosting and maintenance.

DISCUSSION: Mr. Beauvais explained the posting procedure and that Concept to Web is “24-7” available.

MOTION PASSED by a roll call vote with 13 in favor (“Yes” or “Aye”) (Beauvais, Benedetto, Bohrer, Bursk, Carson, Fisk, Graham, Kolstad, Lyle, Morris, Schindelheim, Tran and Trinidad); zero opposed; one abstained (Wu Freedman).

- C. Discussion and motion to [see the below Motion].

FUNDING MOTION (by Ms. Tran, seconded by Mr. Schindelheim): The GHSNC approves a Neighborhood Purposes Grant of \$3,000 to the Granada Hills Friends of the Library. Purpose will be to buy additional books and library materials for the Granada Hills Library.

DISCUSSION: Mr. Beauvais reported that the Library has “a number of sources of funding” including their quarterly book sale.

AMENDMENT to the FUNDING MOTION moved by Mr. Benedetto, seconded by Mr. Bohrer: The GHSNC Council amends down to \$2,500 the funding amount in the original Motion.

DISCUSSION: Ms. Wu Freedman was concerned about the large amount of the NPG since the annual NPG budget is only \$4,000. Mr. Bohrer was concerned that “the same people” keep requesting funding; he believed that “we really need to expand our outreach” to the community. Mr. Schindelheim noted that, each year, the GHSNC returns unspent funding to the City, including \$4,000-\$5,000 last year.

AMENDMENT to the FUNDING MOTION FAILED by a roll call vote of the 13 eligible voters present with three in favor (“Yes” or “Aye”) (Beauvais, Graham and Schindelheim); 10 opposed (“No” or “Nay”) (Benedetto, Bohrer, Bursk, Carson, Fisk, Kolstad, Lyle, Morris, Trinidad and Wu Freedman); zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

AMENDMENT to the FUNDING MOTION (by Mr. Benedetto, seconded by Mr. Schindelheim): The Granada Hills South Neighborhood Council amends down to \$1,700 the funding amount in the original Motion.

AMENDMENT to the FUNDING MOTION PASSED by a roll call vote of the 13 eligible voters present with eight in favor (“Yes” or “Aye”) (Beauvais, Benedetto, Graham, Kolstad, Lyle, Morris, Schindelheim and Trinidad); five opposed (“No” or “Nay”) (Bohrer, Bursk, Carson, Fisk and Wu Freedman); zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

AMENDED FUNDING MOTION PASSED by a roll call vote of the 13 eligible voters present with eight in favor (“Yes” or “Aye”) (Beauvais, Benedetto, Graham, Kolstad, Lyle, Morris, Schindelheim and Trinidad); five opposed (“No” or “Nay”) (Bohrer, Bursk, Carson, Fisk and Wu Freedman); zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

VIII. Committee Reports

A. PLUM Committee (Maria Fisk)

1. MOTION: The GHSNC Planning and Land Use Management Committee [see the below Motion].

Ms. Fisk reported that the Committee “had many meetings” about this. Shlomi Asiss, Developer and Contractor, described the project “on the corner of Chatsworth and Encino . . .” in a “P-1 zone . . . across from the alley” with “54 units of apartments.” This is their “seventh meeting” with the GHSNC. He said they “have an excess of 20 additional parking” spaces; “we reduced the height of the building by 25 feet . . . window sizes by 30%.” There would be an “access gate” that “after hours would automatically close . . . we would not have any marijuana dispensaries . . . the driveway [would be] located on Encino” with “a right-turn only . . . sign” and eight feet of shrubbery in back. He displayed a diagram and distributed copies of elevations, site plans and a parking plan. He stated that “we . . . would maintain the trees and plants in the back . . . we would have a building manager available on-site . . . parking lot lighting . . . wouldn’t shine on neighbors” and there would be a “designated area for animal waste.” Ms. Fisk said “we understand it’s a by right project.” She displayed an around seven-inch stack of documents the Committee reviewed and said the “vetting process” was “quite intense.”

MOTION (by the Planning and Land Use Management Committee): The Granada Hills South Neighborhood Council supports the project at 17436 W. Chatsworth St. based upon the developer’s willingness to provide the following accommodations:

- A six-foot retaining wall with shrubs will be constructed around the commercial parking lot.
- A reduction will be made to 25 feet of the rear of the building height.
- A reduction of the balconies by 50% and window sizes by 30% in the rear of the building to preserve privacy.
- Support moving the gates to the commercial parking lot.
- Agreement for the commercial portion to prohibit marijuana dispensaries.
- Agreement that the configuration of the rear exit was not feasible due to lack of space.
- The exit off Encino Ave. will be posted as right-turn only.
- Construct fences behind the customer parking lot.
- Construct 8 ft. wall located at the rear of parking lot, abutting the single family residence at 17457 Kingsbury St. To include trees at least 14 ft. Include ongoing maintenance and automatic watering system.

- Tall trees to be planted on building side of fence for privacy.
- Plants/trees to be watered and maintained/trimmed by developer.
- Keep commercial lot open for overnight parking for guests and overflow vehicles for tenants. Close gates to public after business closing.
- Put in electric gate to close lots at night and provide units with a key/pass for nighttime entry and exit.
- Tenants to be allowed to use commercial parking lots for overflow parking and guest at night.
- Building manager will be available.
- Safety lighting is to be turned away from neighborhood.
- There will be an area designated for animal waste.

DISCUSSION: Ms. Mann was concerned about traffic and believed that “the parking is going to be inadequate” and the housing “isn’t affordable.” Committee Co-Chair John Seletos encouraged the developer to “talk with some of the real estate developers in the area . . . the concern with one-bedrooms is . . . you’re going to have a pretty good turnover.” Mr. Bohrer “visited the site . . . submitted written inquiries” and supports the project. Mr. Morris noted that “community members” were not at this meeting and “seem to be okay with it.” Mr. Asiss indicated that they have 81 residential and 40 commercial parking spaces, 1.5 spaces per resident. Trees will already be near 14 feet in height when planted. He agreed to the removal from the original Motion sentence “To include trees that grow to at least 14 ft.” the phrase “that grow to.”

MOTION PASSED by a hand vote with 13 in favor; zero opposed; one abstained (the GHSNC does not count abstentions) (Wu Freedman).

2. **MOTION:** The GHSNC Planning and Land Use Management Committee (PLUM) recommends to the Board to [see the below Motion].

Ms. Fisk noted that this is a by right project for which a six-bed license application has not yet been submitted.

MOTION (by the Planning and Land Use Management Committee): The Granada Hills South Neighborhood Council requests that the architect for the project at 17227 Simmonds St., Granada Hills, 91344 contact either PLUM Co-Chair John Seletos or Co-Chair Maria Fisk if there will be a submittal for more than six (6) beds.

DISCUSSION: Mr. Seletos reported that “there was very strong opposition” to the project from the community and that the project is for “highly disabled care.” Committee Member Larry Yoder was concerned about “the noise.” No permits are posted at the project site and there are other community concerns.

MOTION PASSED unanimously by a hand vote with 14 in favor; zero opposed; zero abstained.

B. Beautification (Joel Lyle)

1. Motion: The Committee recommends that GHSNC [see the below Motion].

Mr. Lyle explained the proposed Motion and that “the fence . . . is north of the freeway . . . it also affects us.”

MOTION (by the Planning and Land Use Management Committee): The GHSNC supports the “Welcome to Granada Hills” project. This project is located at Balboa and the 118 Freeway Caltrans yard. The project proposes to re-fence the east side of the yard (facing the freeway off-ramp) and erect panels depicting scenes from Granada Hills. This would be a joint project with other community organizations.

AMENDMENT to the MOTION moved by Ms. Carson, seconded by Mr. Bohrer: The GHSNC replaces in the original Motion the word “supports” with the phrase “will participate in.”

AMENDMENT to the MOTION PASSED unanimously by a voice vote; zero opposed; zero abstained.

DISCUSSION: Mr. Beauvais noted that CD12 and other sources may fund this.

AMENDED MOTION PASSED unanimously by a hand vote; zero opposed; zero abstained.

2. Motion: The Committee recommends GHSNC [see the below Motion].

FUNDING MOTION (by the Beautification Committee): The Granada Hills South Neighborhood Council sets aside and dedicates \$4,500 of the fiscal year 2018/2019 budget for a tree trimming and removal beautification project.

DISCUSSION: Mr. Lyle explained the need and that Kingsbury St. residents have been trying for 10 years to get nearby trees trimmed by the City. Ms. Mann noted the importance of trees. Mr. Bohrer opposed this, believing the City should pay for it. Mr. Trinidad believed that the neighborhood cannot wait for the City. Mr. Benedetto believed this would “establish a precedence” of Neighborhood Council funding of City services and that we should “save lives,” not trees. Resident Mike Kabo and others believed that \$4,500 would not pay for much. Mr. Lyle noted that the City does list service requests. Mr. Graham noted that Neighborhood Council funding “is the City’s money . . . we have this discretion to spend this money . . . to augment” other City funding. Ms. Carson noted that there are “seven [City employees] for the whole west Valley” trimming trees. Mr. Beauvais believed that “this . . . is a safety issue” and noted that “it’s a pilot project.”

FUNDING MOTION PASSED unanimously by a roll call vote of the 13 eligible voters present with 10 in favor (“Yes” or “Aye”) (Beauvais, Carson, Fisk, Graham, Kolstad, Lyle, Morris, Schindelheim, Trinidad and Wu Freedman); three opposed (“No” or “Nay”) (Benedetto, Bohrer and Bursk); zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

IX. Board Member comments and submission of agenda items.

Ms. Kolstad will not be able to attend the August meeting. Ms. Fisk requested to Agendize consideration of the City Council File 18-0467 Neighborhood Councils reform Motion. Mr. Morris suggested that every PLUM Committee meeting be a joint Board/Committee meeting because of high attendance, including by Board Members. Mr. Beauvais clarified that the quorum of a GHSNC Board quorum of

nine equals five. Mr. Lyle lauded the PLUM Committee for its work. Mr. Graham requested to Agendize consideration of L.A. Municipal Code [**DL CLARIFY: “8502” OR “85.02”?**] 8502 regarding living in a vehicle and of submitting a Community Impact Statement (CIS) regarding a six-month extension. He also requested to Agendize consideration of a CIS regarding ABC liquor license approvals and renewals. Ms. Wu Freedman attended the June 14th Mayor’s Volunteer L.A. (<https://Volunteer.LAMayor.org>) launch. Grants are available for home repairs for homeowners at least 62 years old. Ms. Tran encouraged to keep urging CD12 to provide services. Mr. Morris requested to Agendize consideration of a CIS regarding Council File 18-0247 regarding the DWP’s 100% renewable energy program; he will draft a CIS. Mr. Beauvais recognized “Dawn Lopez for over two years of service.” Also, “we are in limbo” regarding the boundary adjustment.

X. Adjournment

MOTION to ADJOURN (by Mr. Graham, seconded by Ms. Tran).

MOTION to ADJOURN PASSED unanimously; zero opposed; zero abstained.

The Meeting was **ADJOURNED** at 9:26 p.m.

The first paragraph of some Items, Motions/Resolutions and other wording may have been copied from the Agenda. Possibly edited by GHSNC. The GHSNC Minutes page is <http://www.ghsnc.org/resources/minutes-and-agendas>.

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October 6, 2020

VIA EMAIL:

City Planning Commission
City Planning Department
City of Los Angeles
cpc@lacity.org
courtney.schoenwald@lacity.org

**RE: ITEM 8, CPC HEARING OCTOBER 8, 2020; 20401 VENTURA BOULEVARD, 91364;
DCP CASE NOS. CPC-2016-4785-VZC-HD-CU-CUB-SPP-SPR; ENV-2016-4786-MND**

Dear City Planning Commission:

On behalf of UNITE HERE Local 11 ("Local 11"), this Office respectfully provides the following comments¹ to the City of Los Angeles ("City") City Planning Commission ("CPC") and Department of City Planning ("DCP") regarding the above-referenced 149-room hotel development ("Project") proposed by 20401 Ventura LLC ("Applicant"). These comments supplement Local 11's prior comments dated August 7, 2020 regarding the Project's Mitigated Negative Declaration ("MND") and land use approvals (collectively "Project Approvals").² Specifically, these comments are in response to the Project's CPC Staff Report dated October 8, 2020 ("Staff Report" or "SR").³

As set forth below, the Project seeks substantially increased development rights untethered to the Ventura-Cahuenga Boulevard Corridor Specific Plan ("Specific Plan")'s fundamental Floor Area Ratio ("FAR") and height scheme, and without any of the benefits of genuine mixed-use residential projects. So too, the MND lacks any substantial evidence that the Project will not have a traffic, vehicle miles travelled ("VTM"), or greenhouse gas ("GHG") impact on the area. The Staff Report does not adequately address, or altogether ignores, these flaws. Local 11 therefore respectfully urges CPC to deny all Project Approvals until this pedestrian-unfriendly, auto-centric Project is redesign.

1. Denial of Some Specific Plan Amendments Due to Local 11 Comments: Local 11 previously raised concerns about the Project's proposed Specific Plan Amendments ("SPA(s)") allowing for increased FAR, driveway location, and increased setbacks. The Staff Report indicates that DCP recommends denial, in part, of some of these SPAs (SR, PDF p. 3). Local 11 is pleased that its efforts in commenting on the inadequacy of the SPAs were effective in mitigating some of the Project's impacts with regard to the proposed SPAs. However, the SPAs recommended by DCP still

¹ Page citations contained herein are to the page's stated pagination (referenced herein as "p. #"), or to the page's location in the referenced PDF document (referenced herein as "PDF p. #").

² SR, PDF pp. 1050-1074.

³ <https://planning.lacity.org/odocument/cb089baf-199e-4f19-ab23-1078a40afa2d/CPC-2016-4785.pdf>.



go too far (as discussed below).

2. **FAR Specific Plan Amendment Is Improper:** DCP recommends a SPA that will allow the Project 1.5:1 FAR in lieu of the permitted 1:1 FAR (SR, PDF p. 3). DCP suggests that 1.5:1 FAR is suitable because: i) it is allowed under the site's underlying Height District 1 zoning but for the "Specific Plan ... overlay"; and ii) 1.5:1 FAR is allowed under the Specific Plan for properties designated Community Commercial ("CC") or Regional Commercial ("RC") (SR, PDF p. 19). However, these arguments improperly downplay the Specific Plan's fundamental FAR restrictions, which designates the least permissive FAR rights for properties designated under the Specific Plan as Neighborhood and General Commercial ("N&GC") (such as the case here). Here, the Project site is neither designated CC nor RC. So too, the site is nowhere near CC/RC locations, which are admittedly situated in a "different and more urban environment than the subject property" (SR, PDF p. 19). Furthermore, the Project provides no "residential component" that would otherwise make it akin to the FAR incentives allowed under the Specific Plan (id.). Hence, DCP's FAR giveaways are an egregious spot-zoning of the Project Site,⁴ that is fundamentally inconsistent with the applicable Specific Plan,⁵ and constitutes an impact under the City's CEQA Threshold Guide.⁶

3. **Height SPA and Zone Change Are Improper:** DCP recommends a SPA that will allow development up to 73 feet in height in lieu of the permitted 30 feet in height (SR, PDF p. 3). To this end, DCP is recommending a revised Zone Change and Height District Change to (t)(Q)C2-1L Zone (SR, PDF pp. 3-4). DCP suggests that the height increase is suitable because: i) it is allowed under the site's underlying Height District 1 zoning but for the "Specific Plan"; and ii) the Project is comparable to surrounding properties in "height or number of stories" (SR, PDF pp. 19). However, these giveaways improperly downplay the Specific Plan's fundamental height restrictions, which establish the least permissive height rights for N&GC designated properties under the Specific Plan (such as the case here). Additionally, reliance on comparable property heights is a red-herring that ignores the apparent height disparities between the Project and nearby properties.⁷ So too, DCP relies too much on the purportedly analogous apartment building at 20600 W. Ventura Blvd., which is entirely distinguishable because, *inter alia*, it was a mixed-use project that created housing opportunities.⁸ Here, the Project provides no "residential component" and, thus, not a mixed-use project and provides no genuine housing opportunities (SR, PDF p. 19). Hence, DCP recommends an egregious spot-zoning of the Project Site, that is fundamentally inconsistent with the applicable Specific Plan, and constitutes an impact under the City's CEQA Threshold Guide.⁹

4. **Too Much Deferred Impact Analysis:** DCP is recommending the above-mentioned FAR/height SPAs to apply to hotel projects on N&GC designated properties located on Ventura Boulevard between De Soto Avenue and Winnetka Avenue (SR, PDF p. 3). This constitutes the first

⁴ See e.g., *Foothill Communities Coalition v. County of Orange* (2014) 222 Cal.App.4th 1302, 1314.

⁵ See e.g., *Spring Valley Lake Ass'n v. City of Victorville* (2016) 248 Cal.App.4th 91, 101; *Families Unafraid to Uphold Rural El Dorado County v. County of El Dorado* (1998) 62 Cal.App.4th 1332, 1341.

⁶ See L.A. CEQA Threshold Guide, pp. H.2-1 – H.2-5, <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf>.

⁷ For example: 19-foot tall residence at 20334 Reaza Pl., 30-foot tall Kol Tikvah Preschool, 31-foot tall Celiac Disease Foundation, 37-foot tall Chalk Hill Court, 50-foot tall Sunrise Living Center, and several 54-foot tall retail/office buildings at 20300 and 20501 and 20750 Ventura Blvd (MND, pp. 3-1 – 3-5; SR, PDF pp. 19, 1051).

⁸ DCP LOD, PDF pp. 17-21, <https://planning.lacity.org/pdiscaseinfo/document/NjUzMTM0/28387090-8a12-4e44-a368-da69f49345eb/pdd>.

⁹ *Supra* fnn. 4 – 6.



step in up-zoning the area for future development, but the MND fails to analyze the impacts of this up-zoning, which would result in additional potentially significant environmental impacts (e.g., traffic, GHG emissions, land use inconsistencies, noise, etc.). Hence, this amounts to improper deferred analysis and project piecemealing under CEQA.¹⁰ However, the Staff Report fails to address this concern about deferred analysis. This must be considered before the City acts, as it has done in similar situations; when proposed plan amendments affected properties beyond a project site, the City evaluates the potential environmental impacts associated with the theoretical development of the remaining parcels in the plan add area.^{11, 12, 13, 14}

¹⁰ See e.g., CEQA Guidelines § 15378(a); *Bozung v. LAFCO* (1975) 13 Cal.3d 263, 283-284; *McQueen v. Bd. of Supervisors* (1988) 202 Cal.App.3d 1136, 1146-47.

¹¹ See e.g., 915 N. La Brea Avenue project (CPC-2005-6163, ENV-2005-6164) involving GPA to amend the Hollywood Community Plan for a 2.27-acre mixed-use project site and a 5.69-acre plan add area. There, while no actual development was proposed in the add area and the applicant did not own or control the parcels within the add area, the City recognized that the approval of the project “*could encourage similar discretionary development*” requests for one or more of the other parcels [within the add area],” and, therefore, evaluated the potential environmental impacts associated with the theoretical development of the remaining parcels in the add area—assuming “maximum density permitted” for the zone. Draft EIR (May 2008) Add Area Analysis, pp. VII:1-2 (emphasis added), <https://planning.lacity.org/eir/LaBreaGateway/DEIR/DEIR%20Sections/VII.%20Add%20Area%20Analysis.pdf>; see also LOD (2/27/07) p. 1, <http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/ZmY3NjhmNTYtMjk4NS00MGVhLWEzZiYtNWRmZjFlNDI4Y2U20>; Draft EIR (May 2008) Project Description, pp. III:15-16, <https://planning.lacity.org/eir/LaBreaGateway/DEIR/DEIR%20Sections/III.%20Project%20Description.pdf>; Draft EIR (May 2008) Environmental Setting, p. II:1, <https://planning.lacity.org/eir/LaBreaGateway/DEIR/DEIR%20Sections/II.%20Environmental%20Setting.pdf>.

¹² See e.g., LA Lofts Chinatown project (CPC-2005-1843, ENV-2005-0881) involving GPA to amend the Central City North Community Plan for a 3.4-acre condo project site and a 5.4 add area. There, despite the ZC applying only to the project site, the City still analyzed several theoretical development scenarios for the plan add area. See Final EIR (Apr. 2007) Introduction, pp. I:1-5, <https://planning.lacity.org/eir/LoftsChinaTown/FEIR/LA%20Lofts%20Chinatown%20FEIR%20April%202007.pdf>; see also LOD (10/23/07), pp. 1, F:3, <http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/MjI2NDIzZGQ0ZGEyNy00NzZmLTlhZmUtOWI2NWJiZTBkYzNm0>.

¹³ See e.g., Plaza at the Glen Mixed Use project (CPC-2008-2932, ENV-2007-4063) involving GPA to amend the North Hollywood-Valley Village Community Plan for a 12.53-acre mixed-use project site and a 9.23-acre plan add area. There, while no actual development was proposed in the add area and the add area was not subject to the ZC, the City nevertheless analyzed the redevelopment of the add area “consistent with the proposed Community Commercial designation at a development intensity similar to that proposed for the project site.” Draft EIR (Mar. 2009) Project Description, p. II:26, <https://planning.lacity.org/eir/GlenMixedUseProj/DEIR/Chapters/II. Project Description.pdf>; see also DEIR (Mar. 2009) Project Description, Fig. II:18, <https://planning.lacity.org/eir/GlenMixedUseProj/DEIR/LargeGraphics/II18 Add Area.pdf>; DEIR (Mar. 2009) Environmental Setting, p. III:2, <https://planning.lacity.org/eir/GlenMixedUseProj/DEIR/Chapters/III. Environmental Setting.pdf>; LOD (8/6/09) p. 1, <http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/NjEyNjdhOWYtNDE0MS00MDDmLTk2ZDUtNjQ0Y2QxY2ZiNDZh0>.

¹⁴ See e.g., Corbin & Nordhoff Redevelopment project (CPC-2002-7295, ENV-2002-1230) involving GPA to amend the Chatsworth-Porter Ranch Community Plan for a 35.5-acre project site and a 15-acre plan add area. There, while no actual development was proposed in the add area and the applicant not owning/controlling the parcels within the add area, the City nevertheless analyzed several development scenarios for the add area. See Draft Master EIR (Sep. 2003) Summary Project Description, pp. 1-5, https://planning.lacity.org/eir/Corbin_Nordhoff/MEIR/PDF/1a&b Project%20Location&Description.pdf; see also LOD (4/29/04) p. 1, <http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/Yjg2ZmU4ZTEtYWZjMi00ODFmLWJiNmYtN2YzMmEzZWRhOWVh0>.



5. Improper Delay in Submitting Revised Plans Is End-Run Around Linkage Fee:

The Staff Report identifies the long delay between the Applicant's submission of its initial plans/requested entitlements (i.e., requesting eight Specific Plan Exceptions in Dec. 2016), application for SPAs (Mar. 2017), and its current revised plans (Jun. 2019) (SR, PDF pp. 10-11). Hence, Applicant's revised Project plans were submitted 903 days after its initial application and 826 days after its requested the SPAs. Yet, DCP applications require plans to be submitted in order for an application to be deemed complete.¹⁵ This begs the question; how could Applicant's entitlement application been deemed complete if it did not produce the documents until years later? Additionally, this type of inactivity has resulted in DCP's unilateral termination of other project applications.¹⁶ This termination should have occurred here, requiring Applicant to submit new applications subject to current zoning regulations, such as the City's Affordable Housing Linkage Fee that apply to residential and non-residential uses "including hotels."¹⁷ This is an end-run around the Linkage Fee.

6. This Pedestrian-Unfriendly, Auto-Centric Project is Not a GHG-reducing Mixed-Use Project: Local 11 previously commented that the MND relies on outdated plans by the Southern California Association of Governments ("SCAG"). In response, Applicant's environmental consultants claim that the Project is consistent with SCAG's 2016 and 2020 RTP/SCS because it encourages "mixed-use" infill development with "hotel and restaurant uses" (SR, PDF p. 1077). However, this claim belies Applicant's characterization of the Project as a "business-class hotel" with the restaurant "primarily serv[ing] hotel guests and not designed as destination restaurant" (SR, PDF pp. 13). Additionally, it also contradicts the City's Professional Volunteer Program ("PVP")'s comments that the Project is "neither pedestrian- nor people-oriented" and that the Project is "auto-centric design" (SR, PDF p. 12). So too, this argument runs counter to DCP's observation that the Applicant seeks to maintain a "pedestrian-unfriendly" project despite numerous walkable destinations near the Project site (SR, PDF p. 17). Furthermore, it contradicts the MND's traffic analysis that notes that the proposed "hotel restaurant" is part of the Project's hotel traffic use (SR, PDF p. 296). Hence, this pedestrian-unfriendly, auto-centric Project is the antithesis of a mixed-use project as understood in SCAG's RTP/SCS. Local 11 maintains that the MND fails to adequately analyze the Project's GHG impacts (as further discussed below).

7. MND Relies on Non-Binding, Unenforceable GHG Strategies: Local 11 previously commented that the MND's GHG analysis (specifically its consistency evaluation with various GHG plans) fails to identify any binding, specific, or enforceable measures/strategies applicable to the Project as required under CEQA. In response, Applicant's environmental consultants reiterate that the MND is not using a numeric threshold but rather consistent with various GHG-related plans (e.g., Executive Orders S-3-05 and B-30-15, SB 375, SCAG's SCS, etc.) (SR, PDF pp. 1078-1081). However, the response fails to identify any binding, specific, or enforceable GHG mitigation measures to show plan consistency. Hence, Local 11 maintains that the MND's consistency

¹⁵ [https://planning.lacity.org/odocument/b3cd2983-ed8d-4ec2-bedc-eb7c3d940c9a/Department of City Planning Application Filing Instructions.pdf](https://planning.lacity.org/odocument/b3cd2983-ed8d-4ec2-bedc-eb7c3d940c9a/Department%20of%20City%20Planning%20Application%20Filing%20Instructions.pdf).

¹⁶ See e.g., DCP Termination Letter (10/31/18) ENV-2018-2919 (166 days of inactivity), <http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/NjcyMDIwNTAtYmI2My00NDgyLTk1YjltMGM0YzM0YzM5MDEx0>; DCP Termination Letter (2/22/17) CPC-2014-2398 (327 days of inactivity), <http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/MjczMmVmMmQtNGE5My00MWEyLTg3NTQ0YzRhNDkzMjExNzdl0>.

¹⁷ See DCP Memo (7/16/18) Affordable Housing Linkage Fee Ordinance and Updated Fee Schedule, p. 4, <https://planning.lacity.org/ordinances/docs/ahlf/ImplementationMemo.pdf>.



evaluation is flawed because it fails to identify any specific, binding, and enforceable measures applicable to the Project.

