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

SECONDARY SUBMISSIONS

June 10, 2024

To the Planning Commission of the City of Los Angeles:

SGV Habitat looks forward to transforming vacant Caltrans properties into new or renovated homes ready for purchase by low-income families in El Sereno. Our plan to renovate and/or build single family homes that fit the character and density of the neighborhood (and the incomes of working people) resonates with the priorities of the City as well as many El Sereno residents. Because progress on these homes depends on the rezoning and GPA initiatives currently proposed by the LA City Planning Department, we write in support of these proposals.

Anyone at the City or in the El Sereno community can access additional information about SGV Habitat's work plan in El Sereno on our webpage at sgvhabitat.org, or by contacting Faith Mellinger at fmellinger@sgvhabitat.org.

We are grateful to have a role in helping create a brighter future for people in El Sereno. The sooner the City can complete the rezoning project, the faster we can turn this brighter future into current reality.

Sincerely,

Grant Power
SGV Habitat



June 10, 2024

Michelle Carter, City Planner
michelle.carter@lacity.org
(213) 978-1262

Dear City Planning Commission,

We are writing to you in support of the proposed 633-unit mixed use development, including 71 affordable units, at 1610 – 1638 North Las Palmas Avenue; 6626 – 6636 West Hollywood Boulevard; 1623 – 1645 and 1638 – 1644 North Cherokee Avenue, CPC-2022-3935-DB-SPR-WDI- HCA and CPC-2022-3867-DB-MCUP- SPR-WDI-HCA. We urge the city to approve the project with the Density Bonus and incentives.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing. Creating new housing in Hollywood will enhance the surrounding community and help to reduce issues of gentrification and displacement. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project, comprised of two mixed use buildings, is in a great location for housing, close to bus stops and a Metro B Line station as well as schools, shopping, restaurants and entertainment attractions. The new commercial spaces will benefit the surrounding neighborhood. It is great to see the developer using the Density Bonus program to bring new homes, including badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. This project is good for Los Angeles and for the region and we urge the city to approve the project with the Density Bonus and incentives.

Best Regards,

Azeen Khanmalek

Azeen Khanmalek
AHLA Executive Director

Jaime Del Rio

Jaime Del Rio
AHLA Director of Organizing

Tami Kagan-Abrams

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June 7, 2024

VIA EMAIL

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Caroline Choe, Commissioner
Martina Diaz, Commissioner
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**Re: Comment on Sustainable Communities Environmental Assessment (SCEA)
Hollywood Central Projects
CPC-2022-3867-DB-MCUP-SPR-WDI-HCA; CPC-2022-3935-DB-SPR-
WDI-HCA; ENV-2022-3868-SCEA
City Planning Commission Agenda Items 7 and 8 (June 13, 2024)**

To the Los Angeles City Planning Commission:

This comment is submitted on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") and its members living and/or working in the City of Los Angeles ("City") regarding the Sustainable Communities Environmental Assessment ("SCEA") prepared for the Hollywood Central Projects (CPC-2022-3867-DB-MCUP-SPR-WDI-HCA; CPC-2022-3935-DB-SPR-WDI-HCA; ENV-2022-3868-SCEA) ("Projects") to be heard as Agenda Items 7 and 8 at the City Planning Commission's June 13, 2024 meeting.

SAFER is concerned that the Projects do not qualify for the streamlined SCEA review process under the California Environmental Quality Act ("CEQA") because all feasible mitigation measures from the Hollywood Community Plan Update Environmental Impact Report ("EIR") have not been applied to the Projects. Due to the failure to require those mitigation measures as required by CEQA, SAFER respectfully requests that the Planning Commission refrain from approving the Projects until the SCEA is revised to require all feasible mitigation

measures from the Hollywood Community Plan Update EIR or, in the alternative, until an EIR or negative declaration is prepared for the Projects.

PROJECT DESCRIPTION

The Projects propose the development of two sites (Site 1 and Site 2) within the Hollywood Community Plan area. Site 1 is being processed under Case No. CPC-2022-3935-DB-SPR-WDI- HCA. Site 2 is being processed under Case No. CPC-2022-3867-DB-MCUP-SPR-WDI-HCA. The SCEA was prepared jointly for both Projects.

Site 1 (1.81 acres) encompasses 1610 to 1638 N. Las Palmas Avenue and 1623 to 1645 N. Cherokee Avenue, Los Angeles, CA 90028, and consists of Assessor's Parcel Number (APN) 5547-014-005, -006, -009, -021, -022, -023, -024, -025, and -044. Site 1 is currently developed with a 1-story, 5,505-square-foot building at 1638 N Las Palmas Avenue, a 2-story, 5,828-square-foot building at 1618 N Las Palmas Avenue, and a 1-story, 3,050-square-foot building at 1645 N Cherokee Avenue.