8. Failure to Compare Project's Per Capita GHG Emissions from Auto and Light-Duty Truck Emissions: Local 11 previously commented that the MND failed to analyze the Project's per capita auto/light-duty truck GHG emissions levels, and/or compare the Project's levels to the specific and fundamental assumptions made under the SCAG's 2016 or 2020 RTP/SCS. In response, Applicant's environmental consultants maintain SCAG's per capita GHG emissions do not apply on a project-level basis (SR, PDF p. 1082). However, this response ignores the fact that these per capita GHG emissions are fundamental to SCAG's SCS/RTP. In order to show real consistency between the Project and SCAG's RTP/SCS, the MND must provide this analysis to demonstrate that the Project is consistent with fundamental performance metrics. Absent this, Local 11 maintains that the MND lacks substantial evidence that the Project is consistent with SCAG's RTP/SCS.

9. Project Exceeds SCAQMD Threshold Previously Used by the City: Local 11 previously commented that the Project exceeds bright-line and efficiency thresholds proposed by the South Coast Air Quality Management District ("SCAQMD"). In response, Applicant's environmental consultants maintain that SCAQMD's thresholds have not been adopted and not appropriate here (SR, PDF p. 1081). However, the City has routinely used SCAQMD thresholds.¹⁸

¹⁸ See e.g., Venice Blvd. Self-Storage project (DCP Case No. ENV-2017-3855) MND, PDF pp. 49-50 (applying 1,400 MTCO₂e/yr threshold for commercial project), https://planning.lacity.org/staffrpt/mnd/Pub_101818/ENV-2017-3855.pdf; 5950 Jefferson Boulevard project (DCP Case No. ENV-2017-4170) MND, PDF pp. 112-114 (noting SCAQMD's 3,000 MTCO₂e/yr threshold is "appropriate" and remains supported by SCAQMD's technical analysis as a useful indicator of significance), https://planning.lacity.org/staffrpt/mnd/Pub_122018/ENV-2017-4170.pdf; 333 La Cienega Blvd. project (DCP Case No. ENV-2015-897-EIR) Initial Study, PDF pp. 89-90 (applying the 3,000 MTCO₂e/yr threshold for mixed-use project), <http://planning.lacity.org/eir/nops/333LaCienega/is.pdf>; 3063 W. Pico Blvd. project (DCP Case No. ENV-2016-1604) MND, PDF pp. 86-87 (referencing 3,000 MTCO₂e/yr threshold for mixed-use projects), http://cityplanning.lacity.org/staffrpt/mnd/Pub_033017/ENV-2016-1604.pdf; 16966 Sunset Blvd. project (DCP Case No. ENV-2017-3896) MND, PDF pp. 41 (utilizing 3,000 MTCO₂e/yr threshold), https://planning.lacity.org/staffrpt/mnd/Pub_122718/ENV-2017-3896.pdf; 756 N. Edinburgh Avenue project (DCP Case No. ENV-2016-1367-EIR) IS, PDF pp. 87-88 (applying 3,000 MTCO₂e/yr threshold), <http://planning.lacity.org/eir/EdinburghAve/DEIR/Appendix%20A%20-%20NOP%20IS%20and%20Comment%20Letters.pdf>; 1209 6th Avenue project (DCP Case No. ENV-2014-1988-EIR) Initial Study, PDF pp. 85-86 (applying the 3,500 MTCO₂e/yr threshold for residential project), https://planning.lacity.org/eir/nops/1209_6thAvenueInitialStudy/1209_InitialStudySigned_100716.pdf; 15116 S. Vermont Avenue Staff Report (DCP Case No. ENV-2017-1015-MND) PDF pp. 182, 220 (containing MND applying the 10,000 MTCO₂e/yr threshold for industrial project), <http://planning.lacity.org/StaffRpt/InitialRpts/CPC-2017-1014.PDF>; Woodley Avenue Self-Storage project (DCP Case No. ENV-2018-4247) MND, PDF pp. 89-91 (utilizing 10,000 MTCO₂e/yr threshold for industrial project), https://planning.lacity.org/staffrpt/mnd/Pub_012419/ENV-2018-4247.pdf; 7720 Lankershim Blvd. project (DCP Case No. ENV-2016-2384) MND, p. IV-33 – IV-35 (utilizing 3,000 Tier 3 threshold for non-industrial project), http://clkrep.lacity.org/online/docs/2018/18-0827_misc_1_08-28-2018.0001.pdf; Lafayette Park Place Bridge Housing Facility project (3/13/19) CE, PDF p. 578, http://clkrep.lacity.org/online/docs/2018/18-0392_rpt_BOE_03-13-2019.pdf; 5750 Hollywood Blvd. project (DCP Case No. ENV-2014-4288) DEIR, PDF p. 31-32, http://planning.lacity.org/eir/5750HollywoodBlvd/DEIR/4.C_Greenhouse_Gas_Emissions.pdf; Providence Tarzana Medical Center project (DCP Case No. ENV-2016-1662) DEIR, PDF p. 50, https://planning.lacity.org/eir/ProvidenceTarzanaMedicalCtr/FEIR/files/D_IVD.pdf; Bermuda Apartments (DCP Case No. ENV-2017-628) MND, PDF p. 72-73, <https://planning.lacity.org/odocument/64056bf9-e4b7-4085-b33f-89ced0b9dac5/ENV-2017-628.pdf>; Bending the River Back into the City Project (Jan. 2014) IS/MND, PDF p. 34 (applying 900 MTCO₂e/yr threshold for City project), <http://clkrep.lacity.org/online/docs/>

The selection of a threshold must be supported by substantial evidence, such as why SCAQMD's threshold is not appropriate here despite its use for numerous similar projects. The City cannot cherry-pick what threshold to apply merely because it serves Applicant's interest. Local 11 maintains the MND fails to provide substantial evidence demonstrating SCAQMD's thresholds are not appropriate here.

10. MND Fails to Demonstrate Project's VMT-Reducing Measures: Local 11 previously commented that the Project must be more than just infill-development in order to reduce its mobile-related GHG emissions. For example, instituting commute trip reduction programs for employees, provide ride-sharing programs, implement bike/scooter sharing program, providing comprehensive shuttling services for employees and patrons, seek on-site and/or off-site mitigation, consider carbon offsets, or any of the other numerous strategies recommended by California Air Pollution Control Officers Association ("CAPCOA").¹⁹ In response, Applicant's environmental consultants maintains the MND "details" the Project's VMT-reducing features that meet and exceed the obligations required under SB 375 (SR, PDF p. 1083). However, the response fails to address Local 11's traffic impact review that directly attacks the Project's VMT analysis. So too, the MND fails to consider the daily VMT per capita targets under SCAG's RTP/SCS. According to SCAG, the land use strategies outlined in the RTP/SCS are designed to reduce GHGs and VMTs both regionally and county-wide, and provide projected VMT targets in the form of performance-based objectives.²⁰ Under the SCAG's 2016 RTP/SCS, daily VMT per capita should decrease from 22.8 VMT in 2012 to 20.5 VMT by 2040 for the entire SCAG region.²¹ For Los Angeles County, specifically, daily VMT per capita should drop from 21.5 to 18.4 VMT during that same period.²² Under the SCAG's Draft 2020 RTP/SCS, daily VMT per capita in the SCAG region should decrease from 23.2 VMT in 2016 to 21.0 VMT by 2045 with daily VMT per capita in Los Angeles County should decrease from 22.2 to 19.6 VMT during that same period.²³ Yet, the MND provides no analysis demonstrating that the Project is even remotely close in reaching these targets. Local 11 maintains the MND fails to demonstrate that the Project is consistent with SCAG's RTP/SCS VMT-reducing

[2014/14-0254 misc a 2-24-14.pdf](#); City (10/27/11) Inter-Departmental Correspondence, PDF p. 34 (applying 10,000 MTCO₂e/yr threshold), <http://clkrep.lacity.org/online/docs/2014/14-0106 misc w 5-7-15.pdf>; LAX Terminals 2 and 3 Modernization project (Feb. 2017) DEIR, PDF pp. 141 (applying 10,000 MTCO₂e/yr threshold), <http://clkrep.lacity.org/online/docs/2017/17-0836 misc 11 07-26-2017.pdf>; Van Nuys Airport Propeller Park Development (Feb. 2011) Final Negative Declaration, PDF p. 87 (applying 10,000 MTCO₂e/yr threshold), <http://clkrep.lacity.org/online/docs/2011/11-1518 rpt bac 8-30-2011.pdf>; LAX Terminal 1.5 project (Nov. 2016) IS/MND, PDF p. 72 (applying 10,000 MTCO₂e/yr threshold), <http://clkrep.lacity.org/online/docs/2017/17-0017 misc 5 01-13-2017.pdf>; Mariondale Avenue and Lillyvale Avenue Vacation District project (2/22/18) IS, PDF p. 18, <http://clkrep.lacity.org/online/docs/2017/17-0504 misc 2 03-27-2018.pdf>; 15116-15216 South Vermont Avenue project (11/22/17) IS, PDF p. 81, <http://clkrep.lacity.org/online/docs/2018/18-0279 misc 5 04-04-2018.pdf>; North Valley Fire Station No. 7 project (10/17/11) IS, PDF p. 31, <http://clkrep.lacity.org/online/docs/2012/12-0114 misc.pdf>; Burbank Blvd. Widening project (Jul. 2009) IS, PDF p. 45, <http://clkrep.lacity.org/online/docs/2009/09-2458 misc 4-1-16.pdf>.

¹⁹ CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.

²⁰ 2016 RTP/SCS, Appendix Performance Measures, p. 12, 16, <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS PerformanceMeasures.pdf>;

²¹ 2016 RTP/SCS, pp. 155, 160, 167, 180, <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>.

²² *Ibid.*

²³ 2020 RTP/SCS, pp. 122, 132, <https://www.connectsocial.org/Documents/Draft/dConnectSoCal Draft-Plan.pdf>.

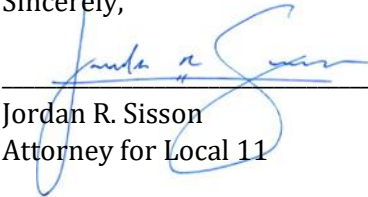


measures.

In sum, the Project seeks substantially increased development rights untethered to the Specific Plan's fundamental FAR/height scheme, and without any of the benefits of genuine mixed-use residential projects. So too, the MND lacks any substantial evidence that the Project will not have a traffic, VMT, or GHG impact on the area. The Staff Report does not adequately address, or altogether ignores, these flaws. Local 11 respectfully urges CPC to deny all Project Approvals until this pedestrian-unfriendly, auto-centric Project is redesigned.

Thank you in advance for your time and consideration. If you have any questions, please do not hesitate to contact this Office. Lastly, please place this comment letter in the administrative record for the Project.

Sincerely,



Jordan R. Sisson
Attorney for Local 11

DAY OF HEARING SUBMISSIONS



Planning CPC <cpc@lacity.org>

10/8/20 General Public Comment Submission

Diane Valencia <diane@seaca-la.org>

Thu, Oct 8, 2020 at 8:51 AM

To: cpc@lacity.org

Dear City Planning Commission,

My name is Diane Valencia, I work in Chinatown with the Southeast Asian Community Alliance and am calling on behalf of Central City United. In regards to DTLA 2040 plan, our coalition recently spoke with DCP about the Transfer of Floor Area Rights, or TFAR program. TFAR failed to meet the needs of, and in many cases harmed, low-income downtown residents. It significantly undervalued development rights, failed to provide much-needed affordable housing, and was a perfect opportunity for corrupt, overly-politicized decision making. Replacing the TFAR program with the Community Benefits Fund is a step in the right direction but the fund and the community plan overall needs to be more aggressive in preventing displacement and homelessness in downtown.

Thank You,

--

Diane Valencia

Youth Trainer

SouthEast Asian Community Alliance



135 Avenue 34 Proposed Project

Adriana Beltran <abeltran2023@laleadership.org>

Wed, Oct 7, 2020 at 12:00 PM

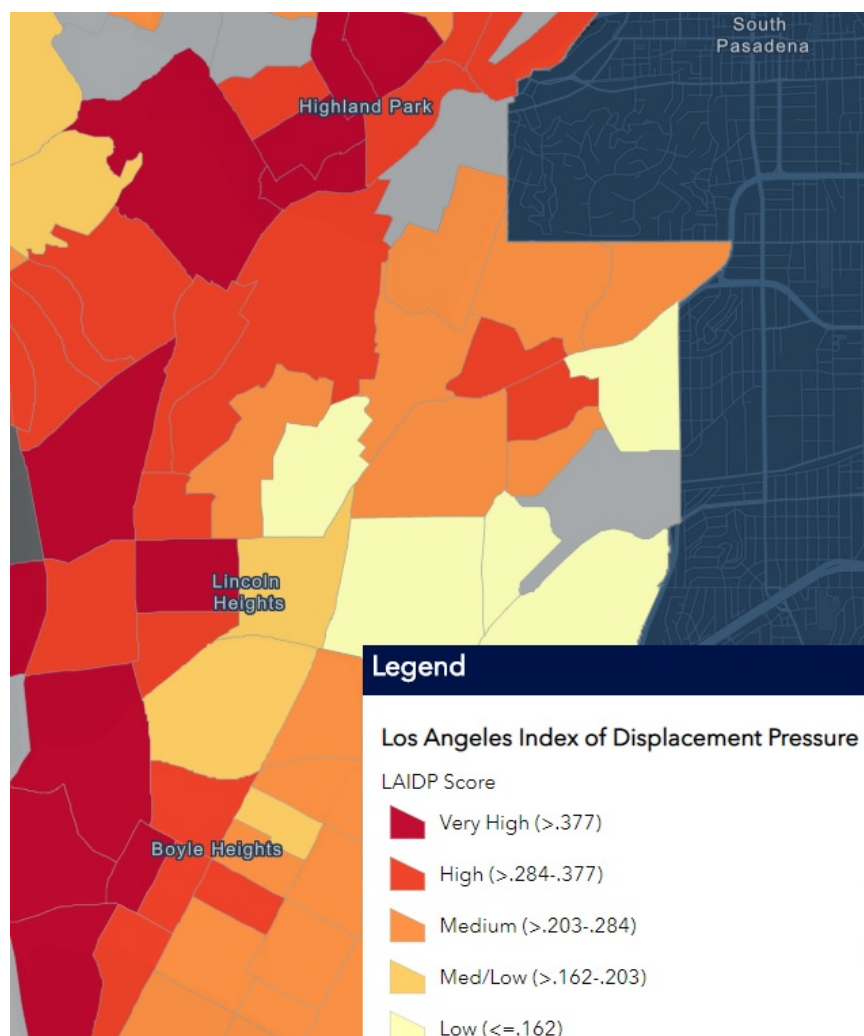
To: cpc@lacity.org, gilbert.cedillo@lacity.org, gerald.gubatan@lacity.org

DIR-2019-6048-TOC-SPR-WDI-1A

ENV-2016-273-MND-REC1

Hello,

My name is Adriana. I am a 10th grade student at Los Angeles Leadership Academy High School on Ave 33 and I am a resident of the Lincoln Heights community. I personally disagree with this proposed development project because if approved, it will displace the people of this community. According to demographic data displayed on "The Los Angeles Indices of Neighborhood Change (see below)", Lincoln Heights is already experiencing a very high displacement pressure that will only be increased by this proposed large scale luxury apartment complex. Therefore, I urge the LA City Planning Commission to consider the tangible data and stop this project. By choosing to allow the building of this project, you will only bring on more displacement, forcing the residents who have lived here for years to be forced to leave the place they call home. Do the right thing and do not approve this immoral proposal.



Sincerely,
Adriana.

2005 California Health and Safety Code

Sections 115725-115750 Article 1.

Playgrounds

HEALTH AND SAFETY CODE SECTION 115725-115750

115725. On or before January 1, 1992, the state department, in consultation with the office of the State Architect, the California Parks and Recreation Society, the League of California Cities, the Department of Parks and Recreation, the State Department of Education, and the California Council of the American Society of Landscape Architects, shall adopt regulations for the design, installation, inspection, maintenance, and supervision where appropriate, and training of personnel involved in the design, installation, and maintenance, of all playgrounds either operated by public agencies, including a state agency, city, county, city and county, school district, and any other district, or operated by any entity where the playground is open to the public.

Those regulations shall meet the standard of care imposed by courts of law on playground operators, and shall, at a minimum, impose guidelines and criteria that shall be at least as protective as the guidelines in the Handbook for Public Playground Safety produced by the United States Consumer Products Safety Commission, shall give due consideration to any successor to the Handbook for Public Playground Safety that may be published, and shall include more protective requirements where the state department finds those guidelines will provide inadequate protection. The regulations shall include special provisions for playgrounds in day care settings, that shall be developed in consultation with the State Department of Social Services and the California Children's Lobby, and that shall be appropriate for children within the range of ages in day care settings. The state department shall not be responsible for enforcement of any regulations pursuant to this section. 115730.

(a) All public agencies operating playgrounds, including a state agency, city, county, city and county, and district, shall upgrade their playgrounds by replacement or improvement as necessary to satisfy the regulations adopted pursuant to Section 115725 to the extent state funds are made available specifically for that purpose through state bonds or other means. All other entities operating playgrounds open to the public shall upgrade their playgrounds by replacement or improvement, as necessary to satisfy the regulations adopted pursuant to Section 115725, on or before January 1, 2003.

(b) (1) Subdivision (a) and the regulations adopted pursuant to Section 115725 shall not apply to playgrounds installed between

January 1, 1994, and December 31, 1999. Those playgrounds shall be subject to the requirements to upgrade set forth in this subdivision until 15 years after the date those playgrounds were installed, at which time those playgrounds shall be subject to subdivision (a) and the regulations adopted pursuant to Section 115725. (2) All public agencies operating playgrounds installed between January 1, 1994, and December 31, 1999, shall upgrade those playgrounds by replacement or improvement as necessary to satisfy criteria that are at least as protective as the guidelines in the Handbook for Public Playground Safety, Publication Number 325, United States Consumer Product Safety Commission, November 1994, to the extent that state funds are made available specifically for that purpose through state bonds or other means. (3) All other entities operating playgrounds open to the public and installed between January 1, 1994, and December 31, 1999, shall upgrade those playgrounds by replacement or improvement as necessary to satisfy criteria that are at least as protective as the guidelines in the Handbook for Public Playground Safety, Publication Number 325, United States Consumer Product Safety Commission, November 1994, on or before January 1, 2003.

(c) Before October 1, 2000, all public agencies operating playgrounds and all other entities operating playgrounds open to the public shall have a playground safety inspector, certified by the National Playground Safety Institute, conduct an initial inspection for the purpose of aiding compliance with the requirements to upgrade set forth in subdivision (a) or (b), as applicable. Any inspection report may serve as a reference when the upgrades are made, but is not intended for any other use.

(d) This section shall not affect the liability or absence of liability of playground operators. 115735. For purposes of this article, all of the following shall apply:

(a) An "entity operating a playground open to the public" shall include, but not be limited to, a church, subdivision, hotel, motel, resort, camp, office, hospital, shopping center, day care setting, and restaurant. An "entity operating a playground open to the public" shall not include a foster family home, certified family home, small family home, group home, or family day care home, which is licensed and regulated to meet child safety requirements enforced by the State Department of Social Services.

(b) "Playground" shall refer to an improved outdoor area designed, equipped, and set aside for children's play that is not intended for use as an athletic playing field or athletic court, and shall include any play equipment, surfacing, fencing, signs, internal pathways, internal landforms, vegetation, and related structures.



AVE 34 project - DIR 2019 6048 TOC SPR WDI

A. De La Cruz <annddi@icloud.com>

Thu, Oct 8, 2020 at 11:39 AM

To: cpc@lacity.org

Cc: Richard Larsen Lincoln Heights NC <rwllarsen.lhnc@gmail.com>

AVENUE 34 project - public comment (DIR-2019-6048-TOC-SPR-WDI)

Commissioners,

Although the details vary from city to city, nearly all sizable projects are mandated to under an Environment Impact Assessment (EIA).

I urge you to hold this developer accountable by requesting they file an EIA.

City planning is responsible for ensuring the integrity of the EIA process, please do not fail to ensure it actually happens at the level required.

These large developments may try to equate with economic growth and jobs, however politicians turn these benefits into votes. Add to that bribery and corruption which is rife in the city (see HUIZAR), it's easy to see how developers often gain an unhealthy hold over politician and local governance.

Stand up for the stakeholders of Lincoln Heights, you have heard close to 100 comments today.

Please demand this developer show the commitment and "care" they emphasis having for the ares, and require they at the minimum product a CURRENT EIA FOR *THIS* PROJECT.

(They reference another EVN-2016-273-MND 2017 which is for yet another development of their and not this AVE 34 project).

Do what is right for the community and give this basic right for health and safety the due diligence that is required here.

Thank you for your consideration,
Adriana De La Cruz



Planning CPC <cpc@lacity.org>

Fwd: Lincoln Heights Pinyon Group

Michelle Carter <michelle.carter@lacity.org>
To: Planning CPC <cpc@lacity.org>

Thu, Oct 8, 2020 at 7:47 AM



Michelle Carter
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
Planning4LA.org
T: (213) 978-1262



Regular Day Off: Every other Friday

----- Forwarded message -----

From: **Alexis Meraz Garcia** <anmgarcia14@gmail.com>
Date: Wed, Oct 7, 2020 at 10:27 PM
Subject: Lincoln Heights Pinyon Group
To: <michelle.carter@lacity.org>

Dear Ms Carter,

My name is Alexis Meraz Garcia, and I'm contacting you about the Pinyon Group's interest in Lincoln Heights. I am a resident of Montecito Heights which is down the street from the proposed development on Ave. 34. This development will only advance efforts to gentrify the neighborhood of Lincoln Heights and aid in the displacement of long time residents. Myself and my family members are extremely against this development as it will only hurt the residents of this neighborhood and district immensely. We are long time residents of this community. My great grandparents purchased our home in the 1950s and it hurts to see a community like Lincoln Heights be picked at by greedy corporate developers. The Northeast community has faced devastation at the hands of developers and city council leaders like Jose Huizar. City Council continuously sells out our communities to developers which only serves to displace long term residents and low income residents leaving many people unhoused. This has only resulted in a large scale housing crisis in the area that cannot be solved by big housing developments that will only serve to increase median rent costs in the area. In the city planning document, it states that developments are to be made in largely commercial or industrial areas, but this is not an industrial or commercial area. Ave 34 and Pasadena Ave are largely residential. Please, I urge you to stop Pinyon Group from building here.

Sincerely,
Alexis Meraz Garcia
Sent from my iPhone

October 6, 2020

To whom it may concern,

I, General Jeff, am writing this personal letter of support for Arturo Gonzalez.

Mr. Gonzalez is someone I have known for over 10 years and as a community activist in Skid Row (which is commonly known as "the homeless capitol of America") and at a time when many others looked down on my efforts, I can honestly say that his high-level of respect and professionalism was unparalleled, especially as it pertains to the political realm.

Of my numerous successful events, solutions and initiatives over the years - which include the complete revitalization of Gladys Park, annual Christmas tree-lighting programs for homeless children and families, community trash clean-up campaigns, coordinating large town hall meetings featuring local and State officials and much more, Mr. Gonzalez' unwavering support was not only welcomed, but also seen by many other Skid Row community members as a constant beacon of hope which was so dire to help build the confidence of a constituency filled with a majority of poor, homeless, low-income and no-income individuals and families.

Mr. Gonzalez' continuous supportive efforts over the years have helped said "beacon of light" continue to shine in a way that only those of us on the bottom of life's totem pole can understand...even at times when our City Council representative didn't agree with our methods.

We are forever grateful to Mr. Arturo Gonzalez and write this support letter without any reservations.

Regards,

General Jeff
Skid Row community activist
(2006-present)
and the Chair of the
Skid Row Neighborhood Council- Formation Committee
(2014-present)



Natalia Barnes



You're a piece of fucking shit.
Go be a republican. I love how
you posted an AOC video. She
would hate and despise a
bigoted piece of shit like you.

Im giving your address to
every activist org in East LA.
Enjoy scumbag.

And just a friendly reminder.
Limousine Liberals are not a
part of the left. Especially ones
who want to dehumanize the
unhoused. Your nice little
house is about to go viral. 😊



If you reply, Natalia will be able to call you and see
information like your Active Status and when
you've read messages.

Delete

Block



Aa





Natalia Barnes



Natalia Barnes

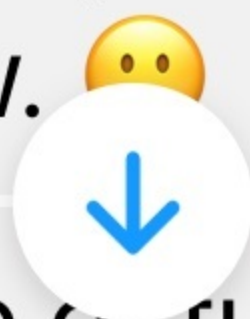
VIEW PROFILE

2:27 PM

Nice house you got there at



And you want to make it your goal to "Get rid of the homeless" in Lincoln Heights. Maybe we should just house them in that backyard of yours? I'm one of your homeless constitutes, so I will let all of my unhoused buddies know. 🙄



You're a piece of fucking shit.

If you reply, Natalia will be able to call you and see information like your Active Status and when you've read messages.

Delete

Block



Aa



Avenue 34

Talking Points for Hearing Attendees

- New Project Versus Old:
 - This project is a thoughtful redesign of a larger project that is already approved by the City.
 - This project provides more than double the amount of affordable units than the project the City currently approved for the site (31 before versus 66 now).
 - The current project is smaller and less environmentally impactful than the prior project while providing more dwelling units and over twice the number of affordable units.
 - The current project eliminates the intensive office use originally proposed and instead provides much needed additional housing and affordable housing.
 - Of the 95 additional units proposed by the current project as compared to the previously approved version, over one-third of them are affordable.
 - The current project reduces the height of the buildings closest to existing businesses and residences by one story.
- Affordable Housing:
 - Lincoln Heights needs more affordable housing and this project provides 66 new affordable units, and 402 new market-rate units.
 - The developer has committed to implement an affirmative marketing campaign to get the word out in the community regarding the availability of affordable housing.
 - The mix of affordable and market rate housing strikes the right balance for this community, serving the needs of low-income persons while also providing a strong economic base of market rate units with residents that will contribute to the commercial uses in the community, and slow the pace of displacement.
- Safety:
 - The project would improve public safety by replacing old vacant commercial warehouses with a new community providing more “eyes on the street,” in addition to onsite security and security systems.
 - In response to community concerns, the project developer has voluntarily agreed to implement offsite safety measures including adding new crosswalks and signage around the project site.
- Displacement:
 - The project would replace only commercial uses, and therefore it provides much needed new market rate and affordable housing without displacing anyone.
 - The project would reduce displacement by providing new affordable and market rate housing, which relieves the pressure on the current housing stock in Lincoln Heights, particularly rent controlled units.
- TOD:
 - The project adds needed density within a 5-minute walk of the Heritage Square Gold line station, and is thus an ideal transit-oriented development.
 - This project is a perfect example of why the TOD guidelines were adopted – bringing a well-designed, high quality project that is not over large, but adds appropriate density in close proximity to a light rail station.
 - The project is designed to discourage car dependence—providing 281 bicycle spaces and encouraging vanpool, rideshare, and other means less vehicular traffic-intensive forms of transportation.

- Sustainability
 - The thoughtful design maximizes the amount of native soil that is preserved on site—offering a unique opportunity to create a park-like environment of drought-tolerant landscaping that includes over 219 newly planted trees.
 - The environmentally-friendly design intentionally captures urban runoff and allows for storm water infiltration and percolation to recharge the aquifer.
 - The current project reduces the environmental and traffic impacts of the prior approved project.
 - The project includes approximately 1.5 acres of safe, welcoming, and beautifully landscaped public open space.
 - The project incorporates a number of sustainability and energy-efficiency improvements including solar-thermal systems as well and electric-vehicle charging.
- Community Outreach:
 - This developer has engaged in extensive outreach and has actively listened to the community. They made multiple appearances to the neighborhood council land use committee and even hosted a neighborhood Zoom meeting in the middle of a pandemic.
 - This developer made themselves available 24/7 throughout this process to be available to community members to hear their ideas and concerns about the project.
 - This developer listened to the community's concerns and implemented voluntary off-site safety measures including crosswalks and signage to make the neighborhood a better safer place.
 - The developer has demonstrated its long-term commitment to the community and to being a good, respectful, and responsible neighbor.



Planning CPC <cpc@lacity.org>

The people of Lincoln Heights are AGAINST the plan for 135 W. Avenue 34

Andrew Miller <void668@gmail.com>

Wed, Oct 7, 2020 at 11:32 AM

To: cpc@lacity.org, gilbert.cedillo@lacity.org

Hello,

I am a native Angeleno, and have lived on Griffin Avenue near Avenue 34 for 17 years now.

I don't think adding luxury apartments in our neighborhood is a good idea for several reasons:

We are largely working class people who could not afford to live in these places even if we wanted to.

The influx of new, wealthier people will change the cultural tenor of our community in an unnaturally rapid fashion.

There is no planned parking for many of the new residents, and we all just make it now as it is with street parking only available for a lot of us.

There is also the possible environmental cost of this. I understand the ground that is to be built upon has been holding toxic chemicals from a dry cleaning plant for decades now. If there is to be planning for this site, why can it not be centered around cleaning up the ground and improving it for the public to use? Why not a park? Why not a community compost yard / garden, etc?

The site is right across the street from an elementary school. wouldn't it be great if we had some green space for the kids to play in? To learn about growing food?

I don't like what has happened commercially up on North Figueroa, and I don't want that sort of thing to happen in Lincoln Heights either.

thank you for your time.

Andrew Miller
Griffin Avenue



Planning CPC <cpc@lacity.org>

The people of Lincoln Heights are AGAINST the plan for 135 W. Avenue 34

Andrew Miller <void668@gmail.com>

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To: cpc@lacity.org, gilbert.cedillo@lacity.org

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I don't like what has happened commercially up on North Figueroa, and I don't want that sort of thing to happen in Lincoln Heights either.

thank you for your time.

Andrew Miller
Griffin Avenue



Avenue 34 project in Lincoln heights.

Andrea Morales <andrea.morales54@yahoo.com>

Wed, Oct 7, 2020 at 7:35 PM

To: cpc@lacity.org

Good evening,

My name is Andrea Morales, I have been a resident of Lincoln Heights for 18 years. I am concerned with the the project in Avenue 34. I have been aware of this project form my neighbors and friends of Lincoln Heights. The lack of transparency for this project is not surprising. I would like to point out that while there have been some additional changes, it has not solved the original issues. I attended the neighborhood council meeting back in 2017 I believe. Although many residents expressed their concerns and disapproval in this meeting the plan were still approved. The lack of affordable housing is still shocking. Among the 468 apartments only 68 will be low affordable units.

Homelessness has increased by 13% from last year in Los Angeles, yet these apartment complex will only provide 14% units of affordable housing. Instead of allowing these developers to build luxurious apartment that will not benefit the community, why not build affordable housing for our community? Not only are these apartments not affordable but it will also create traffic jam regardless of the changes that have been made.

It has come to my understanding that while there will be 1,500 new residents, there will only be 287 parking spaces available. Parking has already been an issue on my streets because I am surrounded by apartments. Many residents park their cars on my street and walk to their apartments. Keep in mind the apartments I am surrounded by are no where near the unit size of those being build in Avenue 34. I can only imagine the frustration of the residents that live near Avenue 34 if this project is made. While there have been changes such as adding more units and getting rid of office space it still does not solve the problem. Even if the parking is under ground these parking spaces do not even cover half of the residents that will be living here. I would also like to point out that while affordable low income units were doubled from the previous past it is still not enough. These developers do not care about the community but only want to make money. As a resident of Lincoln heights I do not agree with this project. I hope you hear our community and do what is right because none of this will benefit our community. Thank you for your time.

Best regards,
Andrea Morales



Planning CPC <cpc@lacity.org>

135 Avenue 34 Proposed Project

Ashley Quan <quan.ashley2@gmail.com>

Wed, Oct 7, 2020 at 9:37 PM

To: cpc@lacity.org

Hello,

My name is Ashley Quan and I am opposed to the Pinyon Ave 34 project. Some of the reasons include the fact that it will be built on toxic land and it will contribute to displacement.

Reference # DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1

Thank you for your time.

Ashley Quan



(no subject)

Ashley Sanchez <ashleysanchez3514@gmail.com>

Wed, Oct 7, 2020 at 7:58 PM

To: "cpc@lacity.org" <cpc@lacity.org>, "gilbert.cedillo@lacity.org" <gilbert.cedillo@lacity.org>, "mlucy.la38@yahoo.com" <mlucy.la38@yahoo.com>

October 7, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.

Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Sincerely yours,

Ashley Sanchez
Concerned Resident

Angelo J Bellomo
ajbellomo@gmail.com

Former Deputy Director, Ret. 2019
Department of Public Health
County of Los Angeles

October 5, 2020

Michael H Hayden
c/o michaelhenryhayden@gmail.com

Dear Michael,

I have reviewed your message to me this evening and your earlier summary of environmental concerns regarding the Avenue 34 Development Project. Following are my thoughts on two concerns.

Your concern regarding conflicting information on the direction of groundwater flow is understandable. Specifically, the Phase 1 Assessment for the project site indicates groundwater flow is to the Northwest, contrary to more than a decade of monitoring on the adjacent former Welch's site which found the direction of groundwater flow is to the Southwest. Further investigation on the project site will be required to assess the potential migration of contaminants in shallow groundwater and soil vapor, and the threat these contaminants may pose to future occupants of the development.

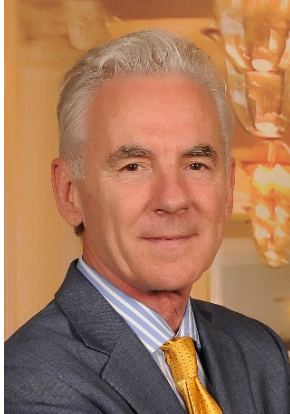
It appears that the Phase 1 Assessment may have missed readily available information about conditions on the project site and adjacent properties. It is advisable and typically productive for city planning, local and State regulatory agencies, community residents, and others with local knowledge and interest be actively involved in the review of development projects. This is especially important when projects are located in areas with a history of prior industrial or commercial uses, so that any adverse conditions are identified, evaluated and resolved early in the development process.

The input that you and other members of Lincoln Heights are providing will help ensure the safety and success of this development. If you should have any further questions, please let me know.

Sincerely,



Angelo J Bellomo



BIOGRAPHY OF ANGELO J. BELLOMO, REHS, QEP

Angelo Bellomo has served Los Angeles County Department of Public Health as Deputy Director (2015-2019) and Director of Environmental Health (2007-2015). Previously he was Director of Environmental Health and Safety for LAUSD where he led reforms in the areas of school emergency planning, sustainable building design, and regulatory review of proposed school sites.

Angelo began his work in environmental health in 1973. In 1981, he was appointed by the Governor to serve as California's first Chief of Permits, Surveillance and Enforcement in the Toxic Substances Control Division, California Department of Public Health. During almost 50 years in both the government and public sector, he led numerous environmental and public health policy reforms. Angelo retired from government service in August, 2019.

Angelo has served on U.S. EPA's Children's Health Protection Advisory Committee; and CDC's Board of Scientific Counselors. His leadership has been recognized by the Los Angeles County Board of Supervisors, California Legislature, U.S. EPA, the California League of Conservation Voters, the California Conference of Directors of Environmental Health, and the National Environmental Health Association.

From: [REDACTED]
Date: Mon, Oct 5, 2020 at 10:05 AM
Subject: [REDACTED]
To: Michelle Morehead <mmorehead@thepinyongroup.com>

Morning Michelle,

In response to the alarming anti-Pinyon campaign one neighbor is mounting (below) I reached back out to the CPC. I shared the note in blue. This particular neighbor is aggressive and intimidating and she will do everything in her power to make life difficult for this project's supporters. She'll be listening to the call and I'm very uncomfortable speaking in front of her. I hope your team can advocate for a closed door session where supporters can speak to how we feel about this project.

It wouldn't be fair for one individual to have an outsized voice on a project that impacts the entire community. She has created an environment locally that is comfortable to voice opposition, but would target anybody who supports it. Everybody should have an equal voice.

Please let me know if there are any ways we can counter this neighbor's unfair opposition.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Planning CPC <cpc@lacity.org>

135-153 W. Avenue 34; DIR-2019-TPC-SPR-WDI - Submittal of Information

Brady, Andrew <andrew.brady@dlapiper.com>

Tue, Oct 6, 2020 at 5:08 PM

To: Planning CPC <cpc@lacity.org>

Cc: "debby.kim@lacity.org" <debby.kim@lacity.org>, Gerald Gubatan <gerald.gubatan@lacity.org>, Jose Rodriguez <jose.a.rodriguez@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Michelle Carter <michelle.carter@lacity.org>, "Neuman, Jerry" <jerry.neuman@dlapiper.com>

I am writing to submit the attached email to inform the Commission of the continued tactics being used to suppress public engagement regarding the [141 Avenue 34](#) project in Lincoln Heights.

The attached email was received by a project team member from a Lincoln Heights resident. We have redacted their contact info for the personal safety and well-being of the sender.

We have in fact received a number of calls and emails from Lincoln Heights residents who are being intimidated into silence by their neighbors with threats of being targeted for retribution if they publicly voice support for the project. We think it is important for the Commission to be fully aware of the underhanded tactics being used by the opponents of this project and the effect it is having on the community.

Thank you.

Andrew Brady

T +1 213 694 3108
F +1 310 595 3406
M +1 213 447 6771
andrew.brady@us.dlapiper.com

DLA Piper LLP (US)
[550 South Hope Street](#)
Suite 2400
Los Angeles, CA 90071-2678

dlapiper.com

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10/8/2020

City of Los Angeles Mail - 135-153 W. Avenue 34; DIR-2019-TPC-SPR-WDI - Submittal of Information



Email 2020-10-05.pdf

213K



WEDNESDAY, OCTOBER 7, 2020

TO:

City Planning Commission,
Los Angeles Department of City Planning
Planner: Jordann Turner

RE:

CPC-2019-6138-CU; ENV-2019-6139-CE; ZA-2017-4489-CU-ZV-F-1A
2515 West Beverly Boulevard (110 North Coronado Street ,114-128 North Coronado Street)

Dear Commissioners,

I am pleased to be writing to you today on behalf of the project applicant, Citizen's of the World Charter School - Silver Lake with an update on our community outreach efforts. Since our planning application was submitted last November, we have conducted direct outreach with both organized community groups as well as directly with neighbors near and adjacent to the project location. The Applicant has kept in continuous contact with **Council District 13** during this process, and has garnered support for the Project from numerous parents, multiple nearby neighbors, the **Echo Park Neighborhood Council**, and the **Echo Park Improvement Association**.

Moreover, the project is implementing feedback received over the last several years from the community, particularly around the need to provide more play space for children in an area of the city that is lacking park space. In 2017, the project to construct a new by-right school in the commercially zoned portion of the project site was supported by both the the Echo Park Neighborhood council, and the Echo Park Improvement association. However, one of the main comments from both groups was that they would like to see more outdoor play space provided to the students. At the time, due to scheduling and budget constraints, the project applicant was only able improve a small amount of the site for outdoor play.

The new Project before you directly addresses the concerns of the neighborhood groups converting an underutilized parking lot, accessory to the school, into both a playground and parking lot which provides enough parking spaces to meet code requirements. Additionally, to ease parking congestion in the neighborhood, the Applicant has leased an adjacent underutilized parking across Coronado street from the school.

Since the original Zoning Administers case was filed in 2017, the Applicant has also been in direct contact with immediate neighbors. Much support for the school has been documented in both support letters and public meetings from neighbors within the Project Site's block or immediate surrounding blocks. However, the adjacent residential neighbor to the North of the project site has continued to oppose the project or its components. During the 2017 ZA case, this neighbor became concerned about LADWP's placement of the electrical transformer that was slated to be placed near the shared Northern property line. The Applicant empathized with this concern, and at great expense, agreed to move the transformer underground and away from the shared property line. Since then, the neighbor has made various complaints including too much daytime noise, construction dust (during the 2018-2019 construction period) and lack of visual privacy between her site and the Project site. These complaints have been recognized by the Applicant and are being directly addressed by the Project.

The Applicant has gone to great lengths to create a project which addresses both the concerns of the neighbors and the concerns of the neighborhood groups. In addition to providing a project that shields the northern neighboring property from acoustic and visual distractions commonly associated with children playing, the Applicant has met directly with the neighbor to the North, conducting a site visit together with Keltner Company. The Applicant has offered several potential and additional solutions to this Neighbor's complaints and intends to pursue any and all options that are both



feasible from a code compliance standpoint and agreeable with the Neighbor. These potential solutions, which are still subject to change based on further discussions and feasibility assessment, are outlined as follows and have already been presented to the Neighbor:

Immediate facilities improvements:

- Install permanent "no parking" sign near the Neighbor's driveway.
- Provide "sandwich board" no parking sign to place in driveway
- Install fence in front yard/northern side yard to prevent entry to front/side yard
- Spruce up garden along southern wall to clean up small pieces of debris left over from construction.
- Add a decorative design to the fence on top of the cement wall to create a more solid barrier with the school

Longer-term facilities Improvements:

- Replace all windows on side/front of the Neighbor's house with double-paned glass
- Install removable bollard pole in alley way to discourage drivers
- Repair CMU wall in front yard
- Increase height of the cement wall (likely through a wood addition) to increase privacy and sound barrier between school/house
- Add chain link fence on top of the wooden fence to prevent balls going over the fence
- Commitment not to use same contractor for next phase of the project
- Requests for City approval:
- Paint crosswalk at Coronado and Beverly
- No parking signs during drop-off/pick-up installed in front of school property

Operational Improvements:

- More communication with families about parking/traffic/no loitering protocols
- Allow parents to use school parking lot after certain hours for pick-up
- Increase parking monitoring of the street
- Provide cones in front of house during drop-off
- Discourage food trucks close to the school
- Set up monthly check-in meeting with Neighbor and school leadership

Since the continuance granted at our last hearing date, September 10, 2020, the Applicant has garnered support for the project from the Echo Park Neighborhood Council (EPNC), and has met directly with the only dissenting neighbor near the site. Additionally, the Applicant has received support from the Echo Park Improvement Association (EPIA) who were very pleased to hear additional play space was being provided.

The Applicant continues to act as a concerned and upstanding citizen within the neighborhood and provides a crucial service to the community by providing a high-performing place of learning that is free to the public. Given the Applicant's track record, considerate project design, overall neighborhood support and detailed outreach, we ask that you approve the Project as recommended by the Project's assigned City Planners.

Thank you,

A handwritten signature in blue ink, appearing to read "Shawn Keltner". The signature is stylized with a large, sweeping "S" and a long, horizontal line extending to the right.

Shawn Keltner, Architect
Project Representative

Reference Case # : DIR – 209 – 6048 – TOC – SPR – WDI – 1A

To whom it may concern,

I write this letter to implore for your department to STOP the construction of the 468 Luxury Apartments on Avenue 34! I cannot stress enough that we cannot let Pinyon Group take advantage of our people and our community. By allowing the construction of the new apartments will affect the people of Lincoln Heights. Luxury apartments will cause rent to increase and that is something, that in the middle of a global pandemic, most people will not be able to afford. No one knows when this pandemic will end and once those apartments are done, many people will be forced to move out and find somewhere else to live. This is not fair and this gentrification is due to corporate greediness, it is time to take a stand and not allow this to happen in our culture-rich community. Please do not allow this to happen, we should not take advantage of our community!

Please reconsider!

Respectfully,

Brenda Diaz.



Planning CPC <cpc@lacity.org>

DIR-2019-6048-TOC-SPR WDI-1A

Brandi Welles Photographer <brandiwellesphoto@gmail.com>

Tue, Oct 6, 2020 at 8:08 PM

To: "cpc@lacity.org" <cpc@lacity.org>

To whom it may concern,

I am writing in opposition of the 468 Unit luxury apt complex on ave 34. As a fellow citizen of Los Angeles County, I am deeply concerned about the displacement of many community members who have spent many years building their lives in this neighborhood. In addition, the toxic waste that would be emitted in/around the surrounding elementary school is dangerous and destructive to the environment and it's community members.

Please consider the potential negative impact this would have on the people and ecosystem of this beloved community.

Thank you for your time and consideration,

Brandi Lemon
949-422-4501



Planning CPC <cpc@lacity.org>

Concerned about Pinyon project in Lincoln Heights

Claire Anna Baker <claire.anna.baker@gmail.com>

Tue, Oct 6, 2020 at 8:11 PM

To: "cpc@lacity.org" <cpc@lacity.org>

To whom it may concern,

I recently invested in a home in Lincoln Heights and I am very concerned about the environmental toxins that would be released into my neighborhood if the Pinyon project goes through.

There must be a thorough environmental review and remediation of all toxins from the site before anything is built there, or anywhere near any schools.

Please protect Lincoln Heights families.

Sincerely,

Claire Baker

Homeowner, [2638 Pasadena Ave, Los Angeles, CA 90031](#)



Planning CPC <cpc@lacity.org>

Reference Case#:DIR 2019-6048 TOC-SPR-WDI-1A

Carolyn Cardoza <cardozac33@gmail.com>
To: cpc@lacity.org

Tue, Oct 6, 2020 at 12:11 PM

Hello,

My name is Carolyn Cardoza and I OPPOSE the Pinyon Group Avenue 34 Project

Reference Case#:DIR 2019-6048 TOC-SPR-WDI-1A



Planning CPC <cpc@lacity.org>

Lincoln Heights apartments

Chris Cebula <cebulac722@hotmail.com>

Wed, Oct 7, 2020 at 11:23 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Reference case #DIR-2019-6038-TOC-SPR-WDI-1A

I oppose the Lincoln Heights Avenue 34 luxury apartment complex. Members of my family grew up in this neighborhood, and it's a shame to see people like them pushed out due to overdevelopment like this.



AGAINST 135 W Avenue 34. Case # DIR-2019-6048-TOC-SPR-WDI-1A ENV-2016-273-MND-REC1

Candice Maples <candimaples@gmail.com>

Wed, Oct 7, 2020 at 11:28 AM

To: "cpc@lacity.org" <cpc@lacity.org>, "gilbert.cedillo@lacity.org" <gilbert.cedillo@lacity.org>

135 W Avenue 34.

Case #

DIR-2019-6048-TOC-SPR-WDI-1A**ENV-2016-273-MND-REC1****I am Against the development of this project of luxury apartment complex in Lincoln heights.**

I live in Lincoln heights in a Single Family home. I have a daughter that is one year old and want her to grow up in this cherished community of culture and history. I believe this will not benefit our community of families and will negatively effect the culture of our neighborhood. We don't need luxury apartments, we need affordable housing. Street Parking is already a major issue and this will negatively effect the quality of life for all of our residence! Walking to and from school is a major part of our neighborhood culture and the influx of cars from this project will be a danger to all the families and change our culture. Please stop this project; honor the historical culture of being the oldest neighborhood in Los Angeles and continue to cultivate a neighborhood of families rooted in our community.

Thank you,
Candice



Im a resident of 90031 reaching out about the proposed Ave 34 development

Chris Marquette <christopher.marquette84@gmail.com>

Tue, Oct 6, 2020 at 3:40 PM

To: gilbert.cedillo@lacity.org, cpc@lacity.org

Hi there, I live two blocks from the opposed site on Ave 33. I've been reading a lot of information from the group of residents opposing the construction of the new 468 unit apartment complex/retail space and I DISAGREE with a lot of their concerns. I wanted to reach out ahead of October 8ths public hearing to voice a concern I share with my neighbors but also my support for the development.

My wife and I have a baby under a year old. We are outside our home often and can see the proposed site on ave 34 from our house.. So my concern is with the possible pollutants in the soil and groundwater on the site the Pinyon group wants to excavate. The ones linked to the old Welch's laundry factory that once sat there that the city has spent time cleansing as best as possible. I read the SVE decommissioning report. And am glad to see the soil and groundwater meets the nonhazard requirements. But the neighboring site that Pinyon group wants to excavate does not seem to have tested the soil in the same manner and so can't offer the same assuredness to the safety of my baby and neighbors as we'd like to have.

So I'd like to request the city to require a new Initial Study of the environmental risks. They need to test the soil and groundwater for the dry cleaning chemicals, and to make those test results public before they are allowed to dig any of that earth up.

Otherwise, I disagree with the rest of the oppositions opinion. I am completely for this development. I think this community should invite change. I don't think they are taking into consideration the shortage of housing a whole in Los Angeles. And that Lincoln heights and Montecito heights aren't just small cities outlying Los Angeles. That they ARE Los Angeles. And Los Angeles NEEDS to grow. We need more housing. And I think a development like this will only invite a good presence into Lincoln Heights. I think it will usher in a community that is part of Los Angeles as a greater whole and I think that community is young, respectful, hard working and eager to plant roots in Los Angeles and that a development like this can provide an opportunity for them to do that. Lincoln heights also has a lot of loitering. A lot of trash litters its streets. It would be nice to see a part of it command more cleanliness, which I think a complex, with retail space like this, would do. I support Pinyon and the city offering surrounding residents a PPD (parking permits) to ensure we have parking and i believe that the residents will use the metro often. I

do! Also, that site is just a barren field. I think its an over exaggeration to say the community has sentimental attachment to it.

I'm in full support of the proposed development, SO LONG AS THE ADEQUATE TESTS CAN BE DONE to ensure the safety of my child and community as this complex would be built over the next three years. And that the findings are made public so we have the ability to scrutinize and understand the reality of what well be living with.

I'm going to join my neighbors for the zoom hearing on October 8th. And I fear I would be isolating myself and family by speaking against the grain of those opposing the Avenue 34 development. Which is why I'm reaching out here. I don't think im comfortable saying this in front of them all as I know quite a few who feel strongly in opposition. I have lived on Avenue 33 for 2 years and have every plan to raise my child here, so my neighbors are important to my family and I.

Thanks for reading.
Christopher Rodriguez



Planning CPC <cpc@lacity.org>

Please Help Save Ave 34 from concerned citizen

Christopher Richmond <cyrichmond@gmail.com>

Tue, Oct 6, 2020 at 8:02 PM

To: cpc@lacity.org

To whom it may concern,

My name is Christopher Richmond. I run a small business in Lincoln Heights. I am writing to voice my concern over the Pinyon Group's plan to build a 468 luxury apartment complex at Pasadena Ave and Ave 34. This site is across the street from an elementary school and proper environmental studies have not been conducted. This used to be a dumping place for toxic chemicals and the developers have not come close to accounting for the parking impacts that a development of this scale will have. 296 parking spots does not account for 500+ residents. Not even close.

This project will create irreparable damage to the Lincoln Heights community and will only further exacerbate the shortage of working class and low income housing in Los Angeles. All this will do is continue the toxic trend pricing out and pushing out working class Angelinos from their homes. Please help protect Lincoln Heights and stop the Pinyon Group's project at Avenue 34. Thank you for your time.

Sincerely,
Christopher

Septiembre 24, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights

Estimada Ms. Carter:

Mi nombre es Celia Fonseca y vivo en el 3320 Pasadena Avenue en Lincoln Heights. Como dueña de mi propiedad por los últimos 28 años, misma que se encuentra al cruzar la calle del propuesto complejo de apartamentos, quiero expresar mi apoyo al proyecto del 141 Avenida 34.

Creo que el proyecto de apartamentos traerá cosas positivas, en particular más viviendas asequibles para personas de muy bajos recursos. Aparte de los empleos que creara, ayudara a mejorar la imagen de nuestra vecindad y el desarrollo económico.

Apoyo además, las medidas que se estarán adoptando para mantener la seguridad de nuestros estudiantes que caminan a la escuela Hillside Elementary que se encuentra al cruzar la calle. Todo esto y otros beneficios, son alguna de las razones por las cuales mi familia y yo apoyamos el proyecto de apartamentos, y espero que la ciudad apruebe el proyecto.

Sinceramente,

A handwritten signature in cursive script that reads "Celia Fonseca". The signature is written in dark ink and is positioned above the printed name and address.