Site 2 (1.17 acres) encompasses 6626 to 6636 W. Hollywood Blvd. and 1638 to 1644 N. Cherokee Avenue, Los Angeles, CA 90028, and consists of APNs 5547-015-001, -006, and -024. Site 2 is currently developed with a 2-story, 17,018-square-foot building at 6636 Hollywood Boulevard, a 2-story, 18,232-square-foot building at 6628 Hollywood Boulevard; a 1-story, 5,407-square-foot building at 1642 and 1644 N Cherokee Avenue, and a 1-story, 6,800-square-foot building at 1638 N. Cherokee Avenue.

The Projects propose to retain four existing buildings (two fronting Las Palmas Avenue on Site 1 and two fronting Hollywood Boulevard on Site 2), the partial demolition of the rear portion of the two existing buildings fronting Hollywood Boulevard on Site 2, the full demolition of three existing buildings (one fronting Cherokee on Site 1 and two fronting Cherokee on Site 2), and the removal of all surface parking lots. The Project proposes the development of the following buildings on Site 1 and Site 2 for a total of 633 multi-family residential units, 42,404 square feet of new retail/restaurant uses, and 30,488 square feet of office space:

- Building 1 (Site 1) would contain 46 dwelling units (45,320 square feet of floor area) and 4,392 square feet of ground floor restaurant uses within 7-stories up to 94 feet, 1 and ¼ inches in height.
- Building 2 (Site 1) would contain 12 residential floors, with a total of 281 units on levels 3 to 14 with roof deck and community room on level 15 (227,144 square feet of floor area), above 30,571 square feet of restaurant and small market uses on levels 1 and 2, within 15-stories up to 182 feet, 7 and 1/8 inches in height.
- Building 3 (Site 1) would be newly constructed and would contain 7,689 square feet of ground floor office space and 6 residential levels, with a total of 66 units (48,045 square feet of floor area) within 7-stories up to 77 feet, 6 and ¼ inches in height.
- Building 6 (Site 2) would containing 11 residential floors with a total of 240 residential

units (171,640 square feet) on levels 3 to 12 and community rooms with roof decks on level 13, with 7,441 square feet of restaurant uses on the ground floor, and 22,799 square feet of office space on the ground floor and level 2, within 13-stories up to 154 feet, 6 and ¼ inches in height.

LEGAL BACKGROUND

CEQA allows for the streamlining of environmental review for “transit priority projects” meeting certain criteria. (Pub. Res. Code §§ 21155, 21155.1, 21155.2.) To qualify as a transit priority project, a project must

- (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- (2) provide a minimum net density of at least 20 dwelling units per acre; and
- (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

(Pub. Res. Code § 21155(b).) A transit priority project is eligible for CEQA’s streamlining provisions where,

[The transit priority project] is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board . . . has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(Pub. Res. Code § 21155(a).) On September 3, 2020, the Regional Council of the Southern California Association of Governments (“SCAG”) adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (“2020-2045 RTP/SCS”), which was accepted by the California Air Resources Board (“CARB”) on October 30, 2020. The final program EIR for the 2020-2045 RTP/SCS was certified on May 7, 2020.

If “all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to Section 21081” are applied to a transit priority project, the project is eligible to conduct environmental review using a sustainable communities environmental assessment (“SCEA”). (Pub. Res. Code § 21155.2.) A SCEA must contain an initial study which “identif[ies] all significant or potentially significant impacts of the transit priority project . . . based on substantial evidence in light of the whole record.” (Pub. Res. Code § 21155.2(b)(1).) The initial study must also “identify any cumulative effects that have been adequately addressed and mitigated pursuant to the

requirements of this division in prior applicable certified environmental impact reports.” (*Id.*) The SCEA must then “contain measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.” (Pub. Res. Code §21155(b)(2).) The SCEA is not required to discuss growth inducing impacts or any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network. (Pub. Res. Code § 21159.28(a).)

After circulating the SCEA for public review and considering all comments, a lead agency may approve the SCEA with findings that all potentially significant impacts have been identified and mitigated to a less-than-significant level. (Pub. Res. Code § 21155(b)(3), (b)(4), (b)(5).) A lead agency’s approval of a SCEA must be supported by substantial evidence. (Pub. Res. Code §21155(b)(7).

DISCUSSION

I. The SCEA is not adequate under CEQA because it fails to require all feasible mitigation measures from the Hollywood Community Plan Update EIR.