Celia Fonseca
3320 Pasadena Avenue
Lincoln Heights, CA 90031

Cc. Honorable Gil Cedillo

LINCOLN HEIGHTS OPPOSED TO PINYON AVE 34. PETITION NEW DIR-2019-6048-TOC-SPR-WDI-1A Information upon request 135 new responses.=3,049 responses, DATE 10/7/20. Lincoln Hts INTEL 90031 2020

Name	Zip	Why do you oppose the project
Karla	90031	This is gentrification at its finest. You've got a real estate agent not caring about the livelihood of a neighborhood and its residents and is only interested in the land to make some quick cash. Our community does not need luxury apartments or a mansion. What we need is to put our time and energy on things that will benefit the community. Perhaps build a small park for children to play on. We would sure like a new park since the only one that is accessible by foot is one located behind 99 cents store. If not a park maybe a community center where we would use it to host events, plan the future of our community, or use it as a recreation center. What would the community gain from constructing a mansion or luxury apartments? Nothing. The people already living in Lincoln Heights will gain nothing from having this constructed. In fact over the years we've lost rather than gained. Rent has been raised what people would pay \$900 now pay over \$1,200. This an obvious way for home owners to kick out their tenants because they know their tenants wont be able to pay that amount of money especially in times like these where money for rent is hard to earn. Many of our residents are hardworking people that survive paycheck to paycheck. Its a cheap easy tactic that homeowners use to kick out their tenants to raise the rent and rent to people who are willing to pay 1,000-500 even \$2,000 for a single family home. I understand change is inevitable, but not at the cost of others livelihood. What you are doing by spreading lies will not fly by so easily. Everyone in the community need to agree with this not just you and your company not just the contractors but EVERYONE because this will affect us in the end. What will happen to you? Nothing besides gaining a couple extra bucks.
Lisa Nicola	90027	Lacks affordable housing
Jeff chapman	90042	Toxic land near a school and and the Arroyo Seco.
Karen	91602	My cousin lives in the area
byrdie chapman	90042	We need more low income housing. Not more luxury housing.
Jamie C.	91775	Too much big development in LA
Roberta Brown	91436	Love the feel of the area as it is
Susan Isacoff	90024	Poorly thought out in regard to the community's needs.
Leah	94609	My sister lives in the neighborhood and there are multiple reasons it's not safe for this project to go through. There are also many ethical issues.
Lauren arroyo	91030	Because it is taking people's homes away
Virginia M.	90005	Supporting a friend and resident of the community whose housing will be put at risk.
Mike Weiss	90005	Supporting a friend and resident whose housing could be put in jeopardy.
Katie williams	90042	I am concerned about the effect of disturbing the toxic soul, about the dire lack of adequate parking, about the access to the property being on a tiny street vs pasadena ave. I am concerned about the immense scale of the project and the negative effects it would have on current residents.
Doug Blush	90039	LA is being overbuilt and over-gentrified without proper planning or oversight
Ann Liashkov	90029	It's much too big and will not provide housing for the people who live nearby. We do not need any more expensive apartments! We need affordable ones!
Ian Lundy	11225	I oppose the environmental damage to the community, as well as the gentrification of the neighborhood and how it perpetuates the already critical housing issue In the area.
Gloria Q.	91206	Too many of these luxury apts going up. It's ruining the neighborhoods.
Georgia	11226	"I oppose the environmental damage to the community, As well as the gentrification of the neighborhood and how it perpetuates the already critical housing issue In the area."
Christophe B.	91104	Enough of these projects. It's killing LA
Harrison V.	91104	Gentrification of historic neighborhoods
Carrie cook	90031	Many reasons : it fails to provide enough affordable units , it is more units than sustainable to this street , it threatens home owners and displace established residents , it fails to provide enough parking , it doesn't include enough trees in the plan. It is proposed to be built on toxic land and fails to provide safe measure for restoring that toxic land . This construction could threaten the safety of me (I work across the street from the proposed site) as well as my immediate neighbors as well as the children who attend hill side elementary .
Lecie Williams	91030	The toxic site risks are immense, and the scale is much too large for the neighborhood
Mikele Rauch	2468	As a former resident of Southern California, I deeply appreciate that this particular neighborhood has not succumbed not only to gentrification, but to the removal of residents who have lived in that community for generations.
Lisa Nicola	90027	Lacks affordable housing
Emily	90031	I oppose because of high rent and the health of our community and because of toxins release that are near a elementary school not safe for the kids and people that live in that area
KerryDowney		"I oppose the environmental damage to the community, As well as the gentrification of the neighborhood and how it perpetuates the already critical housing issue In the area."
Sarada Rauch	11217	I oppose the environmental damage to the community, As well as the gentrification of the neighborhood and how it perpetuates the already critical housing issue In the area.
Georgia	11226	"I oppose the environmental damage to the community, As well as the gentrification of the neighborhood and how it perpetuates the already critical housing issue In the area."
Jeff	90031	Releasing toxic waste into the community is criminal. As a homeowner I would sue if their actions would impact my health or the health of my community. Additionally there is not enough affordable housing units for a community that is in desperate need of them.
Laurie	90042	Displacing current residents and creating a terrible parking problem and traffic in an established quiet neighborhood. Luxury apartments do not reflect the diversity of historic Lincoln heights.
Monica Valdez	90031	The city of Lincoln Heights does not need another developer with deep pockets to create a new housing complex which will not only raise the rents in the local area to local renters but increase traffic and noise pollution. If you want to make an impact in this community with your development, increase the affordable housing aspect of your project up to 50% if not more. Tax credits are available for such projects instead of adding more to your bottom line.
Jason David	90041	No affordable housing for the people that live in the area.
Carlos c	90041	I want to Lincoln heights to stay historic. We Don't need anymore white people with Tesla's in the neighborhood
Maura Bendett	90018	It's lame and it's gentrification
Karen	91602	My cousin lives in the area
Roberta Brown	91436	Love the feel of the area as it is

Kristen Moore	91205	I am in favor of preserving neighborhoods rather than crowding them with gargantuan developments so rich developers can make money while the city's resources are strained.
Emma	90027	This kind of displacement and disenfranchisement needs to be stopped. local govt needs to allocate resources to the existing communities in Lincoln Heights, not build developments for rich people
Anh Montealvo	90031	Our streets and community resources cannot handle this influx of traffic.
Catherine Tung	90034	I care deeply about the issues raised by this potential luxury development: affordable housing, gentrification, environmental justice. This development is not in the best interests of the community and will have a detrimental effect on the quality of life for the people living in the neighborhood.
Jessica Yanez	90042	Gentrification and displacement of long time residents
Beatriz R.	90042	It will inflate rates in the community, promote gentrification and is dangerous for the community
Pedro J Morales Vallejo	90031	Lincoln Heights is not for sale, we need low income housing, not luxury apartments. This project also will create even more traffic. Its horrible to know there are people trying to profit off of this historic neighborhood and its disgusting how they are willing to displace families who have lived here for GENERATIONS. This project is insulting to Lincoln Heights.
Simon Martel	90031	My community
Sarah Rayne	90065	Terrible for the community, on toxic land, forcing people out, terrible looking design is an eye sore
Joseph Waggoner	90007	It doesn't help the neighborhood whatsoever
Monica Melgoza	90031	Lincoln Heights residents are suffering enough due to greedy developers.
Maribel	90031	We don't have enough parking in the neighborhood as it is. A large apartment complex would bring more congestion, in terms of cars, to an already busy area full of schools and family homes.
Pauline Melgoza	90031	Lincoln Heightd doesn't need this crap
Maribel	90031	We don't have enough parking in the neighborhood as it is. A large apartment complex would bring more congestion, in terms of cars, to an already busy area full of schools and family homes.
Maribel Casillas	90660	Does not help the underserved community.
Leslie Frank	91101	Historical and low income neighborhood ! Toxic substances and gentrification ruins Los Angeles
anna betbeze	90031	gentrification will destroy the neighborhoods community, the proposed construction will create environmental hazzards
Liz Markus	90046	It will endanger the residents and hurt the community.
Caleb Lyons	90026	IT IS DANGEROUS AND EVIL
John	90031	Gentrification causes rent to sky rocket and flee current residents to different neighborhoods. This is unfair and further proves that this America works for the elites not the working class.
Shelby Ahn	90065	Lack of affordable housing and parking provided
Miranda Hernández	92677	I oppose the project because school children who are already at risk and underprivileged in this neighborhood can be exposed to chemicals due to construction. This has long lasting negative effects on their health. I also oppose this project because gentrification is a problem that harms and endangers the homes of working class families.
Julie	90031	It's not ethical to building an apartment complex on land that is full of toxins that will ultimately be released and affect not only the low-income community around but the workers. Besides this, they will also be creating more challenges for us residents of LH and will displace so many more people.
Brian R.	90041	this project will be very destructive ! it will have a very negative impact on the community there
Sandra Lagunas	90031	This will not only affect our community, but also all the children who live in the area and attend Hillside. Our children already live with the daily fumes being released by the cars on the freeway! Digging up a toxic site will hurt all of us!
Christopher Formosa	90031	Pasadena Avenue is an already a high traffic street with limited parking, which would inconvenience the whole community with bringing more cars and people to an already highly populated area. Hillside Elementary is just one block away from the 110 freeway, which emits toxic exhaust from cars polluting the air. Excavating a toxic dump site could not only further pollute the air and water, it can potentially lead to years of poisonous leakage causing more health concerns such as cancer, birth defects, and respiratory issues.
Leslie Shows	90042	I work in this area. I don't want to see the Lincoln Heights community affected by toxic debris and gentrification. a development like this doesn't belong in this neighborhood.
Nancy Lupo	90968	The project is out of step with the residence of the neighborhood.
Hethur Suval-Chung	90032	This project is toxic and endangers the community. Please do not allow this to move forward!!!
Diana Relth	90062	This mega-development eyesore isn't what the community of Lincoln Heights wants or needs.
jean shon	92617	NO
Jospeh Casado	90031	No public hearing and there are more important projects to help the city than build more housing. Improve the streets and support our local business and help restore its historical buildings
Kate Wolf	90042	Displacement, gentrification, bad city planning, disregard for neighborhood history and character.
Janet Sarbanes	90065	Way too big, should be all affordable housing not just 14%. Will raise rents and is not organic to the neighborhood.
Renée Brody	90065	No to displacement,No to environmental threats,No to unethical behavior,No to neighborhood congestion,no to Pinyon and yes to Lincoln Heights
Eli Diner	90065	Community displacement
vanessa souquette	90032	no i don't not want these luxury apartments built on ave 34.I don't want to be permanently displaced or homeless. The idea of even thinking and exposing people to harsh gasse
Harrison Vaughn	91104	Gentrification of historic neighborhoods

MARGARITA STOCKER	90031	I vehemently oppose this project because it is UNHEALTHY from ANY and ALL ASPECTS: traffic congestion, air/water pollution/to, easy access to Gold Line will be impaired, who/what is to stop the residents of this ridiculous monstrosity from parking in the large Metro parking lot since their structure will not provide sufficient parking?, increased traffic hazards for school-children @ Hillside Elementary... etc etc etc!!! A completely absurd, annoying, aggravating project that will ONLY benefit CITY HALL!!! No "trickle-down" benefits for the rest of us!!! And - while I'm at it - whatever happened to the HISTORIC CITY JAIL project of AFFORDABLE HOUSING?!? I was part of the BILINGUAL FOUNDATION OF THE ARTS Organization who, for more than 30 years, had a very successful theatre venue on those premises. We are still waiting for the PROMISE to be fulfilled that - along with the Affordable Housing - there would be a new theatre space included which we could move back into!!! Thanks for your attention to ALL OF THE ABOVE!!
margarita stocker/lamas	90031	Acabo de enviar mi respuesta en inglés. Mi oposición a este proyecto es completa y contundente, por todos los motivos ya mencionados en carta previa y lo propuesto en el volante recibido en contra del proyecto Pinyon Group y que está circulando por nuestro vecindario: NO QUEREMOS QUE ESTE PROYECTO SIGA ADELANTE!!! PUNTO Y BASTA!!! Gracias por su amable atención.
Tracy Casadio	90031	Too much density, to much risk of adverse environmental impact, gentrification
Catherine Opie	90031	This is the wrong building for the neighborhood, we don't want toxic waste, we want affordable housing.
Emily	91706	No one would be able to afford it !
Karin Gulbran	90029	Because the long time residents of Lincoln Heights oppose this project and it will destroy the culture and feeling of that neighborhood.
Karol Mora	90232	The over development of Los Angels is destroying our working and middle class neighborhoods from the westside to the eastside. The economic and environmental effects are tremendous. Please stop this madness.
Shirley G.	90032	Because they need to stop displacing our people and putting our communities at risk!
Anna ialeggio	90031	THIS IS WRONG. Luxury high rise development doesn't serve the neighborhood!
Elizabeth Joelson	90026	We need to protect our communities from toxic waste and displacement. Community and history matters.
Amy Garofano	90036	Listen to the residents of this neighborhood in their demand that this project be stopped. Protect the health and economy of Lincoln Heights.
Katie Mead	90042	The impact of this project is going to be bad for the neighborhood in so many ways. I do not support any more high density housing or displacement of current residents.
Amanda Ross-Ho	90031	I oppose this project because it does not have the community's interest in mind. It stands to displace the long term residents of Lincoln Heights. It stands to create problems for local businesses, school children and residents. It stands to create an ecological and safety disaster of huge proportions. Mostly, it is not being done in good faith and the developers have proven to use deceptive, illegal, and unethical tactics to try and push through a plan that is not wanted and harmful to the community, despite strong opposition to the project. These tactics, and this development is unconscionable and criminal! It stands to create long term harm to citizens and families and only stands to benefit greedy developers. This will not stand. The community sees these predatory actions and will continue to call developers and their supporters out. Shame on everyone involved in this horrible project.
Rae Anne R.	90032	
Jessica Judd	90042	It seems the community directly impacted by this project has not been properly included in the process which is not acceptable. There are valid concerns. I believe construction projects like this and of this size need to include at least 25% affordable housing units considering the real impact they will have on rent prices in the area. There should be at least 100 units in this project. Pinyon Group states that they are going to make the prices affordable - just give a range of rents that the units will fall between. Be transparent if the rent prices will not displace current residents. Due to the retail space in the space, the parking does seem inadequate for the project and presents a real concern as well. If they are going to cut down the trees, they need a planting plan that includes actual trees. Trees in neighborhoods close to highways are essential and losing large ones does have an environmental and health impact on communities. As far as the toxic waste concerns, the testing that has been done, if sufficient clearly needs to be communicated more clearly with community members. If it is not sufficient, more testing should be done. The site is very close to a school and residential areas.
Roberto	90031	I oppose to this project because it is not fair that Pinyon is using are Historical Community to house high income outsiders from other states and or countries. We need housing but for our low income people who have been living here for decades not no rich outsiders just trying to get more rich off of us y'all can go to Beverly Hills with all respect.
Jacqueline G.	90016	The danger of using the soil /Protect the people
Robbyn C.	90032	I love Lincoln heights and dont want to see not one resident be displaced. Keep wealthy investors out of Lincoln height. Gente SI, gentrify NO!
Amy Garofano	90036	Listen to the residents of this neighborhood in their demand that this project be stopped. Protect the health and economy of Lincoln Heights.
claire gianoli	90042	i don't support gentrification
Julie	90019	Poison to a community is deplorable!
matthew duran	91007	because its hurting the culture and the people that live in lincoln its perfect the way it is why add more for the benefit of others that didnt even grow up in the city
Nadia	91203	Family who grew up there and raised will be forced to leave if they can't afford to live in the area and it's a area of minority!
Marianela Felix	90031	Environmental concerns
Raquel Felix	90031	Tráfico, no estacionamiento, humos tóxicos
Shelley L Billik	90012	No community outreach/listening because you know the community doesn't want or need more market rate housing
Marie Claire Macadar	90020	I oppose the project because it will 1) force people out of their homes that have been there for generations 2) the developers have been proven to use immoral tactics to get city approval and 3) when a city values its people, it profits.
Vic cortez	90031	Toxic land shouldnt be excavated when this is our city and it's dangerous
Rod Moore	90031	I support more residential development in Lincoln Heights, but luxury development is out of sync with the area and does nothing to address the housing crisis in LA. Please stop Pinyon Group's project. We citizens need you to be, like us, your constituents, constant advocates and activists for a more affordable city.
Olivia Giron	90042	This is unfair to the residents of Lincoln Heights.This project just floated on by without any input from the actual community this monstrosity will reside in, this is so uncalled for an has to be in violation of something.And 88% of the apartments are NOT affordable housing! How DISGUSTING, placing "luxury" apartments in a community that has been riddled with the opposite since it's beginnings. Lincoln Heights deserves better.
Suzie Vlcek	90039	It's evil.
Morgan Harman	90031	I'm not okay with the gentrification of this area. Bringing this in would obviously only benefit those who have wealth looking to get rid of the ethnic diversity we have here. We also depend on the street parking and having that ripped away for a bunch of rich white people is demeaning.
Hanna Omar	90065	Gentrification is violence!

Georgann Carman	90031	This project will bring major traffic, congestion, possible contamination, and just plain overcrowding to this community. It will not provide sufficient parking for its residents, who will be forced to park on the street where parking is already inadequate. It will pollute the neighborhood for years during construction, affecting the health, safety, and stress levels of all of the surrounding community. We do not need overcrowding or additional cars or 1500 new residents squeezed into the neighborhood, jamming already crowded streets at rush hour and creating noise on once empty, quiet streets. The city planners must consider the needs of the present residents and their quality of life before bringing in hundreds more to pollute the environment in so many ways. This project will ruin the neighborhood for those of us already here. It must not proceed.
Claire Baker	90031	I am concerned about the environmental hazard of toxins being released into my neighborhood.
Karina Navarro	90031	I grew up in this small city , Lincoln heights and I myself consider myself middle class and still struggle to be able to afford where I live . It's so sad that a place that I grew up in I won't be able to live soon because of how high the rent increase is
Claudia Agraz	90031	Not affordable housing and it's in toxic land.
Paula Cronan	90031	We desperately need to keep housing affordable in Lincoln Heights. This project shows total contempt and disregard for the working class residents of the neighborhood
Bianca juarez	90031	Because gentrification causes displacement and homeless lausd students ! But also, I don't want to see MY community change Into a white idea of how it should look.
Ann Liashkov	90029	I oppose the project because it forces out lower income people who have been living in this area for generations. We need housing for the homeless and poor and your project will not provide any help with this problem.
Andrew Miller	90031	Our community needs affordable housing, not luxury apartments. The influx of new, relatively rich people will radically change the tenor of the neighborhood in a sudden and non-organic way. I am concerned about the environment impact of stirring up all the pollution in the ground, especially as it is across the street from Hillside Elementary (even if there are no students right now). Also, what about all the street parking that will be required? Most everyone around here has to park on the street already. Where are they supposed to park when there are hundreds of new cars needing spots?
patrick staff	90031	this is an example of the blatant corruption that is rampant throughout los angeles. the people of lincoln heights deserve better.
Yolanda Sanchez	90031	I've lived in Lincoln Heights for over 20 years, this is my home and will fight against displacement
Cristabell Fierros	90031	The majority of the residents in Lincoln Heights are minority, low- wage and senior citizens who have no place to go. This also worse time to even consider luxury condos, rather there should be sustainable housing in our current economy and pandemic.
Michael Alvarez	90032	Because it will absolutely destroy and harm the community. The existing community need support, and deserve much better. This gentrification and toxic violence.
Christian Adams	90031	It is an entirely corrupt proposal not benefiting and actually detrimental to all currently living in Lincoln Heights.
Mina gonzalez	90065	Primero al empezar a construir liberarn todo los quimicos que están ese lugar y que no sabemos cómo afectarán a las personas que ya vivimos en la comunidad y segundo la cantidad de personas que vendrán a vivir afectando todo lo que z al sido la comu hasta ahora de la misma manera que cundo nos oponíamos a la construcción de Los apartamentos en French y ave Pasadena que afecto a lis ya vivimos aquí
Sheriden Smith	90042	Stop gentrification in historically latino communities!
Leticia	90065	It is self evident with the attention this project has garnered that the principal pillar or sustainable development which is SOCIAL EQUITY has been forgotten! Politicians and planners alike push this agenda of economic development and sustainability only to FORCE their projects on communities of color. We won't let it go any further. Their freeways along our border are a continuous reminder of what they did to us and what they continue to want to do. The community must be heard! We must be asked what we need!
Yareli Carillo	90013	NO
Maria Marquez	90031	It will create more traffic and its limited parking spaces for that complex
Joel Marquez	90031	Limited parking and the more traffic this will create.
Rene Camarillo	90031	If the luxury apartment complex passes and is allowed to be built, this will damage the culture and community as these units will attract wealthy privileged individuals and they will attract more individuals who won't want to contribute to the lincoln heights community, but would want to profit from it erasing the mom and pop shops in this community and then erecting unaffordable products, from privileged businesses which will only cause harm.
Maryam Hosseinzadeh	90065	overpowering size, unaffordable to the neighborhood residents who need it most, no redeeming qualities!
Brian Skipworth	90031	Such a concentration of units will create congestion and crowding that the streets and infrastructure throughout the surrounding neighborhood are not built to handle. There are plenty of undeveloped empty lots on which to build homes that the parking and traffic management can accommodate while preserving the character of the neighborhood. The only conceivable reason to build such high density in one location is to maximize developer profit at the expense of the residents and neighbors.
Melissa	90031	Because Lincoln heights doesn't need to be more gentrified then it already is my grandma and grandpa have lives in their house for as long as I could remember this project would hurt a lot of family's in the area and the fact they put "affordable housing" is beyond me yeah affordable to the hipsters and white people you wanna move into the area. I pray that it doesn't happen rich people take everything from the poor not everyone can get a good job and not everyone was born with a silver platter handed to them they take and take until people start fighting back if this project happens it would be shitting on everyone in the community
Miggs Perez	90031	While the city sees money from this luxury development, all I can see is families being evicted. Rich people don't want to move into neighborhoods where they have to see families living in poverty. They want to ignore it. But developers want rich people to move in. So instead of building luxury apts somewhere else where land is more expensive, they kick out the poor families to make the area more "palatable". This city is built upon the exploitation and neglect of the working class. Don't turn a blind eye to the people whose lives are here. Don't sell out families just because they're not benefitting you. Who are you serving by allowing this luxury apt to be built? The people? Or yourselves?



Planning CPC <cpc@lacity.org>

AVE 34 PROJECT

dave cam <davecamslocker@gmail.com>

Wed, Oct 7, 2020 at 5:54 PM

To: "cpc@lacity.org" <cpc@lacity.org>, "gilbert.cedillo@lacity.org" <gilbert.cedillo@lacity.org>

Hello all,

I am a Lincoln Heights resident that lives 3 blocks away from Avenue 34. I hope you have all have found out by now that the development project on Avenue 34 has shown plenty of signs of deceitful & fraudulent business practices. This size of a project does not represent the nearby community. This project benefits future residents and developers of this plan who are in it for financial gain. Artesian street & Avenue 34 are both extremely small streets that don't hold the capacity for this amount of people. Hillside elementary & nearby residents will be at the mercy of new construction and traffic this project will bring. It is widely known in the community that the ground that will be dug into contains toxic substances and chemicals.

I am sure you all know what the right decision is.



West Ave 34 proposed site construction comment

D. Sherwood <dianaesherwood@gmail.com>

Thu, Oct 8, 2020 at 11:43 AM

To: cpc@lacity.org

Dear Commissioners,

As the head, emerita of K-12 education at the Theodore Payne Foundation—one of the preeminent environmental nonprofits in Southern California, and a nearby resident to the proposed project at West Avenue 34, I strenuously second the need for a new, more comprehensive environmental impact study of this project—slated to be built in a densely populated area on a known toxic site.

Our cities must consider all impacts into the future, of growth, for people and our urban physical environment, and environment, as a whole. I do not fully oppose a building project. But everything suggests, and certainly in a densely populated area without a significant plan for site environmental remediation at all stages, that this is not the correct project at this time. Prior city buildings constructed on toxic soil should be cautionary proving that more is needed at the outset to move forward for any health impacts on residents as well as impacts to adjacent homes, schools, and businesses. With all interlocking concerns, it is time we think more comprehensively and environmentally about the future.

Thank you.

D. Sherwood.

Diego J. Zapata
(323) 528-2968
diego@northeasttrees.org

October 7, 2020

Dear Honorable Commissioners:

I write to you to express my deepest opposition towards the proposed 468-unit development project at Ave 34. As a third-generation lifelong resident and community organizer of Lincoln Heights that has been recently displaced from a residence only a block away from this development site, I am all too familiar with the impacts of unscrupulous and unchecked development can have on a historically underserved community like Lincoln Heights. I shall spare you the finer details of the lasting emotional, psychological, and physical traumas incurred by the very palpable fear of neighborhood erasure, vulnerability to homelessness, and increasing sociocultural isolation that plagues individuals, like myself, that have been or are at risk of displacement, only so that I may counter some of the arguments made by the applicant in support of this deplorable project and to address some of the reasonings made by the commission that may lead commissioners to work against the true needs of the city by approving the Ave 34 development and others alike to come.

I understand that the applicant has allegedly went above and beyond the city zoning's required affordable housing quota, but it is critical to understand that the very laws defining affordability and the process to apply for such housing are fundamentally inaccessible to the very POC and low-income community members that have called Lincoln Heights home that these units should be reserved for. As President Samantha Millman so poignantly expressed during the first hearing of this project, the laws that have been designed to create transit-oriented mixed income communities that the city so understandably fetishizes simply are not functionable when applied to renter-dense communities like Lincoln Heights that are incredibly vulnerable to investment-based displacement. Affordability in my community has to account that our average household income is much lower than the city's median and as such needs to be far more stringently written to truly integrate these development projects into the community's existing socioeconomic fabric. My only disagreement directed towards Millman's aforementioned statement that speaks to a clear systemic disjuncture is: why is it that these mixed-income communities have to sprout up in underserved and marginalized low-income neighborhoods and not in more affluent parts of the city? How can one argue that this clear mixed-income development gap does not come across as exploitation and city-sponsored displacement, especially when recalling the clear corruption made evident by Pinyon Group paying callers to voice support for this project under the guise of community?

All of the amenities (like public outdoor areas) highlighted as clear benefits to the community mean nothing to a community plagued by environmental injustice. We need more than a few trees and benches, and definitely have no utility for electric car charging stations. As a young professional biologist working in the environmental field, I understand the need for more sustainable infrastructure, but any potential benefit this infrastructure can have to the community's footprint is completely overshadowed by the increased volatility of our neighborhood by its implementation with a project that will essentially uproot a large swath of us. Appeals to sustainability have no basis if they effectively will serve the more affluent. Even for residents that can manage to withstand the flux caused by green gentrification will face psychological and direct barriers to access to these amenities, especially when considering increased policing that will undoubtedly follow developments like this. Lastly, I am deeply troubled by the complete disregard for the pollutant legacy of this site and its impact on the wellbeing of surrounding and future residents of this development project. I currently work on remediation strategies in Lincoln Heights

and other communities that lie in LA's industrial corridor and know that thresholds defined as safe for individuals absolutely fail to consider lasting mutagenic / developmental impacts of these pollutants to people due to the pedagogical shortcomings of toxicology.

Lincoln Heights is the oldest community of Los Angeles outside of its core. It has witnessed the greatest amount of flux than any other community in our history, from the egregious subjugation of the Tongva from the banks of the Los Angeles River, to the establishment of the city's most affluent community, to its white flight, following a series of immigrant diasporas that includes Italian, Jewish, Latino, Chinese, and Vietnamese communities, Lincoln Heights not only embodies what change means, but also epitomizes the storied history of our city. Since the disinvestment of the community by the city's affluent, each of these diasporas have built upon one another within a context of socioeconomic marginalization and disinvestment by the city to create a prevailing and essential history of resilience our very existence. We carved lives here and supported one another in creating a community because we weren't allowed to live elsewhere during a highly segregated city. We fought for decades to stay in Lincoln Heights, we fought during the East LA Walkouts, during the Zoot Suit Riots, during the farmworkers' movement, and today with the fight against gentrification. We have not forgotten nor we ever will. And despite this fight, to this day, Lincoln Heights serves as the nexus for immigrant narratives and an American dream realized despite all odds. To lose our community to developments that only facilitate neighborhood erasure, is to lose our right to the city, to lose our fundamental stake within the city's narrative. We lose our homes and livelihoods with this project. You lose what made LA Los Angeles.

Diego Julian Zapata



Planning CPC <cpc@lacity.org>

Re:DIR-2019-6048-TOC-SPR-WDI-1A

Erika Gallo <erikaga11o@yahoo.com>
To: cpc@lacity.org

Thu, Oct 8, 2020 at 12:00 AM

I'm against this project.

This is a low income community. This project is not for us.

Protect our historic status and protect the 110 freeway, it is a National Historic Monument.

This will ruin it and set a precedent to continue such horrible projects.

Erika Gallo

October 5, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.

Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Sincerely yours,

Ernesto Preciado
Concerned Resident



Letter of Protest (Proposed Project on Pasadena Avenue and Avenue 34)

Frank Sanchez <fsanchez929@yahoo.com>
To: cpc@lacity.org

Wed, Oct 7, 2020 at 5:56 PM

October 7, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

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Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Thank you for your time,

Frank Sanchez
Concerned Resident

October 6, 2020

To whom it may concern,

I, General Jeff, am writing this personal letter of support for Arturo Gonzalez.

Mr. Gonzalez is someone I have known for over 10 years and as a community activist in Skid Row (which is commonly known as "the homeless capitol of America") and at a time when many others looked down on my efforts, I can honestly say that his high-level of respect and professionalism was unparalleled, especially as it pertains to the political realm.

Of my numerous successful events, solutions and initiatives over the years - which include the complete revitalization of Gladys Park, annual Christmas tree-lighting programs for homeless children and families, community trash clean-up campaigns, coordinating large town hall meetings featuring local and State officials and much more, Mr. Gonzalez' unwavering support was not only welcomed, but also seen by many other Skid Row community members as a constant beacon of hope which was so dire to help build the confidence of a constituency filled with a majority of poor, homeless, low-income and no-income individuals and families.

Mr. Gonzalez' continuous supportive efforts over the years have helped said "beacon of light" continue to shine in a way that only those of us on the bottom of life's totem pole can understand...even at times when our City Council representative didnt agree with our methods.

We are forever grateful to Mr. Aurturo Gonzalez and write this support letter without any reservations.

Regards,

General Jeff
Skid Row community activist
(2006-present)
and the
Chair of the
Skid Row Neighborhood Council- Formation Committee
(2014-present)

Steven Kasten Properties

Real Estate Investments

2718 North Broadway
Los Angeles, California 90031
Tel: 323-222-3489 Fax: 323-222-1038
Email: stevekasten@att.net

• COMMERCIAL PROPERTIES
• APARTMENT BUILDINGS
• HOUSES

October 7, 2020

To: George Magallanes
Arturo Gonzalez

Subject: Proposed Development at
141 Avenue 34 in Lincoln Heights

Dear George Magallanes and Arturo Gonzalez,

I have reviewed the "Avenue 34" proposed development package that you gave to me on October 2, 2020.

Since I have had my business, Steven Kasten Properties, at 2718 North Broadway since 1982, I feel qualified to offer my opinions and comments on this proposed development in Lincoln Heights. For identification purposes only, I also previously served as the President of the Lincoln Heights Chamber of Commerce and I currently serve as the President of the Business Improvement District in Lincoln Heights. I am sending this letter, as an individual, and not as representing any organization.

My comments are as follows:

1. There is a shortage of housing in Lincoln Heights. I totally support new housing being built that respects the needs and concerns of our residents and property owners in Lincoln Heights.
2. The project must have adequate parking so that tenants and visitors will not have to park on adjacent streets.
3. The development team must meet with community members and organizations with planned and advertised meetings throughout the community.
4. The commercial area of the planned development of 16,000 square feet should be scaled back and replaced with a childcare facility to serve the residents of the development and the surrounding residents of the development.

I truly hope that this development can move forward with the endorsement of community members.

Thank you for providing me with the information on this development.

Best regards,


Steve Kasten



Planning CPC <cpc@lacity.org>

Reference Case # : DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

Gabriel Medina <medinagabriel408@gmail.com>

Tue, Oct 6, 2020 at 10:11 AM

To: CPC@lacity.org

To whom it may concern,

Regarding: Reference Case # : DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

I oppose the Pinyon Avenue 34 Project. Los Angeles continues to build expensive units for the low percentage of people with lots of money, while taking away the first people's land. I was born and raised in Los Angeles and trust me I don't need to see any more luxury apartment buildings while there are endless homeless people living on the streets.

Please don't build the Lincoln Heights Avenue 34 Luxury Apartment Complex Units. Think about the families that were first there on this land, how hard they've worked to continue living their lives, and how essential they are to the community. Thank you.

--

Best Regards,

Gabriel Sainz Medina

October 5, 2020

Hon. Gil Cedillo, Council District 1 Council Member

Re: **Proposed Apartment Complex at Pasadena Avenue and Avenue 34**

Dear Hon. Gil Cedillo:

I am writing to oppose the proposed project mentioned above.

The 468-unit structure that is being imposed on my neighbors and I is clearly excessively large and does not fit the size or visual character of this area.

With only 286 parking spaces for its own 1,500+ residents, this project will only aggravate the problem of lack of parking and traffic congestion that my neighbors and I are already experiencing.

My neighbors and I are extremely concerned about the effect this project will have on our health as it is proposed to be built on a site where toxic waste has been dumped on the ground for several years.

I recognize that there is a housing problem, but the small number of affordable apartments that this huge development offers is insufficient and will not have a great impact on solving the affordable housing problem.

I respectfully ask that you, our elected City Council Member, **STOP** this project as proposed and require the developer and the Planning Department to reach an agreement with the community. My neighbors and I have repeatedly expressed our willingness to work with these developers to make the best projects possible from both a developer and community perspective.

Please consider these arguments and the effects such project could have on our community. Your prompt support and action on these issues is important. **This project will have its final appeal hearing October 8, 2020.**

Sincerely yours,

Guillermina Preciado
Concerned Resident



appeal of DIR-2019-6048-TOC-SPR-WDI-1A

Garrett Walker <walker.garrett87@gmail.com>

Wed, Oct 7, 2020 at 6:14 PM

To: cpc@lacity.org

Please do not include my previous email in the record. I should've proofread it to catch my spelling and grammar errors. Please include the following text instead.

To whom it may concern:

My name is Garrett Walker and I wanted to give a little insight as to what my involvement in this appeal is. I currently live in the West Adams district which is not close to Lincoln Heights, however I was contacted through a third party group to be a part of the city council meeting.

My roommates and I were paid \$150 each to call in to the zoom call and say we were in favor of this project. We were sent multiple emails with talking points and were told to make sure that we say we either lived in Lincoln Heights or District 1. While on the call, I continued to hear stories of people who lived in that area. They all had concerns that were very pressing and many seemed confused that people were calling in and just saying what they had to to get the money. I couldn't in good conscience stay silent because I could hear how passionate these people were about their neighborhood, so once it was my turn, I felt compelled to tell the truth.

Since then, I got in contact with some of the residents of Lincoln Heights to go see where the project is projected to be and discuss further developments in this case. Some of the main concerns from an outside perspective are the contamination in the ground meant to be broken for this project and the effect that will have on the surrounding neighborhood. In particular the multiple schools within close proximity of the site. The second of which is traffic and pedestrian safety. I think it's important to state that the community members that I have talked to don't seem to be totally against the project, they just want to make sure that these developers aren't taking advantage of the community that is already established in this area.

Originally, this project sounded like a great idea, but with all the information I have received, I just had to do my part to help support this appeal and help protect the residents that have been taken advantage of. If you have any questions for me, feel free to reply to this email, or contact me via phone. Thank you for your time and I hope that there is something that you can do to make this work for all parties involved.

Sincerely,

Garrett Walker

mailto:walker.garrett87@gmail.com



Michael Henry Hayden [REDACTED]

Fwd: You're Confirmed For Thursday's Avenue 34 Project Hearing!

Garrett Walker [REDACTED]

Fri, Sep 25, 2020 at 5:58 PM

To: [REDACTED]

Sent from my iPhone

Begin forwarded message:

From: Garrett Walker [REDACTED]**Date:** August 14, 2020 at 12:06:51 PM PDT**To:** [REDACTED]**Subject:** Fwd: You're Confirmed For Thursday's Avenue 34 Project Hearing!

Sent from my iPhone

Begin forwarded message:

From: Josh Gray-Emmer [REDACTED]**Date:** August 10, 2020 at 1:31:22 PM PDT**To:** Josh Gray-Emmer [REDACTED]**Subject:** You're Confirmed For Thursday's Avenue 34 Project Hearing!

Thank you so very much for agreeing to speak at Thursday's hearing to support new housing construction in Lincoln Heights .

The hearing will start at 8:30am, but we're 9th on the agenda and most likely won't need you on the Zoom call until around 9:30 or 10. I will text you to let you know when you should log in. **Things are subject to change so please be ready after 8:45am just in case.** You will join us for the public comment section of the hearing and be allowed to speak for 60 seconds. I've attached a list of talking points about the project and there is additional information available at <https://www.avenue-34.com/> . After you have given your public comment, you can leave the Zoom meeting.

IMPORTANT -

In order to make sure that everyone doesn't use the exact same talking points we need people to choose what they would like to speak about in advance (please review the attached talking points first). **ALSO - if you need a \$100 hardship fee, we need to know that as well. Please use the google form here - <https://forms.gle/y7Wvk31Y5aVPh44s9>**

Don't hesitate to reach out if you have any questions, and thank you again so much! After you are confirmed, we'll email you with the Zoom login info.

Josh

--



Josh Gray-Emmer
www.bridgeDTLA.com
818-679-4719



A34-CPC-Talking-Points-v2.pdf
61K



October 7, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

**RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights
468 units including 66 units of affordable housing**

Dear Ms. Carter:

I am writing as both the Executive Director of FASTLinkDTLA and a nearly 30-year resident of Northeast Los Angeles to support the project proposed by The Pinyon Group on Avenue 34.

FASTLinkDTLA is the Transportation Management Organization for Downtown Los Angeles (DTLA). Our mission is to reduce congestion and improve mobility to/from and within DTLA by championing mobility alternatives to driving alone, and supporting smart, transit-oriented communities that will encourage more people to travel to DTLA in ways other than driving.

The Avenue 34 project will provide **468 apartments—including 66 very-low income affordable units**, 1.5 acres of open space and community-serving retail within walking distance of the Heritage Square station on the Metro Gold Line, just a few stations away from Union Station in DTLA. I am pleased that the new plan includes more than double the number of new affordable housing units – 66 units -- from the previously approved plan of 31 units.

It is important that the Pinyon Group supports the region's transit investments in rail, bicycling and pedestrian infrastructure with housing that can benefit from these investments. I applaud the development team for voluntarily including additional pedestrian and vehicular traffic improvements in the streets outside of the project that will also benefit the entire community.

My son is a recent college graduate who does not have a driver's license, as he, like many in his generation, want to travel car-free as often as possible. If Los Angeles wants to keep these young, smart, and highly motivated people in the city, there needs to be more residential options like Avenue 34 which are attractive, affordable and transit adjacent and support efficient commutes to job centers like DTLA.

FASTLinkDTLA
DTLA Headquarters: 525 South Hewitt Street, Los Angeles, CA 90013
5120 Highland View Avenue, Eagle Rock, CA 90041
hilary@FASTLinkDTLA.org

Avenue 34 Support Letter
October 7, 2020
Page 2

I strongly appreciate the fact that the project would not displace any current Lincoln Heights residents as it is located on industrial land. This is the ideal way to add housing units that are so desperately needed, and meet the city and regional planning goals of locating well designed new development near transit.

I wholeheartedly support this important project. I urge the City Planning Commission to support Avenue 34 as well.

Sincerely,



Hilary Norton
FASTLinkDTLA Executive Director



Planning CPC <cpc@lacity.org>

DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

Isaias Delgado <isac_hp@hotmail.com>

Tue, Oct 6, 2020 at 5:57 PM

To: "cpc@lacity.org" <cpc@lacity.org>

DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

Hi I'm opposing the Pynion Avenue 34 in Lincoln Heights is going to affect the people that have been there for A lot of time . Gentrification would cause raised in prices in a pandemic time. It's not cool who's the city planner behind this. Did you read the piece in LA of a woman waiting for his lost to be back at home to leave so people can tear up her house.

This is heartbreaking

Get [Outlook for iOS](#)



Planning CPC <cpc@lacity.org>

Reference Case #: DIR-2019-6048-TOC-SPR-WDI-1A

Ivett Munoz <ivett.munoz@yahoo.com>

Tue, Oct 6, 2020 at 9:10 PM

To: cpc@lacity.org

Hi,

My name is Ivett Muñoz and I am writing to express my opposition to the Pinyon Group Avenue 34 Project.

Do not believe the lies of greedy development companies. This community seeks protection, not "luxury apartments."

Please find it in your heart to save this community from displacement and toxicity!

Ivett Muñoz



Planning CPC <cpc@lacity.org>

Pasadena/Ave 34 468-Unit Luxury Apartment Complex

Jim Comeau <jimcomeau@gmail.com>
To: gilbert.cedillo@lacity.org, cpc@lacity.org
Cc: mlucy.la38@yahoo.com

Wed, Oct 7, 2020 at 7:19 PM

Dear Councilman Cedillo,

We oppose the apartment complex to be built on the corner of Pasadena and Ave 34. Lincoln Heights demands a public hearing. This is adjacent to a toxic waste dump where excavation could lead to toxic fumes being released into the air. There was no Environmental Impact report done, either.

This site is next to Hillside Elementary, which would make the location too crowded as only 286 parking spots are only available for 1500+ residents.

Only 14% of these apartments will be affordable, and this will inflate rents across Lincoln Heights.

Please stop this project and allow us a public hearing!

Sincerely,
Jim Comeau
3807 Midland St



Planning CPC <cpc@lacity.org>

RE: In support of 135 W. Ave 34

Jose Machuca <jhmachuca@gmail.com>
To: cpc@lacity.org, gilbert.cedillo@lacity.org

Wed, Oct 7, 2020 at 6:14 PM

Jose H. Machuca
4134 Homer Street
Los Angeles, CA 90031
jhmachuca@gmail.com
323-791-8306

RE: 135 W Ave. 34 Development
DIR-2019-6048-ROC-SPR-WDI-1A
ENV-2016-273-MND-REC1

To The City Planning Commision,

I am a resident of the Montecito Heights community within the same neighborhood as the Avenue 34 development at Pasadena Ave. I am writing this letter in support of the Avenue 34 development. I moved into the neighborhood in 1997 and spent my childhood here. It has been with pleasure that I have seen the community evolve from a gang dominated area to a safer suburb with growing amenities and privileges to the community. I believe that one of the most effective ways to continue uplifting a community is by encouraging essential workers to move in and enact positive change through support of the local economy, participation in community events, and active political representation. This in combination with the additional affordable units the development will provide support to the local residents who may be currently struggling with finding housing in the neighborhood.

Should you have any questions or concerns please do not hesitate to contact me.

Sincerely,
Jose H. Machuca



Planning CPC <cpc@lacity.org>

DIR-2019-6048-TOC-SPR-WDI-1A

Jarett Mendez <jarettmendez01@gmail.com>

Tue, Oct 6, 2020 at 5:27 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Hi City Planning Commission,

I am a resident on Griffin Ave / Ave 35. I live near the proposed development on Pasadena Avenue and have come to be supportive of the project.

There are safety concerns in the neighborhood and that development would help revitalize a depressed and frankly scary area. There are unsavory folks that hang out in that part of Lincoln Heights and turning an unused warehouse into livable housing would help us all. I have been considering leaving the area because of the crime and gang activity, but this project gives me hope it can get better.

We need to lift this community, residents like myself are looking for it to be a safe place to live. I can also think of a local business owner that could benefit from the influx of residents, Lee, the owner of Fortuna Market. He's one of several in the area that needs more business - this could be a win for residents and mom and pop shops alike.

Feel free to give me a call with any questions. My cell is: 949-355-1373.

Thanks,

Jarett Mendez

Sent from [Mail](#) for Windows 10

October 7, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights
468 units including 66 units of affordable housing

Dear Ms. Carter:

I am writing to state my support of the project proposed by The Pinyon Group on Avenue 34. I understand that the proposed project is a significant improvement from the previous project that was approved by the Planning Department in 2016. We understand that the revised project is a significant reduction in overall size and a reduction in height, particularly along Avenue 34 where the project has been reduced from 5 stories to 4 stories.

The revised project will have fewer traffic impacts and the development team has informed us that they voluntarily included additional pedestrian and vehicular traffic improvements in the streets outside of the project that will benefit the entire community. Also, the current plan approved by the Planning Department only includes 31 units of affordable housing and the new plan includes more than double the number of new affordable housing units – 66 units. I strongly appreciate the fact that the project would not displace any current Lincoln Heights residents, at the same time as adding housing units that will relieve the pressure the current demand for units is placing on our community.

Lincoln Heights desperately needs projects that provide affordable housing to the community. The housing project is also located near the Heritage Square Gold Line station, which will make it very convenient for families who rely on public transportation.

I fully support this important project.

Sincerely,


Jeannie Park



Planning CPC <cpc@lacity.org>

Pasadena/Ave 34 468-Unit Luxury Apartment Complex

Kalle Tompros <krtompros@gmail.com>

Wed, Oct 7, 2020 at 7:08 PM

To: gilbert.cedillo@lacity.org, cpc@lacity.org

Cc: mlucy.la38@yahoo.com

Dear Councilman Cedillo,

We oppose the apartment complex to be built on the corner of Pasadena and Ave 34. Lincoln Heights demands a public hearing. This is adjacent to a toxic waste dump where excavation could lead to toxic fumes being released into the air. There was no Environmental Impact report done, either.

This site is next to Hillside Elementary, which would make the location too crowded as only 286 parking spots are only available for 1500+ residents.

Only 14% of these apartments will be affordable, and this will inflate rents across Lincoln Heights.

Please stop this project and allow us a public hearing!

Sincerely,
Kalle Tompros
3807 Midland St



Planning CPC <cpc@lacity.org>

Save Ave 34, Case # DIR-2019-6048-TOC-SPT-WDI-1A.

Lizzy Joelson <lizzycharley@gmail.com>
To: cpc@lacity.org

Wed, Oct 7, 2020 at 9:58 PM

Hello there,

This email is written in regards to case # DIR-2019-6048-TOC-SPT-WDI-1A.

The 468 unit luxury development will be incredibly harmful for the community of Lincoln Heights. It will be the biggest development in the history of Lincoln Heights, promising only 15% to be low income housing. But housing for who? Certainly not for the families that currently live there, since these will be very small units.

This excessively large development will cause a huge traffic issue, be unsafe for children who mostly walk to school in the area, and cause people to become displaced due to impacted parking (which is already a problem in the community).

Not to mention the biggest issue, the environmental safety concerns since this development is being built upon an old warehouse lot that disposed of a lot of chemicals deep into the earth's surface. This will cause toxic air and be a huge pollutant, endangering the lives of the community! We already know that systemic racism is a huge issue in this country. Many low income families live near pollutant hubs, causing them extreme harm. This development should not add on to that truth.

I urge you to stop this. Please protect the community.

Thank you,
Lizzy Joelson
Los Angeles Resident



Planning CPC <cpc@lacity.org>

Pinyon development at Ave 34

Layne Zolninger <laynezolninger@gmail.com>
To: cpc@lacity.org

Tue, Oct 6, 2020 at 4:25 PM

Hello,

In reference to case #DIR-2019-6048-TOC-SPR-WDI-1A.

I own and reside in a home 1/4 mile away from the proposed site and I am very opposed to this project.

Honestly I'm shocked that it is even legal to build such a large housing project with so few parking spaces in Los Angeles. I don't care how close it is to the train or how many bike racks there are. This development will have a drastic negative effect on the parking situation in our neighborhood and the traffic on our streets.

Also, I'm sure you're aware that the Pinyon group has paid individuals to pretend to be supportive community members. I'm disgusted by their tactics! Even worse, their company website touts ethical and environmentally friendly development. I find their notion that they are helping our community and that they know our needs better than we do ourselves extremely insulting. Please do not force me to be neighbors with with this morally bankrupt monstrosity!

Please listen to the community. Our homes are under threat and we need your help.

Sincerely,
Layne Zolninger

Sent from my iPhone

Los Angeles Unified School District

Office of Environmental Health and Safety

AUSTIN BEUTNER
Superintendent of Schools

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

October 7, 2020

Michelle Carter

200 N Spring Street, Room 1070
Los Angeles, CA 90012

SUBJECT: Mixed Use Housing at AVE 34, 135-153 W Avenue 34

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the appeal for the proposed subject project. LAUSD is concerned about the potential negative impacts of the proposed project on our students, staff and parents traveling to and from Hillside ES, since the proposed project site is across the street from the school. While COVID-19 has caused LAUSD to implement remote learning for the time being, we request that these comments apply when LAUSD clears students to return to campus.

Based on the extent/location of the proposed development, it is our opinion that environmental impacts on the school and surrounding community (traffic, pedestrian safety) may occur. Since the proposed project if approved may have an environmental impact on Hillside ES, recommended conditions designed to help reduce or eliminate potential impacts are included in this response.

Traffic/Transportation

LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective conditions are employed to reduce construction and operation related transportation impacts on District sites, including the net increase of 1,000 or more daily vehicle trips, we ask that the following language be included in the recommended conditions for traffic impacts if the project is approved:

- School buses must have unrestricted access to schools during pick up and drop off.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (flag men, signs, and signals) to ensure vehicular safety.

- Contractors must maintain ongoing communication with the affected school's principal and any other LAUSD school administrators involved, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for students and staff walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, if the project is approved we ask that the following language be included in the recommended conditions for pedestrian safety impacts:

- Contractors must maintain ongoing communication with the school principal and all LAUSD staff involved, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District's Transportation Branch or Office of Environmental Health and Safety will provide School Pedestrian Route Maps upon your request.
- Contractors must install and maintain appropriate traffic controls (flagmen, signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by any school, except when school is not in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending Hillside ES their teachers and the staff, as well as to assuage the concerns of the parents of these students. However, due to COVID-19 the school is currently closed, and health and safety concerns are minimized. Therefore, the recommended conditions set forth in these comments should be adopted as conditions of project approval to offset environmental impacts on the affected school students and staff when school is in session.

Thank you for your attention to this matter. If you need additional information, please contact me at (323) 286-7377.

Regards,

A handwritten signature in blue ink, appearing to read 'Alex Campbell', is positioned above the printed name.

Alex Campbell, **Assistant CEQA Project Manager**

September 24, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights
468 units including 66 units of affordable housing

Dear Ms. Carter:

My name is Alberto Garcia, owner of the restaurant Carnes Asadas Pancho Lopez, located at 3328 Pasadena Avenue in Lincoln Heights. I write to express my strong support for the proposed project at 141 Avenue 34. As a small business owner, I understand, and know by experience how important new mixed use commercial and residential projects are to the long-term health and economic development of the community and businesses such as mine.

I also appreciate that the development team has volunteered to include additional measures for pedestrian safety including new crosswalks, directional signage and enhanced safety measures at the Gold Line crossing at Artesian Street.

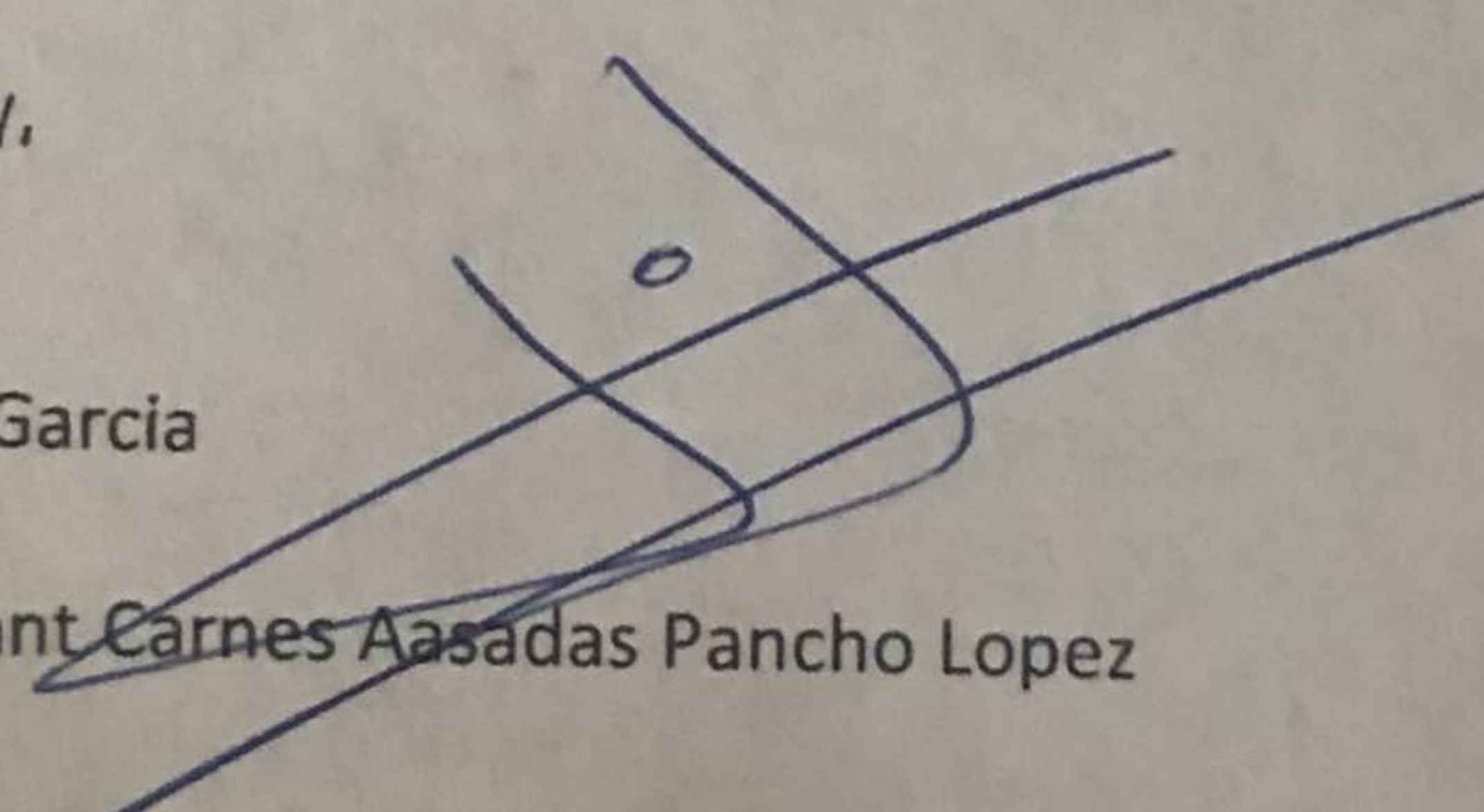
I am also in full support of the new plans by the developer to more than double the number of affordable housing units to 66, which are greatly needed in my community of Lincoln Heights.

Lincoln Heights desperately needs projects that provide jobs and affordable housing to the community. The housing project is also located near the Heritage Square Gold Line station that will make it very convenient for families who rely on public transportation.

I fully support this important project.

Sincerely,

Alberto Garcia
Owner
Restaurant Carnes Asadas Pancho Lopez



October 7, 2020

Honorable Commissioners,

We would like to share some of our experience with the development team and the Department of City Planning during the past 8 months. Many of their interactions with us individually and community more broadly have been manipulative and deceptive. We think it's important for our experience to be on the record, and for the Commission to know about this behavior as you consider this case.

We began our involvement when we attended a Neighborhood Council meeting in February, 2020 to hear the applicant's proposal for this huge development on our block. The applicant had missed the meeting the month before, which was supposed to include this project. We raised some immediate concerns, which prompted the Council to delay a vote, offering the applicant time to address our concerns. The applicant skipped the next meeting.

Then began an eye-opening experience of writing earnest letters to city agencies, only to receive copy-and-paste replies. City Planning denied our repeated outcries for a public hearing, a process that could have avoided the appeal before us today.

We met with the developers, who listened to our concerns, but discounted them and did not attempt to remedy them. They hosted a Zoom meeting with neighbors, which they promised to record, confirmed they had recorded, and then did not release. They have constantly reminded us that this project is an improvement on a plan that they acknowledge was not a very good use of the site, and then in the same breath threaten to build the old plan if we resist the new plan. Even to this day, they have discredited our statement of estimates of traffic, occupancy, etc. quoted from their own MND as "lies."

In the days before the hearing, we learned of a letter from their lobbyist Andrew Brady, who wrote to City Planning and the Commission mischaracterizing our community as uninterested in engaging them. This enlightened us to the fact that the applicants were speaking very differently about us behind our backs than to our faces.

When we were granted an appeal hearing, we only learned of it the same day that initial submissions were due from a flier posted to the subject property. We scrambled to assemble our materials for the Commission. We received no packet of information from City Planning, which I understand it is standard for an appellant to receive. Despite much correspondence with Michelle Carter, she did not tell us that we would be able to present a slide show. We only found out about that option from Cecilia Lamas the day before the hearing. The night before the hearing, Oliver Netburn called the appellant Patricia Camacho at about 10 pm. He insisted that she send him our slideshow. She replied that we had been instructed to send it to Ms. Lamas, and understood that Mr. Netburn would be opposing us at the hearing. This left us unsettled.

At the hearing on August 13, Mr. Netburn showed slides of buildings in the surrounding neighborhood. We became concerned when he showed a photo of the appellant Michael Hayden's home, which was apparently photographed from a perspective *inside* the opaque 7 foot fence at the edge of the property. We fear that these moves were calculated to keep us unaware, unprepared, or intimidated, and to intercept our information.

At the hearing on August 13, we were shocked to hear that public speakers were being paid to support the applicant. The next day, Garrett Walker, the caller who made the confession,

reached out to the appellants. He shared the name of the individual, Josh Gray-Emmer, and agency, Bridge DTLA, that offered him the money, and shared the list of scripted talking points that had been supplied. (Exhibit PP - Bridge DTLA Talking Points) He shared that he and others who were offered money were unfamiliar with this project and with Lincoln Heights. This is a perversion of this process, and we hope the Commission is as concerned as we are by the applicant's blatant disrespect for both our community and the Commission's integrity.

In recent weeks, Pinyon invited the public to meetings on Zoom. They advertised these with a flier announcing "Community Meeting" deceptively omitting the critical information that it would be the developer hosting these meetings. Neighbors reached out to us about it, supposing that we had organized these meetings. We were disappointed by this apparent attempt to deceive the public, and the confusion it created around our own efforts. At these meetings, they acted as if they were hoping to hear our concerns for the first time, and did not attempt to work with us to resolve the issues we have been raising for more than 8 months.

Yesterday, we learned from a television news reporter that the applicant's lobbyist Jerry Neuman told her that the appellants had used "hate speech and intimidation" to dissuade people from attending their meetings. We were shocked by this slander, and moreover that Mr. Neuman would say this to the press. We pride ourselves on inclusivity and integrity, and our efforts are motivated only by concern for our neighborhood's safety and continued wellbeing.

We have also learned that the applicant has hired a lobbyist named Arturo Gonzalez to promote this project locally. He visited Mr. Hayden's workplace, and boasted that this project would "clear out the homeless" nearby. He characterized the DOT's traffic impact estimates as "misinformation being spread by the community." He insisted that the government subsidized units will only cost \$500, although we understand they will cost approximately twice that amount. We are disturbed that this dishonest approach is how the applicant has conducted community outreach to a community most in need of affordable housing.

In the past week, Michelle Carter from City Planning has emailed us multiple times, asking us to submit our slide show to her. She emailed us at 10 pm last night asking for our phone numbers.

We understand that these actions may not speak to the merits of the proposal being considered by the Commission. However, they do echo tactics of evasion and deceit that have allowed their project to move this far. We submit the applicants' denial of environmental risks, their evasion of DTSC oversight, the ignoring of various [Q] Conditions, the question of apparent misrepresentations on the Application for Tax Credits, and their dismissal of our community's concerns as relevant cases in point. Please keep these patterns in your awareness as you consider the applicant's plans and our community's appeal.

Sincerely,
Michael Hayden
Patricia Camacho



Michael Henry Hayden <michaelhenryhayden@gmail.com>

Former Welch's

Philo, Daniel@DTSC <Daniel.Phil@dtsc.ca.gov>

Fri, Sep 25, 2020 at 3:32 PM

To: Michael Henry Hayden <michaelhenryhayden@gmail.com>

Michael,

The most recent information I can find indicates that the groundwater flow direction is indeed to the southwest. That information is presented in the 4th Quarter 2018 Groundwater Monitoring Report. That report, along with numerous other documents, are available to the public and can be found on the EnviroStor website, here: https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60000636

Dan Philo

Environmental Scientist

Site Mitigation & Restoration Program

Southern California – Chatsworth Office

Department of Toxic Substances Control

818.717.6610 Office

503.312.7922 Cell

daniel.philo@dtsc.ca.gov

[Quoted text hidden]



Michael Henry Hayden <michaelhenryhayden@gmail.com>

Former Welch's

Philo, Daniel@DTSC <Daniel.Phil@dtsc.ca.gov>

Wed, Sep 30, 2020 at 9:17 AM

To: Michael Henry Hayden <michaelhenryhayden@gmail.com>

Michael,

DTSC isn't currently involved in regulatory oversight of any of those addresses, so no "letter of clearance" from DTSC to those property owners would exist. Hope that helps.

Dan Philo

Environmental Scientist
Site Mitigation & Restoration Program
Southern California – Chatsworth Office
Department of Toxic Substances Control

818.717.6610 Office
503.312.7922 Cell

daniel.philo@dtsc.ca.gov**From:** Michael Henry Hayden <michaelhenryhayden@gmail.com>**Sent:** Monday, September 28, 2020 10:12 AM**To:** Philo, Daniel@DTSC <Daniel.Phil@dtsc.ca.gov>**Subject:** Re: Former Welch's

Hi Dan,

I hope you had a good weekend. Thanks for sending me that info about the groundwater last week, that was very helpful. I've been trying to do more research this weekend, but I'm not great at navigating these websites. I'm trying to find out if DTSC issued a letter of clearance for an upcoming construction project on the site adjacent to Welch's. The address would probably be 135 W Avenue 34. I think that lot also includes all these addresses: 123-169 W Avenue 34, and 3401-3437 N Pasadena Ave. I did a search for that property on Envirostor, but it didn't turn up any records. Could you let me know if such a letter from DTSC exists? Thanks so much!

All my best,

Michael Hayden

On Fri, Sep 25, 2020 at 1:18 PM Michael Henry Hayden <michaelhenryhayden@gmail.com> wrote:

Hi Daniel,

Thanks for talking on the phone. As I mentioned, I'm trying to determine the groundwater flow in this area. Can you clarify which direction it flows on the former Welch's site? Thanks so much for your help. The work you do is incredibly valuable, and it was a pleasure talking to you today.

All my best,

Michael Hayden



Planning CPC <cpc@lacity.org>

Reference Case #: DIR -2019-6048-TOC-SPR-WDI-1A

Magdalena Olivas <magdalo@uci.edu>

Wed, Oct 7, 2020 at 10:58 PM

To: CPC@lacity.org

My name is Magdalena, and I oppose Lincoln Heights Avenue 34 Luxury apartment Complex. We were not included in the discussion. The Luxury Apartments will further harm the Lincoln Heights Community. If this complex is for the community, for the betterment of it, then every apartment should be designated to low income housing. And the commercial space should be reasonably priced for members of the community to rent spaces. I strongly believe the Luxury apartments will harm my community. I am writing this because I grew up in Lincoln Heights, and not everyone is able to send an email or voice their opinions on a virtual meeting. It's the wealthy that gather in numbers, because they have the education or simply time, or the means to pay fake callers. My community consists of hardworking people, people who crossed borders, and broke boundaries. Who do not live luxury but live happily in Lincoln Heights. We need the City to listen to us, its people please do not agree to harm our community, please protect what is left of Lincoln Heights.

Thank you,

Magdalena O.



Planning CPC <cpc@lacity.org>

Apartment Project At Pasadena AVE. N aVE. 34

Manuel Rivera <manuelr46@yahoo.com>

Wed, Oct 7, 2020 at 6:48 PM

To: "cpc@lacity.org" <cpc@lacity.org>

DEAR SIRS IM TOTALLY OPPOSED FOR SUICH PROJECT IN OUR NEIGHBORHOOD AS I FEEL IT WILL CREATE TRAFFIC PROBLEMS , DISRUPTIONS IN OUR DAILY LIFE, AND HEALTH PROBLEMS AS IS BEING BUILT IN CONTIMINATED LAND. i LIVE IN A QUIET AND PEACEFUL NEIGHBORHOOD UT THAT WILL CHANGE IF THIS PROJECT IS ALLOWED TO BE BUILT. pLEASE LISTEN TO THE PEOPLE THAT PAIY IYOUR SALARIES AND DO THE RIGHT THING.

MANUEL RIVERA
[226 east avenue 38](#)



Public comment regarding R-2019-6048-TOC-SPR-WDID-1A

Miles Brenninkmeijer <mdbrenninkmeijer@gmail.com>

Wed, Oct 7, 2020 at 5:35 PM

To: cpc@lacity.org

Hello,

My name is Miles Brenninkmeijer and I am a resident of Montecito Heights, a neighboring community of Lincoln Heights. I walk by the site every day on my way to the train, to my way to local corner store, and to my favorite street taco spot in all of Los Angeles.

I am writing you in support of the appeal of R-2019-6048-TOC-SPR-WDID-1A. I strongly urge the commission to listen to the people that make up the community they so wish to tear apart. Please listen to the people that make up the city you so claim to represent. This is your job, you owe your time, honesty and decency to the voice of the people of Los Angeles, to the community members of Lincoln Heights. Not the money and the developers that want to come in and cash out on a neighborhood and community they never cared to include in the conversation.

Only 66 of the proposed 468 units are set aside for "very low income" households. However this designation expires in 55 years. It is public knowledge that the Pinyon group admitted to not properly researching the median rental cost or income for Lincoln Heights. Without any proper public hearing or community input, how is it that the Pinyon Group even arrived at a number to base their "affordable housing" on?

Who are you serving, the people or Pinyon?

See you tomorrow morning,

Miles



Planning CPC <cpc@lacity.org>

Reference Case #: DIR-2019-6048-TOC-SPR-WDI-1A

Nemesio Olivas <unseenhands1031@gmail.com>
To: CPC@lacity.org

Wed, Oct 7, 2020 at 11:12 PM

My name is Nemesio Olivas and I oppose Lincoln Heights Avenue 34 Luxury apartment Complex.

My family and I believe The Luxury Apartments will harm the Lincoln Heights Community. And if apartments must be built then they should be dedicated to the community and they should all be low income housing units. Our neighbors continue to be pushed out by developers, rents continue to increase. Our neighborhood is being taken from us. There is no need for Luxury apartments but there is a need for low income housing. What is worse is that the developer has paid fake callers, and has the funding to send faked letters. Please take the community into consideration. Please stop the Luxury Apartment Complex.



Planning CPC <cpc@lacity.org>

135 W Avenue 34. Case # DIR-2019-6048-TOC-SPR-WDI-1A ENV-2016-273-MND-REC1

Otis Mannick <otismannick@gmail.com>
To: cpc@lacity.org, gilbert.cedillo@lacity.org

Wed, Oct 7, 2020 at 7:35 PM

135 W Avenue 34.

Case #

**DIR-2019-6048-TOC-SPR-WDI-1A
ENV-2016-273-MND-REC1**

I am against, I do not support nor think it is smart to build an apartment building in this area I've known for most of my life.

I am a resident and homeowner in The area of Lincoln heights, Los Angeles.

I have known Los Angeles my whole life.

I support people having homes to live, though I don't feel large apartment buildings strewn about the city are fair to the current residence or the city on a whole.

West Hollywood has carelessly done the same thing building large apartment buildings housing thousands of people as well as their vehicles. In the end the developer and the city make money, while the streets get more congested and people are packed in like sardines.

These buildings are not being built due to human concern for other humans. These are investments expected to make money! With little to no care of the repercussions an apartment building has on an area. My street deals with intense parking issues already, too many cars for not enough space. I do not support nor think it is smart to build an apartment building in this area I've known for most of my life. People adding ADU's creates a strong neighborhood, apartment buildings create problems. People investing in their own property is a wonderful thing. Investors building massive buildings is gross to those that I've lived here their whole life.

Thank you, Otis Mannick



Planning CPC <cpc@lacity.org>

Reference Case # : DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

#DesignerPierre Petite Male Model <pierrefrink4@gmail.com>

Tue, Oct 6, 2020 at 10:14 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Reference Case # : DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

Hello there, I am sending this email to oppose the Pinyon Lincoln Heights Avenue 34 Luxury Apartment Complex Units.



Planning CPC <cpc@lacity.org>

Save ave 34 in Lincoln Heights

Pedro Morales <pedro.jmorales14@gmail.com>
To: cpc@lacity.org

Tue, Oct 6, 2020 at 9:11 AM

Case # DIR-2019-6048-TOC-SPR-WDI-1A

Greetings,

My name is Pedro Morales and I am a 23 year old who has lived in Lincoln Heights for more than 15 years. I am opposed to the project on Avenue 34 and so is everyone who actually lives here. This project is insulting to the working class people of Lincoln Heights and it is also very dangerous. If they excavate on the ground where they want to build those horrible luxury apartments then that will put thousands of people at risk of toxic chemicals that will be released to the air. Lincoln Heights is not for sale, more importantly the lives of our community should not be risked from this project. Please hear out the people of Lincoln Heights, PEOPLE OVER PROFITS.

Sincerely,
Pedro Morales



pérez-pacheco consulting

Government / Public Relations / Resource Development / Advocate / Public Presentations / Program Development

October 6, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights
468 units including 66 units of affordable housing

Dear City Planning Commission and/or Ms. Michelle Carter,

My name is Hector Perez-Pacheco, a business owner and long-time resident of Lincoln Heights. My residence is located at 2528 Thomas Street and my consulting business operates in the Northeast Los Angeles area. On behalf of Perez-Pacheco Consulting Inc. with over 20 years of service to all types of community development and legislative projects in Los Angeles County, we extend our support to the proposed development located at 141 Avenue 34 in Lincoln Heights. Perez-Pacheco Consulting Inc. continues to strive to be a positive force in the communities we serve, providing the knowledge and resources to help community members accomplish their missions.

Perez-Pacheco Consulting Inc., like the Mayor Erick Garcetti understands the crucial shortage of housing in the City of Los Angeles, and is a strong supporter of more affordable housing for our low income families, many of which are serviced by our programs. The proposed development includes 66 low-income units for families, but most important, it provides housing for middle income families.

The project is transit-oriented development located within walking distance of the Metro Gold Line service, which promotes public transportation ridership while reducing the use of private cars and promoting sustainable urban growth.

The Lincoln Heights community desperately needs developments that bring jobs and above all increase the number of available affordable housing to the community. Perez-Pacheco Consulting Inc. is glad to support the project and urges the City of Los Angeles Planning Commission to approve this important project as well.

Sincerely,

A handwritten signature in black ink, appearing to read "Hector Pacheco", is centered within a light gray rectangular box.

Hector Perez-Pacheco, President / CEO

Perez-Pacheco Consulting Inc.

(213) 247-3131



Planning CPC <cpc@lacity.org>

"135 Avenue 34 Proposed Project"

Beltran, Rosy <rbeltr24@calstatela.edu>

Wed, Oct 7, 2020 at 6:43 PM

To: "cpc@lacity.org" <cpc@lacity.org>

DIR-2019-6048-TOC-SPR-WDI-1A

ENV-2016-273-MND-REC1

Hello, City
Planning Commission

My name is Rosy. I am a resident of the Lincoln Heights community, and I am emailing today to express my disapproval regarding the proposed development project on Avenue 34 in the Lincoln Heights community.

As an active resident and current full-time university student in the area, this project will affect me because it will drive up neighboring rents, displacing the people who live in the Lincoln Heights community. In addition, this project will create significant displacement. The developers will only include 14% Low-Income units, with 85% at high market rates that will not help the community's current lack of affordable housing. The median combined annual household income in Lincoln Heights is \$39,000. This makes even the low-income apartments out of reach for many in our community.

Given my points above, I demand you listen to community feedback and halt this project before it can do any more damage to the community of Lincoln Heights.

Sincerely,
Rosy B.

Reference Case #

DIR - 2019 - 6048 - TOC - SPR - WDI - 1A

I am Rene Camarillo and I strongly oppose the Pinyon Group project on Avenue 34 in Lincoln Heights. This project is simply an opportunity to profit from affluent upper class citizens in need of a luxury apartment in congested Los Angeles. That is why developers seek affordable working class communities, again it's to make a profit; and we pay the price. Speaking of affordable, one of the arguments is the false belief that this project will bring more affordable housing to the community. With 468 luxury units, only 66 will be these so-called "affordable units"; that means less than 15%. This project will cause rent to inflate across Lincoln Heights, threatening the working class families.

Another false theory is that because this project is being built on an empty warehouse, not a single resident will be displaced or hurt in any way. Let's talk about health.

Excavating on a potentially toxic site located directly adjacent to Hillside Elementary school is irresponsible and shameful. Major health complications will arise. This unnecessary project does not serve our community in any way, and will only harm the health and prosperity of the community.

Respectfully,

Ren Camarillo

October 6, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPRWDI-1A, 135-153 West Avenue 34

Dear Ms. Carter and Los Angeles Planning Commission:

I am writing to state my support of the project proposed by The Pinyon Group on Avenue 34. As a former Lincoln Heights resident, I understand the complexity of this neighborhood and believe this project brings benefits. I am a native Angeleno, growing up in the San Fernando Valley. I moved to Lincoln Heights in 2017 because I was working in Downtown Los Angeles while attending Loyola Law School. I left Lincoln Heights in August 2020. I was a renter who lived across the street from the beautiful Sacred Heart Church. I greatly enjoyed living in Lincoln Heights, participating in the Wednesday Farmers Market, riding my bike through Elysian Park, and taking the Metro 45 bus to work. I was not ignorant to the fact Lincoln Heights is a majority working-class community of color that has been underserved for decades.

I understand that the proposed project is a significant improvement from the previous project that was approved by the Planning Department in 2016. The revised project includes a reduction in height, particularly along Avenue 34 where the project has been reduced from 5 stories to 4 stories.

The revised project will have fewer traffic impacts and the development team has informed us that they voluntarily included additional pedestrian and vehicular traffic improvements in the streets outside of the project that will benefit the entire community. Also, the current plan approved by the Planning Department only includes 31 units of affordable housing and the new plan includes more than double the number of new affordable housing units – 66 units.

I strongly appreciate the fact that the project would not displace any current Lincoln Heights residents, at the same time as adding housing units that will relieve the pressure the current demand for units is placing on our community. This is not to completely invalidate the concern of indirect displacement. However, if we are to meet the housing production and climate goals outlined by politicians and experts, we need these types of lawful projects that have completed the environmental due diligence to satisfy the Planning Department.

The fact that the Project Applicant has taken out the commercial square footage for 90 new units of housing, a third of which are deed restricted affordable housing, is particularly reassuring. The small, family-owned businesses on Broadway and Figueroa would see significant increases in sales with new community members.

This region of Northeast Los Angeles needs projects that provide affordable housing to the community. The housing project is also located near the Heritage Square Gold Line station, which will make it very convenient for those who rely on public transportation or choose to take it downtown.

I support this important project.

Please contact me if you have any further questions,

Ross Zelen
rosszelen@gmail.com



Planning CPC <cpc@lacity.org>

"135 Avenue 34 Proposed Project"

Beltran, Selena <sbeltr20@calstatela.edu>

Wed, Oct 7, 2020 at 6:29 PM

To: "cpc@lacity.org" <cpc@lacity.org>

DIR-2019-6048-TOC-SPR-WDI-1A**ENV-2016-273-MND-REC1**

Hello, City Planning Commission

My name is Selena. I am a resident of the Lincoln Heights community, and I am emailing today to express my disapproval regarding the proposed development project on Avenue 34 in the Lincoln Heights community.

As an active resident and current full-time university student in the area, this project will affect me because it will drive up neighboring rents, displacing the people who live in the Lincoln Heights community. In addition, this project will create significant displacement. The developers will only include 14% Low-Income units, with 85% at high market rates that will not help the community's current lack of affordable housing. The median combined annual household income in Lincoln Heights is \$39,000. This makes even the low-income apartments out of reach for many in our community.

Given my points above, I demand you listen to community feedback and halt this project before it can do any more damage to the community of Lincoln Heights.

Sincerely,
Selena B.

October 7, 2020

Re: Agenda item #6; Avenue 34 project, case number DIR-2019-6048-TOC-SPRWDI-1A

City Planning Commissioners,

I am writing to express my strong support for the proposed development at 135-153 West Avenue 34, case number DIR-2019-6048-TOC-SPRWDI-1A, referred to below as the Avenue 34 project.

As a resident of Lincoln Heights I'm happy to see new housing proposed in my neighborhood, just a few blocks from my home and an underutilized Metro light rail station. The Avenue 34 project includes an impressive amount of income-restricted units – a housing choice that is almost non-existent in Lincoln Heights – and an environmentally responsible amount of parking at less than one space per unit. I have been car-free for over a decade so I know that this development can attract others seeking a more affordable and sustainable lifestyle – or, in the case of some very low-income tenants, those who simply can't afford the burden of car ownership. It's being built on a blighted and vacant location that will displace no residents and benefit the community with open space and hundreds of trees.

Concerns about gentrification have been expressed by a large number of constituents. I take these comments seriously, as they demonstrate a sincere fear about what this project could mean for them, their neighbors, and their loved ones. Unfortunately, it seems that the people organizing the opposition campaign have engaged in extensive fear-mongering about the details of the project and its likely consequences, rather than seeking genuine opportunities to improve the project or mitigate potential impacts. The neighborhood has been plastered with flyers challenging the potential environmental impacts from toxic chemicals (implying that no reuse of this vacant industrial property would ever be appropriate), claims that it's providing too little parking yet at the same time will cause too much traffic (unlikely to be a problem in any case, but traffic would only be made worse by providing more space for cars), statements that the market-rate units will be too expensive and too few income-restricted units will be provided (though the project adheres to the same TOC standards as proposals in any other part of the city), and that it will lead to displacement and rising rents.

I walk my neighborhood almost daily, and I see scores of existing single-family and low-density multifamily homes in the process of renovation or flipping. It's frustrating because gentrification is clearly underway even with almost no new development in the area. As most planning professionals and academics would attest, it's likely happening *because* there is so little new development. None of these renovations is producing anything that directly benefits low-income and working class residents, they're just making the area more unaffordable. That's the backdrop against which this project is being proposed.

The Avenue 34 project would create a mix of expensive and affordable units on a site where no one currently lives, while the status quo is converting modest homes into high-end housing at the expense of current tenants. Echo Park, Highland Park, and various other neighborhoods have already demonstrated what happens when a community begins to attract new residents but fails to provide more housing options. I don't want to see the same thing happen to Lincoln Heights, and I'm sure that my neighbors expressing concerns about this development feel the same. We must do something different here if we want a different result. I believe that projects like this one, in addition to robust public funding and strong tenant protections, are the better alternative.

According to Zillow, the median home value in Lincoln Heights today is \$621,000. The market-rate units in the Avenue 34 development will cost quite a bit, an unavoidable reality because building anything in Los Angeles is extraordinarily expensive. Even then, though, rents will not cost as much as a mortgage for the median single-family home in the area. And even more importantly, this project will create 66 units reserved for very low-income households for at least 55 years, and that level of affordability is only possible due to cross-subsidization by the market-rate units. To provide the same number of affordable units with public funds would cost upward of \$20 million.

The Avenue 34 project will create a haven of covenanted homes that are far more affordable and far more stable than any privately-owned non-covenanted housing currently available in the neighborhood – and the vast majority of housing in Lincoln Heights is privately owned and non-covenanted. If this project is denied or downsized it won't preserve affordability for anyone. Instead, it will eliminate 66 homes reserved for low-income households and 400 market-rate units that will house people already moving into the neighborhood, whether new units are available or not.

I am a fierce advocate for building as much housing as possible in high-income, whiter and wealthier neighborhoods – it's my top priority as a housing advocate. But that can't mean that we build absolutely nothing in more diverse and lower-income neighborhoods. There has to be some kind of balance, and that balance doesn't currently exist in Lincoln Heights: virtually no housing has been built here for decades, despite our proximity to transit, jobs, the LA River, and more. I strongly believe the Avenue 34 project will make a positive impact in the community, and I ask that you approve it without delay.

The community attention directed toward this project is important and meaningful, and I hope it won't end with the approval of this development. It should be harnessed and invested in the community planning process, developing a vision for the entire neighborhood. The city should take a lead role in helping facilitate that process, seeking local leadership including longtime tenants and homeowners, people of color, poor and unhoused residents, and all others who have a stake in the future of Lincoln Heights. I hope the City Planning Commission will join me in calling for that effort to begin as quickly as possible.

Sincerely,

Shane Phillips
Los Angeles 90031



Planning CPC <cpc@lacity.org>

day of submission R-2019-6048-TOC-SPR-WDID-1A

Stacy Dawson Stearns <dawsonstearns@gmail.com>

Thu, Oct 8, 2020 at 11:04 AM

To: Planning CPC <cpc@lacity.org>

Thank you. I would also like to add that city planner Netburn did not respond to an email and a phone call to him requesting public records on this project and only after my third request did I finally receive a response from Michelle Carter.

ALSO- Mr. Perlman just diminished the significance of the community callers by saying that ppl are repeating the same points. Well, the developers do the same thing. He just revealed the inherent bias of some of the commissioners. This is a shame. @Millman it is not your place to re-interpret and give a soft-serve redo of his dismissive statement. The public continually endures this form of gaslighting and insult from city officials. Unconscionable.

[Quoted text hidden]



Planning CPC <cpc@lacity.org>

day of submission R-2019-6048-TOC-SPR-WDID-1A

Stacy Dawson Stearns <dawsonstearns@gmail.com>

Thu, Oct 8, 2020 at 10:42 AM

To: cpc@lacity.org

I implore this commission to decide if you feel you have an ethical responsibility to the people of Los Angeles OR if you choose -like most Mayor-appointed city commissions- to favor developers. The buck needs to stop with you! As a civically-engaged Angelino, I can tell you that I will view a denial of this appeal as a statement from this body that you do NOT represent our best interests, and I will focus my efforts on addressing this and calling you out before city council until you shift your focus to people over profit.

PLEASE DO NOT FORGET the following:

1. The 66 units of "Very low income" housing are OUT OF FINANCIAL REACH of the inhabitants of LH!!!
2. The "very low income" designation will expire in 55 years. This is not sustainable low income housing and it is a shame that the director of Planning is gaslighting the appellant and hiding behind the protections of the VERY FLAWED TOC parameters to avoid addressing this. I beg the commission to recognize that you have power to challenge development projects that use TOC and other city council directives as accountability shields. It is disgusting.
3. Arturo Gonzalez is a lobbyist who works for Urban Strategy Group who recently had to pay a 15K fine to the Los Angeles Ethics Commission because he did not register as a lobbyist. USG also had to pay a 15K fine for this. Another person who is a lobbyist with USG is Morris Goldman- who just entered into a plea deal with the FBI in the Huizar corruption scandal. This is not the only player in this AVE34 project who is adjacent or overlapping the cast of characters implicated in the Huizar case. It is truly irresponsible for the commission to not press pause and deeply investigate the constellation of financial stakeholders in this.
4. It is important to note that Gil Cedillo's calendar from 2013- 2018 (https://ia800906.us.archive.org/28/items/gil_cedillo_staff_2013-2018_weekly_calendars/gil_cedillo_2013-2018_weekly_calendar.pdf) is chock full of meetings with lobbyists, developers, and attorneys related to this project and other developments that have inspired massive community protests in NE LA neighborhoods, such as the Fifteen Group.

And this article opens up some very important questions concerning links to the Huizar scandal:

<https://www.citywatchla.com/index.php/cw/los-angeles/20526-corona-bug-catches-up-with-the-president-what-did-he-know-and-when-did-he-know-it>

We implore you to act with conscience. Los Angeles will not be a destination or a home to people who love it and whose family histories are inextricably connected to their neighborhoods. Don't be complicit in the movement of massive international development of US cities.

--

STACY DAWSON STEARNS

(she, her, hers)

www.stacydawsonstearns.com



o: (213) 480-4200 f: (213) 480-4199 a: 222 N. Virgil Ave., Los Angeles, CA 90004

October 6, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights 468 units including 66 units of affordable housing

Dear City Planning Commission and/or Ms. Michelle Carter,

Soledad Enrichment Action, Inc. (SEA), with over 48 years of service to youth and families in underserved communities throughout Los Angeles County, offers its support to the proposed development located at 141 Avenue 34 in Lincoln Heights. SEA continues to strive to be a positive force in the communities we serve, providing our high-risk youth and their families the services they need to improve their quality of life.

Like Mayor Eric Garcetti, SEA understands the crucial shortage of housing in the City of Los Angeles and is a strong supporter of more affordable housing for our low-income families, many of which are serviced by our programs. The proposed development includes 66 low-income units for families, but most importantly, it provides housing for middle-income families.

The project is a transit-oriented development located within walking distance of the Metro Gold Line service, which promotes public transportation ridership while reducing the use of private cars and promoting sustainable urban growth.

The Lincoln Heights community desperately needs developments that bring jobs and above all increase the number of available affordable housing to the community. SEA is glad to support the project and urges the City of Los Angeles Planning Commission to approve this important project as well. Please contact Leslie Mendoza at (213) 480-4200 or at lmendoza@seaprograms.org if you have any additional questions.

Respectfully,

A handwritten signature in blue ink, appearing to read "Nathan Arias".

Nathan Arias
President/CEO



GILBERT A. CEDILLO
COUNCILMEMBER
FIRST DISTRICT

October 8, 2020

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

Re: Item No. 6
DIR-2019-TPC-SPR-WDI; ENV-2016-273-MND-REC1
135-153 W. Avenue 34

Honorable Commissioners:

When the Commission first considered this matter on August 13, 2020, you rightfully decided to “pause” and requested the applicant to conduct more comprehensive community outreach. My office wholeheartedly supported the request and asked the applicant to take the opportunity to actively listen and respond to the concerns of the people who live and work in the Lincoln Heights community.

The Council Office has long been a strong advocate for the production of new housing serving a range of income groups in a City experiencing a severe housing crisis. The global pandemic has exposed housing insecurity amongst the City’s most vulnerable and exacerbated the need for increasing stock of all housing types, including affordable and supportive housing. We support promoting attractive architecture and urban design compatible with local neighborhoods. And we appreciate the Transit-Oriented Communities policy intended to bring housing opportunities in proximity to the City’s growing public transit infrastructure.

The proposed project would introduce new density into the Lincoln Heights community and change the site’s land use from industrial to mixed-use development. Our office acknowledges the community concerns raised by stakeholders, including potential impacts on: **Vehicular Traffic, Parking and Pedestrian Safety; Design Compatibility** in terms of Density, Scale, Massing, Character; **Soil Contamination**; and **Housing Access**.

The Council Office has heard and shares these demands:

- *Vehicular access should be allowed at Pasadena Avenue, and enhanced traffic and pedestrian safety measures should be implemented at the Metro Gold Line at-grade crossing at Avenue 33 and Artesian Street.*
- *Building scale and mass should provide a transition in the context of the existing adjacent low-scale mixed-use neighborhood.*
- *Expert evidence demonstrating the soil on-site is clean and safe for residential use should be fully disclosed to protect public health and safety.*
- *Access to new housing units should be extended to the Lincoln Heights community.*

In response to community concerns, the applicant has advised the Council Office that it is offering the following project modifications, voluntary conditions of approval and clarifications for the Commission's consideration:

Vehicular Traffic, Parking and Pedestrian Safety

- Allow vehicular access/ exit at Pasadena Avenue
- Implement safety improvements at Avenue 33 and Artesian Street as recommended by Metro, including clear signage for westbound traffic on Avenue 33 to ensure vehicles stop at the "Wait Here" line when a train is oncoming, and a flashing signal on southbound Artesian Street and Avenue 33 that indicates "No Right Turn" and/or "Train Approaching" that would be triggered when trains pass through the crossing
- Support initiation of a Preferential Parking District
- Prohibit public street parking by tenants on Ave 33 and Ave 34 as required in lease agreement
- Comply with additional "Vision Zero" public improvements as determined by LADOT

Design Compatibility

- The proposed project has evolved from a previous City-approved scheme. On August 22, 2017, Zoning Administrator approved a mixed-use development with a total floor area of 524,600 square feet on 5.03 acres with a Floor Area Ratio (FAR) of 2.6:1. The revised scheme would increase the number of affordable units (to 66 units dedicated to Very Low Income Households), reduce the commercial space to 16,395 square feet, and add an estimated 1.5 acres in open space. Total floor area is reduced to 514,756 square feet with a FAR of 2.5:1.

Soil Contamination

- The official public record includes copies of two Phase I Environmental Site Assessments prepared in 2015 and 2019, respectively, which provide multiple lines of evidence regarding former uses and activities on the site, and determine that no onsite uses present environmental conditions that present a contamination risk
- The applicant is required to comply with the Q Condition which explicitly states: *"Property owners shall satisfy any requirements from the State Department of Toxic Substances Control (DTSC) in relation to potential contamination on the subject site. Prior to the issuance of any*

clearances by the Department of City Planning (DCP), property owners shall provide to DCP a letter from DTSC that establishes DTSC's satisfaction that the subject site currently meets DTSC requirements for the proposed use or, alternatively, that establishes DTSC's satisfaction with the property owner's contamination testing plan for the proposed use."

- The Department of City Planning recommends that this Q Condition be incorporated as a formal condition of approval.

Housing Access

- 66 units shall serve Very Low Income Households (earning 30-50% of the Area Median Income ranging from an annual income of \$39,450 for one person to \$56,300 for a family of four) which shall be delivered in the first phase of construction
- The applicant shall engage in affirmative marketing and partner with a local community-based organization to increase access by income-qualified residents in Lincoln Heights
- The applicant shall execute and record a covenant that mandates the setting of initial rents for at least 115 studio units and 77 one-bedroom units (totaling 192 units) at rental rates at or below the workforce housing (150% of AMI ranging from \$64,900 per year for one person to \$92,750 for a family of four) rent level

In recent years, Council District One has experienced significant neighborhood change. The challenge becomes how to welcome new investment which generates positive community benefits without displacement and is respectful of the neighborhood's context. Given the development rights allowed by the Commercial Manufacturing Zone, but also in light of the City's housing crisis, I appreciate the Commission's best judgement in deliberating on this matter.

The proposed project is a significantly improved scheme as compared to a mixed-use project previously approved by the City which had less affordability, more office and commercial floor area and none of the conditions that have been presented to the Commission. It is our office's position to support the revised project entirely contingent upon the approval of conditions and project modifications put forward by the applicant and the Department of City Planning that address community concerns.

Sincerely,



Gilbert A. Cedillo
Council Member, First District



Affordable Housing for Artists

Wednesday, September 30, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 West Avenue 34, Lincoln Heights

Dear Ms. Carter:

I am writing to support the proposed project by The Pinyon Group. I am director of a downtown Los Angeles non-profit seeking affordable housing for artists displaced by gentrification.

It is my understanding that the proposed project does not displace any current residents since the site is a former industrial warehouse and the proposed project includes 66 affordable housing units.

The current plan approved by the Planning Department only includes 31 units of affordable housing.

Lincoln Heights and downtown desperately need projects that provide affordable housing for the community. The project is also located near the Heritage Square Gold Line station that will make it very convenient for families who rely on public transportation to get to work and handle their family errands.

I fully support this important project.

Sincerely,

Jonathan Jerald, Director
Affordable Housing for Artists

Affordable Housing for Artists (AHA) is an arts non-profit serving the Arts District and downtown Los Angeles, Jonathan Jerald, Director, 213 814 7164, jonathan.jerald@gmail.com, 423 ½ Wall St., Los Angeles, CA 90013

September 28, 2020

Michelle Carter, City Planning Associate
Los Angeles Planning Department
201 N Figueroa Street, 4th Floor
Los Angeles, CA 90012

RE: DIR-2019-6048-TOC-SPR-WDI, 135-153 W Avenue 34, Lincoln Heights.
468 Units including 66 units of affordable housing

Dear Ms. Carter:

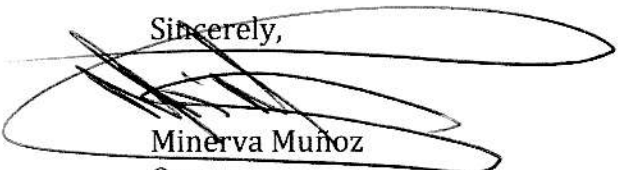
My name is Minerva Muñoz, I have owned a local business located at 3500 N Pasadena Avenue, Los Angeles, CA 90031 since 2008 and before that my business associate was in business an additional 20 years prior in this same address.

We were made aware some time ago of the local proposed project referenced above and wanted to take this opportunity to express our opinion on this new construction plan. Because our business in particular deals with the public, I personally am in favor of the project. This project will be a significant improvement of what is currently in place from the old commercial buildings that are not very appealing to the eye. This area for years has desperately needed improvements and what better way then provide beautiful new housing along with 66 units that will fall under affordable housing. Beautify the neighborhood is important.

I understand that additional measures such as adding cross walks for pedestrian safety as well as directional signage and enhanced safety measures at the Gold Line at Artesian Street. These are great improvements to this area.

I fully support this important project and look forward seeing this area change for the better.

Sincerely,



Minerva Muñoz

Owner

King City Auto Enterprises



Planning CPC <cpc@lacity.org>

Reference ID DIR-2019-6048-TOC-SPR-WDI-1A

Texano Home <texanohome@gmail.com>
To: cpc@lacity.org

Tue, Oct 6, 2020 at 8:50 AM

To whom it may concern,

My name is Anne and I am a Los Angeles county resident (or other) writing to voice my opposition to the 468 apartment complex unit settings built on Avenue 34 In the neighborhood of Lincoln Heights.

This development will only serve to speed up gentrification and displace the multi-generational families who have lived in Lincoln Heights for decades.

16% of these units are designated as "affordable", but the proposed rents are in alignment with inflated market rents that require median-income. This does not help families or local residents, it will simply move others in, congest the roads and drive up rent for residents in Lincoln Heights.

I have sincere concerns for the safety of the school children who use the surrounding streets as a part of their pedestrian commute to and from school.

I also strongly oppose any project that does not take seriously the egregious environmental implications that digging up a toxic waste dump site will bring about. I demand to see a comprehensive EIP specific to this site and believe anything less, with continued commission approval, is criminal.

Thank you for your time and thank you for standing with the people of Lincoln Heights.



Planning CPC <cpc@lacity.org>

Environmental Study of Apartment Complex

Thomas Zordon <andrewfbjunk@gmail.com>

Tue, Oct 6, 2020 at 5:18 PM

To: "cpc@lacity.org" <cpc@lacity.org>

To whom it may concern:

The Pinyon Group wishes to construct a 468-unit apartment at Pasadena / Avenue 34. The residents of Lincoln Heights were denied a public hearing regarding this project which is adjacent to a site that dumped toxic waste into the ground for 68 years.

This project could endanger the lives of residents, especially those attending the nearby Hillside Elementary School. We urge an environmental study be conducted to assess the impact on the community.

Sincerely,

Andrew Gregory Magaña



Opposing ave 34 project

vanessa sanchez-cabral <vanessasanchezcabral@yahoo.com>

Thu, Oct 8, 2020 at 12:27 AM

To: cpc@lacity.org

Hello my name is Vanessa Sánchez-Cabral and I live on Pasadena Ave and 31. Im writing this email to voice my opposition for this project. My family has lived in Lincoln heights for over 65 years and have raised multiple generations who love Lincoln heights and it's history. We have seen the many challenges of projects like this continuing to support the needs of the wealthy individuals who can afford purchasing and leasing luxury housing and retail storefronts while the disenfranchised struggle for fair housing and renting business space. I was Once a student at Hillside elementary and have serious concerns about building on unsafe toxic land and the health concerns of those who will be impacted for decades. The traffic on Pasadena ave has increased immensely over the last few years and causes many safety concerns. The building of this project would further impact traffic and safety of individuals crossing the streets. Parking is another factor, the average person without reserved parking where they live Can on average have to park anywhere from 1-3 blocks away. This project will raise safety concerns for parking of current residents. Gentrification of our neighborhoods continues to rise and displacement of our Latino community members increases. This project is strategically moving into our neighborhood with greed as it's goal and not about improving the community. I urge you to protect our community from this unnecessary project, protect our childrens health and safety, protect our communities safety and Oppose this project. As a licensed mental health professional this project will impact the mental health of our community members and will reinforce generational trauma. I want my children to have a neighborhood where they can thrive, feel safe, connected and be informed on issues that impact their community so they can have a voice to oppose unfair and unethical business practices that do not value the community they wish to build on. Thank you for your time.

With Thanks & Appreciation,
Vanessa Sánchez -Cabral



Planning CPC <cpc@lacity.org>

Fwd: Case No. CPC-2019-6169-CU

Andrew Jorgensen <andrew.jorgensen@lacity.org>
To: Planning CPC <cpc@lacity.org>

Tue, Oct 6, 2020 at 8:34 AM

----- Forwarded message -----

From: **Grace Villanueva** <gxv0090@gmail.com>
Date: Mon, Oct 5, 2020 at 8:57 PM
Subject: Case No. CPC-2019-6169-CU
To: <andrew.jorgensen@lacity.org>

Dear Andrew Jorgensen,

LAMC Section 12.24.U12, Conditional Use Permit to Allow 12-Bed Sanitarium/Congregate Living Health Facility (increase from 6 to 12 beds), 17227 W. Simonds St., Granada Hills, 91344 : Case Nos.: CPC-201906169-CU, ENV-2019-6171-EAF.

My name is Grace Villanueva and I am a homeowner at [11320 Amestoy Avenue, Granada Hills, CA 91344](#). A few years ago, a Congregate Health Living Facility was constructed at [17227 Simonds Street, Granada Hills, CA 91344](#). Originally it was proposed as a 12 bed facility but thankfully the community rallied in opposition of the 12 bed facility and it was granted a right for six beds. My Residential neighborhood has experienced much concern and deterioration since the Congregate Health Living Facility opened. My Residential neighborhood has experienced an influx of trash, cars, LAPD, LAFD, road blocks, accidents, randoms roaming my yards (front and back), noise, speeding/not following the traffic rules- most often this is because of the Congregate Health Living Facility. A STOP sign has even been erected on Simonds Street by the Congregate Health Living Facility because of the frequent accidents various cars/people from the Congregate Health Living Facility have caused. The Congregate Health Living Facility is a horrible neighbor and they do not add ANY value to my Residential neighborhood. If anything they are a cause of headache and stress. Additionally, Granada Hills has a large number of confirmed Covid cases and I suspect that some are from the Congregate Health Living Facility. LAPD arrested a facility member because of endangering the public.

I am greatly OPPOSED to the Congregate Health Living Facility at [17227 Simonds Street, Granada Hills](#) being allowed to increase its bed size by six to 12 beds.

Thank you for your time.

Regards,

Grace Villanueva



Andrew Jorgensen, AICP
pronouns: he/him/his
City Planner
Los Angeles City Planning
6262 Van Nuys Blvd
Van Nuys, CA 91401
Planning4LA.org
T: (818) 374-9904





CPC-2019-6169-CU

Pierre <pierre@slicedavocado.com>
To: cpc@lacity.org

Wed, Oct 7, 2020 at 12:09 PM

Project Site: [17227 West Simonds Street](#)

Case No. CPC-2019-6169-CU
CEQA No. ENV-2019-6170-CE

Hi:

I OPPOSE the expansion of the current 6 bed congregate living health facility into a 12 bed located at:

17227 Simmonds St
Granda Hills, CA 91344-3501

The facility with 6 beds has been a bad neighbor

- Poor landscape maintenance
- Speeding employees
- Trash/medical refuse surrounding property
- gloves
- masks
- waterbottles
- increased transportation traffic
- a stop sign was erected because of accidents in the community related to the facility
- additional parked vehicles
- increased foot traffic
- increased public service use e.g. police, ambulances
- I've witnessed an arrest of a man in a wheelchair
- Increased Noise

The facility reduces safety

- The increased traffic makes community policing difficult.
- harder to tell who shouldn't be here

While regulated like a single home residence, the facility is not a neighbor.

- We can't count on them like a neighbor in times of need e.g. earthquake, fire etc.
- Would be a burden to the surrounding community in a time of need with 12+ disabled people
- large head count
- lower tax income

The facility adds nothing of value to the surrounding community

Los Angeles housing crisis

- The facility deprives the community of an additional family and participant

"Strong Opposition" from community on first attempt to expand and still continues

- "Mr. Seletos [PLUM Co-Chair John Seletos] reported that "there was very strong opposition" to the project from the community"

Best,

Pierre Villanueva
[11320 Amestoy Ave](#)
[Granada Hills, CA 91344-3501](#)
(310) 993-8326

Enclosures: copy of minutes dated attached Thursday, July 5, 2018 *with highlights*



Minutes_2018-07-05.pdf

262K



**CITY OF LOS ANGELES
GRANADA HILLS SOUTH NEIGHBORHOOD COUNCIL**

GENERAL BOARD MEETING Thursday, July 5, 2018

Granada Hills Charter H.S., Rawley Hall, 10535 Zelzah Ave., Granada Hills, CA 91344

APPROVED MINUTES (Approved September 13, 2018)

GHSNC (and all other) Meeting Minutes are a summary; Minutes were not, are not and are never meant to be an exact, verbatim, word-for-word transcript or comprehensive record of what was said at a Meeting. Exceptions: Motions/Resolutions (as stated at the Meeting, which take precedence over versions written on the Agenda, if different); quotes (words that have quotation marks ("")) at the beginning and ending of a word or words); and other wording from the Agenda such as the first paragraph(s) of some Items. Items are listed in and match the same order as on the Agenda.

I. Call to order (Presiding officer)

President Beauvais called the Meeting to order at 6:34 p.m. The Pledge of Allegiance was led by Don Graham.

II. Roll Call (Secretary)

Roll Call was taken by the Secretary. Twelve of the 16 Members were present at the Roll Call: Dave Beauvais (President), Michael Benedetto (Vice-President), Bonnie Bursk, Julie Carson (Secretary), Maria Fisk, Don Graham, Sally Kolstad, Joel Lyle, Brandon Schindelheim (Treasurer), Sarah Tran, Rene Trinidad and Cindy Wu Freedman. Jeffrey Bohrer and Mark Morris arrived later. Deron Lopez (excused) and Jett Dunlap (unexcused) were absent. Dawn Lopez had resigned. The GHSNC quorum (the minimum number of Board Members needing to be present to take binding votes on Agendized Items) is nine. Sixteen of the 17 Board Seats were filled (by election or appointment). One Board Seat (At Large) was vacant; to apply, see www.ghsnc.org. Also attended: 21 Stakeholders and Guests.

III. Public Comment: Community and Public Comment on non-agenda items.

Glenn Bailey, "speaking as an individual," reported that the September 22nd Congress of Neighborhood Councils is "all day, City Hall . . . 30-40 workshops . . . 800-900 of your fellow [NC] Members." The next VANC [Valley Alliance of Neighborhood Councils; VANC@EmpowerLA.org; <http://empowerla.org/vanc-2>] meeting will be July 12th. There will be a Planning Forum on Thursday, November 8th with workshops and speakers.

IV. Community Speakers

A. Council District 12 (Matt Vallecilla)

Matthew Vallecilla, Field Deputy for L.A. City District 12 Councilman Mitch Englander (818-882-1212; Matthew.Vallecilla@LACity.org; <http://CD12.LACity.org>), reported that the new LAPD Chief is Michael Moore. A street racing Ordinance was introduced by the Councilman. The City Council gave a six-month extension for L.A. Municipal Code 8502 regarding living in a vehicle. The Rapid Response Team removed "50 illegally placed signs" on Reseda Blvd. Mr. Benedetto requested and Mr. Vallecilla "will mention it to the

Councilman” regarding modified vehicles, including motorcycles, that emit hi-decibel noise; Mr. Graham noted that “it’s already illegal.”

Board Member Mark Morris arrived at this time (6:47), making 13 Board Members present

A Stakeholder reported that, near CSUN, groups of motorcyclists ride. Stakeholder Cherie Mann was concerned about airplane noise at all hours; Mr. Vallecilla noted that “the FAA controls the flight patterns.”

- B. Senior Lead Officer, LAPD or alternate rep (Officer DelCore/Richard Fisk). Stakeholder Richard Fisk reported for Dario Del Core, an LAPD Devonshire Division Senior Lead Officer, that “home burglars” hit around O’Melveny Park. The Police hand-delivered letters to local addresses known to have had fireworks on their premises, reminding the occupants that all personal fireworks are illegal in the City of L.A. Officer Del Core’s next Neighborhood Watch meeting will be July 9 at 7:00 p.m. at St. Euphrasia Church. He will be retiring by January 2019. The annual National Night Out will be Tuesday, August 2 at Northridge Park. Louise Ave. between Chatsworth St. and San Fernando Mission Blvd. will be repaved. Councilman Englander wants input about the possibility of installing a stop sign at one of those intersections. Mr. Graham explained that the Police are restricted by law from removing homeless people’s belongings from public rights-of-way and that unidentified shopping carts cannot be removed. The CD12 HOPE Team provides services to homeless people.
- C. Budget Rep and advocates (Cindy Wu Freedman, Glenn Baily, Brian Allen). Mr. Bailey reported for the Budget Advocates [<http://ncbala.com>] that the June 23 Budget Day had “approaching 200 people” attend. He encouraged viewing the City Chief Administrative Officer’s presentation. The BA’s will have a July 14 retreat to form committees regarding next year’s City budget.
- D. DONE Representative (Jasmine Elbarbary) Gibson Nyambura, Neighborhood Council Advocate, L.A. Dept. of Neighborhood Empowerment (DONE; 213-978-1551; Gibson.Nyambura@LACity.org; www.EmpowerLA.org), reported on July 10 and 24 live downtown Ethics Trainings. The Election Stipulation Worksheet is due by August 1.
- E. Marilyn Koziatek Granada Hills Charter High School. Ms. Koziatek reported with Jennie Acosta about the former Pinecrest School property. She said “we’re in a petition process . . . from LAUSD” collecting signatures from parents that will be submitted to LAUSD Board Member Scott Schmerelson. They are “completely separate from LAUSD,” which may consider the petition in September. She described their program and facilities.

Board Member Jeffrey Bohrer arrived at this time (7:12), making 14 Board Members present.

They confirmed that the School is funded with taxpayer money.

- F. Small Asphalt Repairs by Street Services submit by July 16, 2018. Mr. Beauvais reported that, at the end of July, the City will repair up to 15 spots.

Mr. Beauvais noted at this time the recent resignation of Board Member Dawn Lopez; he will note on the website and Facebook the vacancy and encouraged submitting candidates. The term would serve 11 months through June 2019.

V. Approval of Minutes for the June 7, 2018 regular meeting.

MOTION moved by Ms. Carson, seconded by Mr. Graham: The GHSNC approves the Minutes of its June 7, 2018 General Board Meeting as written.

MOTION PASSED by a hand vote with 12 in favor; zero opposed; two abstained (the GHSNC does not count abstentions) (Bohrer and Trinidad).

VI. Budget Issues

A. Approval of Budget report and Monthly Expenditures for June 2018.

Mr. Beauvais relayed that Mr. Schindelheim notified him that the MER (Monthly Expenditure Report) awaits end-of-Fiscal Year (June 30) information from the City to complete that MER. It was requested and agreed to TABLE this Item.

B. Approval of fiscal year 2018/2019 Budget.

Copies were distributed of a "Fiscal Year Administrative Packet."

FUNDING MOTION (by Mr. Lyle, seconded by Ms. Carson): The GHSNC adopts its fiscal year 2018/2019 Budget.

DISCUSSION: Copies were distributed of and Mr. Beauvais reviewed the proposed Budget. The "Meeting Refreshments" \$3,800 cost includes "a Map Your Neighborhood event" with \$1,600 of refreshments. He clarified that "this isn't all of our outreach." "Granada Hills Rec Center events" includes Halloween and Spring Egg Roll events. He described possible projects. "NPG's for Community events" includes the Street Fair, Holiday Parade and emergency preparedness events. He reminded that funding can be reallocated by a Board vote. Ms. Wu Freedman wanted more funding budgeted for NPG's and "to decrease our office expenditures." Mr. Schindelheim clarified that "some of these office expenditures . . . really are outreach." Ms. Fisk noted that much land use projects outreach is needed. Mr. Lyle reminded that "nothing is written in cement . . . most of the money we spend goes back to the community."

FUNDING MOTION PASSED by a roll call vote of the 13 eligible voters present with 12 in favor ("Yes" or "Aye") (Beauvais, Bohrer, Bursk, Carson, Fisk, Graham, Kolstad, Lyle, Morris, Schindelheim, Trinidad and Wu Freedman); zero opposed; one abstained (the GHSNC does not count abstentions) (Benedetto). Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

VII. Board Issues

A. Discussion and motion to [see the below Motion].

FUNDING MOTION moved by Mr. Benedetto, seconded by Ms. Carson: GHSNC approves Dave Beauvais as the second signer and Mike Benedetto as the alternate signer for GHSNC.

DISCUSSION: Mr. Beauvais explained the need and will be "both Second Signor and Cardholder."

FUNDING MOTION PASSED unanimously by a roll call vote of the 13 eligible voters present with all 13 in favor (“Yes” or “Aye”) (Beauvais, Benedetto, Bohrer, Bursk, Carson, Fisk, Graham, Kolstad, Lyle, Morris, Schindelheim, Trinidad and Wu Freedman); zero opposed; zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

B. Discussion and motion to approve Concept to Web’s proposal for GHSNC website hosting and maintenance.

Mr. Beauvais explained that “the only proposal we got was from Aaron DeVandry, our current vendor,” whose company is Concept to Web.

MOTION (by Ms. Bursk, seconded by Mr. Morris): The Granada Hills South Neighborhood Council approves Concept to Web’s proposal for GHSNC website hosting and maintenance.

DISCUSSION: Mr. Beauvais explained the posting procedure and that Concept to Web is “24-7” available.

MOTION PASSED by a roll call vote with 13 in favor (“Yes” or “Aye”) (Beauvais, Benedetto, Bohrer, Bursk, Carson, Fisk, Graham, Kolstad, Lyle, Morris, Schindelheim, Tran and Trinidad); zero opposed; one abstained (Wu Freedman).

C. Discussion and motion to [see the below Motion].

FUNDING MOTION (by Ms. Tran, seconded by Mr. Schindelheim): The GHSNC approves a Neighborhood Purposes Grant of \$3,000 to the Granada Hills Friends of the Library. Purpose will be to buy additional books and library materials for the Granada Hills Library.

DISCUSSION: Mr. Beauvais reported that the Library has “a number of sources of funding” including their quarterly book sale.

AMENDMENT to the FUNDING MOTION moved by Mr. Benedetto, seconded by Mr. Bohrer: The GHSNC Council amends down to \$2,500 the funding amount in the original Motion.

DISCUSSION: Ms. Wu Freedman was concerned about the large amount of the NPG since the annual NPG budget is only \$4,000. Mr. Bohrer was concerned that “the same people” keep requesting funding; he believed that “we really need to expand our outreach” to the community. Mr. Schindelheim noted that, each year, the GHSNC returns unspent funding to the City, including \$4,000-\$5,000 last year.

AMENDMENT to the FUNDING MOTION FAILED by a roll call vote of the 13 eligible voters present with three in favor (“Yes” or “Aye”) (Beauvais, Graham and Schindelheim); 10 opposed (“No” or “Nay”) (Benedetto, Bohrer, Bursk, Carson, Fisk, Kolstad, Lyle, Morris, Trinidad and Wu Freedman); zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

AMENDMENT to the FUNDING MOTION (by Mr. Benedetto, seconded by Mr. Schindelheim): The Granada Hills South Neighborhood Council amends down to \$1,700 the funding amount in the original Motion.

AMENDMENT to the FUNDING MOTION PASSED by a roll call vote of the 13 eligible voters present with eight in favor (“Yes” or “Aye”) (Beauvais, Benedetto, Graham, Kolstad, Lyle, Morris, Schindelheim and Trinidad); five opposed (“No” or “Nay”) (Bohrer, Bursk, Carson, Fisk and Wu Freedman); zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

AMENDED FUNDING MOTION PASSED by a roll call vote of the 13 eligible voters present with eight in favor (“Yes” or “Aye”) (Beauvais, Benedetto, Graham, Kolstad, Lyle, Morris, Schindelheim and Trinidad); five opposed (“No” or “Nay”) (Bohrer, Bursk, Carson, Fisk and Wu Freedman); zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

VIII. Committee Reports

A. PLUM Committee (Maria Fisk)

1. MOTION: The GHSNC Planning and Land Use Management Committee [see the below Motion].

Ms. Fisk reported that the Committee “had many meetings” about this. Shlomi Asiss, Developer and Contractor, described the project “on the corner of Chatsworth and Encino . . .” in a “P-1 zone . . . across from the alley” with “54 units of apartments.” This is their “seventh meeting” with the GHSNC. He said they “have an excess of 20 additional parking” spaces; “we reduced the height of the building by 25 feet . . . window sizes by 30%.” There would be an “access gate” that “after hours would automatically close . . . we would not have any marijuana dispensaries . . . the driveway [would be] located on Encino” with “a right-turn only . . . sign” and eight feet of shrubbery in back. He displayed a diagram and distributed copies of elevations, site plans and a parking plan. He stated that “we . . . would maintain the trees and plants in the back . . . we would have a building manager available on-site . . . parking lot lighting . . . wouldn’t shine on neighbors” and there would be a “designated area for animal waste.” Ms. Fisk said “we understand it’s a by right project.” She displayed an around seven-inch stack of documents the Committee reviewed and said the “vetting process” was “quite intense.”

MOTION (by the Planning and Land Use Management Committee): The Granada Hills South Neighborhood Council supports the project at 17436 W. Chatsworth St. based upon the developer’s willingness to provide the following accommodations:

- A six-foot retaining wall with shrubs will be constructed around the commercial parking lot.
- A reduction will be made to 25 feet of the rear of the building height.
- A reduction of the balconies by 50% and window sizes by 30% in the rear of the building to preserve privacy.
- Support moving the gates to the commercial parking lot.
- Agreement for the commercial portion to prohibit marijuana dispensaries.
- Agreement that the configuration of the rear exit was not feasible due to lack of space.
- The exit off Encino Ave. will be posted as right-turn only.
- Construct fences behind the customer parking lot.
- Construct 8 ft. wall located at the rear of parking lot, abutting the single family residence at 17457 Kingsbury St. To include trees at least 14 ft. Include ongoing maintenance and automatic watering system.

- Tall trees to be planted on building side of fence for privacy.
- Plants/trees to be watered and maintained/trimmed by developer.
- Keep commercial lot open for overnight parking for guests and overflow vehicles for tenants. Close gates to public after business closing.
- Put in electric gate to close lots at night and provide units with a key/pass for nighttime entry and exit.
- Tenants to be allowed to use commercial parking lots for overflow parking and guest at night.
- Building manager will be available.
- Safety lighting is to be turned away from neighborhood.
- There will be an area designated for animal waste.

DISCUSSION: Ms. Mann was concerned about traffic and believed that “the parking is going to be inadequate” and the housing “isn’t affordable.” Committee Co-Chair John Seletos encouraged the developer to “talk with some of the real estate developers in the area . . . the concern with one-bedrooms is . . . you’re going to have a pretty good turnover.” Mr. Bohrer “visited the site . . . submitted written inquiries” and supports the project. Mr. Morris noted that “community members” were not at this meeting and “seem to be okay with it.” Mr. Asiss indicated that they have 81 residential and 40 commercial parking spaces, 1.5 spaces per resident. Trees will already be near 14 feet in height when planted. He agreed to the removal from the original Motion sentence “To include trees that grow to at least 14 ft.” the phrase “that grow to.”

MOTION PASSED by a hand vote with 13 in favor; zero opposed; one abstained (the GHSNC does not count abstentions) (Wu Freedman).

2. **MOTION:** The GHSNC Planning and Land Use Management Committee (PLUM) recommends to the Board to [see the below Motion].

Ms. Fisk noted that this is a by right project for which a six-bed license application has not yet been submitted.

MOTION (by the Planning and Land Use Management Committee): The Granada Hills South Neighborhood Council requests that the architect for the project at 17227 Simmonds St., Granada Hills, 91344 contact either PLUM Co-Chair John Seletos or Co-Chair Maria Fisk if there will be a submittal for more than six (6) beds.

DISCUSSION: Mr. Seletos reported that “there was very strong opposition” to the project from the community and that the project is for “highly disabled care.” Committee Member Larry Yoder was concerned about “the noise.” No permits are posted at the project site and there are other community concerns.

MOTION PASSED unanimously by a hand vote with 14 in favor; zero opposed; zero abstained.

B. Beautification (Joel Lyle)

1. Motion: The Committee recommends that GHSNC [see the below Motion].

Mr. Lyle explained the proposed Motion and that “the fence . . . is north of the freeway . . . it also affects us.”

MOTION (by the Planning and Land Use Management Committee): The GHSNC supports the “Welcome to Granada Hills” project. This project is located at Balboa and the 118 Freeway Caltrans yard. The project proposes to re-fence the east side of the yard (facing the freeway off-ramp) and erect panels depicting scenes from Granada Hills. This would be a joint project with other community organizations.

AMENDMENT to the MOTION moved by Ms. Carson, seconded by Mr. Bohrer: The GHSNC replaces in the original Motion the word “supports” with the phrase “will participate in.”

AMENDMENT to the MOTION PASSED unanimously by a voice vote; zero opposed; zero abstained.

DISCUSSION: Mr. Beauvais noted that CD12 and other sources may fund this.

AMENDED MOTION PASSED unanimously by a hand vote; zero opposed; zero abstained.

2. Motion: The Committee recommends GHSNC [see the below Motion].

FUNDING MOTION (by the Beautification Committee): The Granada Hills South Neighborhood Council sets aside and dedicates \$4,500 of the fiscal year 2018/2019 budget for a tree trimming and removal beautification project.

DISCUSSION: Mr. Lyle explained the need and that Kingsbury St. residents have been trying for 10 years to get nearby trees trimmed by the City. Ms. Mann noted the importance of trees. Mr. Bohrer opposed this, believing the City should pay for it. Mr. Trinidad believed that the neighborhood cannot wait for the City. Mr. Benedetto believed this would “establish a precedence” of Neighborhood Council funding of City services and that we should “save lives,” not trees. Resident Mike Kabo and others believed that \$4,500 would not pay for much. Mr. Lyle noted that the City does list service requests. Mr. Graham noted that Neighborhood Council funding “is the City’s money . . . we have this discretion to spend this money . . . to augment” other City funding. Ms. Carson noted that there are “seven [City employees] for the whole west Valley” trimming trees. Mr. Beauvais believed that “this . . . is a safety issue” and noted that “it’s a pilot project.”

FUNDING MOTION PASSED unanimously by a roll call vote of the 13 eligible voters present with 10 in favor (“Yes” or “Aye”) (Beauvais, Carson, Fisk, Graham, Kolstad, Lyle, Morris, Schindelheim, Trinidad and Wu Freedman); three opposed (“No” or “Nay”) (Benedetto, Bohrer and Bursk); zero abstained. Ms. Tran was ineligible to vote due to not yet being of age (18) to vote on financial matters.

IX. Board Member comments and submission of agenda items.

Ms. Kolstad will not be able to attend the August meeting. Ms. Fisk requested to Agendize consideration of the City Council File 18-0467 Neighborhood Councils reform Motion. Mr. Morris suggested that every PLUM Committee meeting be a joint Board/Committee meeting because of high attendance, including by Board Members. Mr. Beauvais clarified that the quorum of a GHSNC Board quorum of

nine equals five. Mr. Lyle lauded the PLUM Committee for its work. Mr. Graham requested to Agendize consideration of L.A. Municipal Code [**DL CLARIFY: “8502” OR “85.02”?**] 8502 regarding living in a vehicle and of submitting a Community Impact Statement (CIS) regarding a six-month extension. He also requested to Agendize consideration of a CIS regarding ABC liquor license approvals and renewals. Ms. Wu Freedman attended the June 14th Mayor’s Volunteer L.A. (<https://Volunteer.LAMayor.org>) launch. Grants are available for home repairs for homeowners at least 62 years old. Ms. Tran encouraged to keep urging CD12 to provide services. Mr. Morris requested to Agendize consideration of a CIS regarding Council File 18-0247 regarding the DWP’s 100% renewable energy program; he will draft a CIS. Mr. Beauvais recognized “Dawn Lopez for over two years of service.” Also, “we are in limbo” regarding the boundary adjustment.

X. Adjournment

MOTION to ADJOURN (by Mr. Graham, seconded by Ms. Tran).

MOTION to ADJOURN PASSED unanimously; zero opposed; zero abstained.

The Meeting was **ADJOURNED** at 9:26 p.m.

The first paragraph of some Items, Motions/Resolutions and other wording may have been copied from the Agenda. Possibly edited by GHSNC. The GHSNC Minutes page is <http://www.ghsnc.org/resources/minutes-and-agendas>.



Case # CPC-2019-6169-CU

ken@kennakai.com <ken@kennakai.com>

Wed, Oct 7, 2020 at 7:54 PM

To: cpc@lacity.org, Andrew Jorgensen <andrew.jorgensen@lacity.org>

Cc: Inna G <inna.reply@gmail.com>

To whom it may concern,

With regard to case # CPC-2019-6169-CU related to the facility operating at [17227 Simonds Street](#) in Granada Hills, I have been made aware of the recommendations that are to be presented at tomorrow's City Planning Commission meeting and that those recommendations include allowing the upgrade from a 6-bed facility to a 12-bed facility.

Despite the conditional approval and conditions recommended, I do not feel the recommendations truly address all the concerns of the members of this community of ours. Most of the conditions assume that the applicant will be compliant with those conditions and puts the burden on the community to police the applicant and their staff. Even after the hearing in August which raised several issues including the issue of random waste like used gloves and masks, which was argued by the applicant as new information and included the depiction of the previous owner of the business as the source of most faults, we have still found the random glove or mask on the sidewalk in front of the property.

The recommendations assume the applicant cares more about their reputation than their business. Public records show that the property originally sold to the previous owner for \$660k but the new owners paid \$800k for it. The primary motivation for the applicant is financial, nothing more. Meanwhile, we, the community, must endure not just the issues of noise, trash and traffic but also that of Covid-19.

The recommendations have no conditions related to coronavirus or Covid-19, which given the conditions of the world we live in today, is likely the most urgent issue for us all. The applicant's response in the original hearing transcription listed regular testing. However, I see nothing in the recommendations nor do I expect the applicant to have any motivation to ensure that testing is regularly applied and adhered to. I see nothing requiring adherence to any standard or guideline recommended by the city, county, state or Federal health agencies during this pandemic. Without oversight, the facility's staff can ignore that requirement and maintain lax standards with impunity in the privacy of the facility. Who will be liable if the facility becomes a superspreader site and/or leads to an increase in infections in our community? Making this recommendation and following through with it in light of this and without any measures taken at a time when every agency in this city and state are doing everything they can to help fight the pandemic is irresponsible, especially when the motivation is purely financial. And you can be sure we will hold those responsible accountable if this site results in an outbreak in our community when there is no way to reverse the damage that will result, especially when we could have prevented it today.

Thank you,

Ken Nakai

[17169 Simonds Street.](#)



Planning CPC <cpc@lacity.org>

Fwd: Case No. CPC-2019-6169-CU

Andrew Jorgensen <andrew.jorgensen@lacity.org>
To: Planning CPC <cpc@lacity.org>

Tue, Oct 6, 2020 at 8:35 AM

----- Forwarded message -----

From: **Marisol Villanueva** <lovebeautydesire@yahoo.com>
Date: Mon, Oct 5, 2020 at 8:48 PM
Subject: Case No. CPC-2019-6169-CU
To: Andrew Jorgensen <andrew.jorgensen@lacity.org>

To Andrew Jorgensen,

My name is Marisol Villanueva and I am a homeowner at 11320 Amestoy Avenue, Granada Hills, CA 91344. A few years ago, a Congregate Health Living Facility was constructed at 17227 Simonds Street, Granada Hills, CA 91344. Originally it was proposed as a 12 bed facility but thankfully the community rallied in opposition of the 12 bed facility and it was granted a right for six beds. My Residential neighborhood has experienced much concern and deterioration since the Congregate Health Living Facility opened. My Residential neighborhood has experienced an influx of trash, cars, LAPD, LAFD, road blocks, accidents, randoms roaming my yards (front and back), noise, speeding/not following the traffic rules- most often this is because of the Congregate Health Living Facility. A STOP sign has even been erected on the Simonds Street by the Congregate Health Living Facility because of the frequent accidents various cars/people from the Congregate Health Living Facility have caused. The Congregate Health Living Facility is a horrible neighbor and they do not add ANY value to my Residential neighborhood. If anything they are a cause of headache and stress. Additionally, Granada Hills has a large number of confirmed Covid cases and I suspect that some are from the Congregate Health Living Facility. LAPD arrested a facility member because of endangering the public.

I am opposed to the Congregate Health Living Facility at 17227 Simonds Street, Granada Hills being allowed to increase its bed size by six to 12 beds.

Please note my complaint about the Congregate Health Living Facility was previously made in person at Councilmember John Lee's Office. Hannah Lee, Eric Moody, and Matthew Hernandez were made aware of my complaint.

Thank you for your time.

Regards,

Marisol Villanueva



Andrew Jorgensen, AICP
pronouns: he/him/his
City Planner
Los Angeles City Planning
6262 Van Nuys Blvd
Van Nuys, CA 91401
Planning4LA.org
T: (818) 374-9904



2 attachments

 **IMG_1675.MOV**
1999K

 **IMG_1671.MOV**
2336K



Planning CPC <cpc@lacity.org>

Fwd: Case No. CPC-2019-6169-CU

Marisol Villanueva <lovebeautydesire@yahoo.com>
To: cpc@lacity.org

Wed, Oct 7, 2020 at 9:00 AM

Please see submission.

Thank you!



Begin forwarded message:

On Tuesday, October 6, 2020, 8:36 AM, Andrew Jorgensen <andrew.jorgensen@lacity.org> wrote:

Hi Marisol,

Thank you for your comments; I am in receipt and have forwarded to the Commission office.

Best,

Andrew

[Quoted text hidden]

October 8, 2020

Subject: Item #8: 20401 Ventura Blvd Project

Dear Honorable Members of the City Planning Commission,

Los Angeles Walks does not often weigh in on individual development projects. When we do, most often we do so because there is a generalizable issue that is involved. When it comes to the project located at 20401 Ventura Blvd, there are some less than ideal considerations for people walking in the design. But more than that, this project brings up a futility in our City's process for improving the pedestrian environment.

We recommend incorporating recommendations from staff, which urge you to reject certain specific plan amendments relating to the driveway and lack of street facing entrance and call for some major reorientation of the design of the proposed hotel to be less auto-centric and more pedestrian focused.

At very least, we believe the following changes should be made to the current design:

- Most likely, people walking to and from the hotel will walk up and down the driveways since they offer the most direct path either west or east. With the designed surface of the driveway, it may signal to drivers that the driveway is in essence serving as a shared space. We'd ask the applicant and the Planning Commission to **consider raising the "circle" formed at the dropoff area and having cars drop off directly in front or behind that "circle" so that a direct path of travel into the hotel remains clear** (the use of a valet service should help);
- Beyond that, it may be a good idea to **widen the pathway through the landscaping** as designed and change the design for the "circle" to further augment the pedestrian path of travel.

But, to the larger issue. While we appreciate the Ventura Cahuenga Specific Plan trying to make new buildings conform to a more pedestrian friendly orientation and design, it does feel a little farcical when Ventura Blvd itself remains a six-lane freeway alternative with high prevailing speeds and little physical ability for vibrancy (given the width of the street) or safety. In some ways, we are asking applicants to design and build for a future that the City has not shown much signs of firmly taking action on.





losangeleswalks.org

hello@losangeleswalks.org
213-219-2483
800 Wilshire Blvd., Suite 200
Los Angeles, CA 90017

Ventura Blvd from Winnetka to Serrania is part of the Bike Enhanced network and the Transit Enhanced Network in the Mobility 2035 Plan. Yet it remains a six-lane speedway. At some point the City needs to reshape the public realm it directly controls while asking applicants to take dedications to extend sidewalks into their property (rather than reclaim the space from cars on the public roads), making certain design choices for their projects, and building new sidewalks among other things.

Therefore, along with our critiques for the project, we offer a more general, and more substantial call for the City to follow through on its adopted plans and goals to improve the safety and experience of Angelenos while walking.

Thank you,

A handwritten signature in black ink, appearing to read "John Yi". The signature is fluid and stylized, with a large loop at the end.

John Yi
Executive Director, Los Angeles Walks
213-219-2483
john@losangeleswalks.org

Cc: Elizabeth Ene, Council District 3



MORE THAN 13 + CONSTITUENTS SUBMITTED
THE FOLLOWING COMMENT FOR THE
COMMISSION'S CONSIDERATION:

City Planning Commissioners,

The Ventura Cahuenga Specific Plan requires that new development on the boulevard is pedestrian-friendly. While City staff recommends denial of some Specific Plan Amendments, it still recommends substantial floor and height increases for this admittedly outdated, pedestrian unfriendly designed project.

We cannot allow developers to rewrite our planning rules on a project by project basis when it makes no serious attempt to promote sustainable, pedestrian friendly environments.

Please say no to this project until it is redesigned to be pedestrian friendly and consistent with the Specific Plan.



Planning CPC <cpc@lacity.org>

10/8/2020 CPC: CD11 support for Item 9; 2444-2456 S Barry Ave

Len Nguyen <len.nguyen@lacity.org>

Thu, Oct 8, 2020 at 10:28 AM

To: Planning CPC <cpc@lacity.org>

Dear CPC Commissioners,

I'm here today on behalf of Councilmember Mike Bonin, in support of item 9 on the 10/8/2020 CPC agenda. The project before you today will provide much needed supportive housing and services, that is well served by public transit, to address our City's urgent housing and homelessness crisis. As such, Councilmember supports the project and respectfully requests denial of the appeal before you today.

Regards,

[Quoted text hidden]



Planning CPC <cpc@lacity.org>

Case No.: DIR-2020-2956-DB-PSH-SIP-PHP-1A

Vic Pacheco <vicpacheco@aol.com>

Tue, Oct 6, 2020 at 5:18 PM

Reply-To: Vic Pacheco <vicpacheco@aol.com>

To: "cpc@lacity.org" <cpc@lacity.org>, "ben.lazebnik@lacity.org" <ben.lazebnik@lacity.org>, "Eric.Claros@LACity.org" <Eric.Claros@lacity.org>, "Sara.molina-pearson@LACity.org" <Sara.molina-pearson@lacity.org>, "Len.Nguyen@LACity.org" <Len.Nguyen@lacity.org>, "councilmember.bonin@lacity.org" <councilmember.bonin@lacity.org>

October 6, 2020

To:

City of LA Planning, City Planner, Eric Claros, Eric.Claros@LACity.orgCity of LA Planning, Senior Planner, Sara Molin-Pearson, Sara.molina-pearson@LACity.orgCity of LA Planning, Planning Deputy, Len Nguyen, Len.Nguyen@LACity.orgCity of LA 11th District Councilmember Mike Bonin's Office, councilmember.bonin@lacity.orgCity of LA 11th District Councilmember Mike Bonin's Office, Ben La Zebnik, ben.lazebnik@lacity.org

Reference:

Project Site: [2444-2456 South Barry Avenue](#)

Case No.: DIR-2020-2956-DB-PSH-SIP-PHP-1A

I am writing this letter in reference to the proposed project on Barry Avenue. I feel that this project exhibits the blatant disregard with which our elected representatives view the residents of our neighborhood.

To begin, the West Los Angeles Sawtelle Neighborhood Council (WLASNC) neglected to notify the neighborhood that the proposed project was about to be approved. No effort was made to notify the residents near the proposed project. It was not until two days before the deadline to file an appeal that the neighborhood became aware of the Barry Project, when the WLASNC published the agenda for the Planning and Land Use Management (PLUM) subcommittee meeting. At this meeting, there was not a quorum and the PLUM was not able to formally make a recommendation to the WLASNC Board. However, at the next WLASNC Board meeting, it was disclosed that the PLUM meeting had violated the Brown Act, so that there could be no recommendation to Councilman Bonin regarding the Barry Project. During this time, a Letter of Determination was issued by the Department of City Planning approving the project. This inept handling of such an important issue affecting our neighborhood is inexcusable, perhaps even cause for further investigation.

A project of this scope certainly deserves a more appropriate process for approval. Barry Avenue is only one block in length with eight parcels of varying size on either side of the street. The Barry Project will use three of these parcels to construct a six-story, 61-unit, facility for Low Income and Very Low Income Supportive Housing; essentially, a "housing project." However, at the PLUM meeting the neighbors voiced the opinion that they were not against providing housing for the homeless but, rather, that they were against the scale of the project. Further, we are aware that soil testing revealed that the site would not support underground excavation; thus, the project will have only twelve parking spaces. This effectively excludes any repurposing of the building in the future.

Anyone that is aware of the homeless issues in our district also wonders why other large-box stores in the area, currently unoccupied, could not be used for housing. The former Albertsons Market at Sepulveda and Palms is available. The parking lot is currently used for Halloween pumpkin and Christmas tree sales, so it fits in perfectly with Councilman Bonin's fanciful solutions to the homeless issues. The former Border's Bookstore on Westwood is also available. Either of these sites could provide a solution on the scale that the Barry Project seeks to provide. And not at the expense of our neighborhood on Barry Avenue.

In an era where we have seen Councilman Jose Huizar in handcuffs, accused of accepting bribes from developers, it would seem that our elected representatives, from the WLACNC to Councilman Bonin himself, would attempt to inject an appearance of transparency and fairness into the approval process for this project. Frankly, the "optics" of this process are terrible.

I attend many meetings of the WLASNC and the Mar Vista Neighborhood Council. I have heard two things that have resonated with me. First, regardless of housing densities that TOC encourages in our neighborhoods to alleviate the housing shortage, residents have expressed that they will not use public transportation. They are not giving up their cars because they refuse to walk to the Expo Line if it entails walking near residential recovery facilities and homeless encampments. Second, the people in our neighborhood feel that they have worked hard to afford to live in a nice area, and that this is being taken from them.

Sincerely,

Vic Pacheco

vicpacheco@aol.com