CEQA is clear that a SCEA is only appropriate where “all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to Section 21081” are applied to the Project. (Pub. Res. Code § 21155.2(a).) On May 3, 2023, the Los Angeles City Council adopted the Hollywood Community Plan Update. An EIR was prepared for the Hollywood Community Plan Update, which contains mitigation measures applicable to the Projects. However, the SCEA fails to adopt all feasible mitigation measures from the Hollywood Community Plan Update EIR and, therefore, does not comply with CEQA.

Despite CEQA’s clear directive that *all* feasible mitigation measures from prior EIRs must be applied to a project to qualify for a SCEA, numerous feasible mitigation measures from the Hollywood Community Plan Update are not being applied to the Projects based on the faulty reasoning that the mitigation measures are not required because *Project-level* impacts were found to be less than significant. (SCEA, pp. 4.0-87 to 4.0-105.)

The SCEA’s reasoning ignores the fact that the Hollywood Community Plan Update concluded that certain mitigation measures were necessary for *all* projects within the plan area, regardless of a project’s individual impacts, in order to mitigate the impacts of the Community Plan *as a whole*. Furthermore, the SCEA’s reasoning ignores CEQA’s general directive that “[c]umulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” (14 CCR § 15355(b).) In other words, regardless of the SCEA’s conclusion as to the Projects’ individual impacts, the Projects must adhere to all feasible mitigation measures in the Hollywood Community Plan Update EIR to qualify for a SCEA. Otherwise, the City must prepare an EIR or mitigated negative declaration for the Projects

instead of a SCEA.

The SCEA improperly fails to require the following feasible mitigation measures from the Hollywood Community Plan Update EIR for the Projects:

Aesthetics

- **Mitigation Measure AE1** (SCEA, p. 4.0-87.)
 - Requiring that “the applicant **shall** submit plans and specifications for all exterior building materials to the Department of City Planning (DCP) and the Department of Building and Safety (DBS) for review and approval.”

Air Quality

- **Mitigation Measure AQ1** (SCEA, p. 4.0-87 to 4.0-88.)
 - Requiring, *inter alia*, that “[a]ll off-road diesel-powered construction equipment greater than 50 horsepower **shall** meet the USEPA Tier 4 emission standards,” contractors **shall** use electricity from power poles rather than temporary gasoline or diesel power generators,” and “contractors **shall** appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.”

Cultural Resources

- **Mitigation Measure CR1** (SCEA, p. 4.0-93 to 4.0-94.)
 - Requiring that a “qualified archaeologist **shall** be required to monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction.”
- **Mitigation Measure CR3** (SCEA, p. 4.0-94 to 4.0-95.)
 - Requiring that “the Department of Building and Safety **shall** issue” a notice to an applicant (and receive confirmation of receipt by the applicant) outlining best practices for archaeological resources.

Hazards and Hazardous Materials

- **Mitigation Measure HAZ1** (SCEA, p. 4.0-100.)
 - Requiring that projects “**shall** conduct a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code, section 65962.2.”

Noise and Vibration

- **Mitigation Measure N1** (SCEA, p. 4.0-101 to 4.0-102.)

- Requiring that applicant prepare a Vibration Control Plan which “**shall** be approved by the City prior to issuance of a building permit.”
- **Mitigation Measure N2** (SCEA, p. 4.0-102 to 4.0-103.)
 - Outlining measures that “**shall** be required to ensure that contractors include best management practices in the contract specifications to reduce damage to vibration-sensitive uses.”
- **Mitigation Measures N3 and N4** (SCEA, p. 4.0-103 to 4.0-105.)
 - Requiring preparation of a Noise Study.

For each of the mitigation measures listed above, the SCEA explains that the mitigation measure is not being applied to the Projects because the SCEA has determined that the impact addressed by the measure would be less than significant at the Project-level. That is not the proper standard under CEQA, which allows for the preparation of a SCEA only where “all feasible mitigation measures” from the Hollywood Community Plan Update EIR are applied to the Projects. (Pub. Res. Code § 21155.2(a).)

Because all feasible mitigation measures from the Hollywood Community Plan Update EIR have not been applied to the Projects, the Projects do not qualify for the use of a SCEA under Public Resources Code section 21155.2(a). Unless the mitigation measures are applied to the Projects, CEQA requires the preparation of an EIR or negative declaration, not a SCEA, prior to approval of the Projects.

CONCLUSION

To comply with CEQA, the SCEA must be revised prior to any further action on the Projects to require all feasible mitigation measures from the Hollywood Community Plan Update EIR. SAFER respectfully requests that the Planning Commission refrain from approving the Projects until the SCEA is revised or, in the alternative, an EIR or negative declaration is prepared for the Projects.

Sincerely,



Brian B. Flynn
Lozeau Drury LLP

DAY OF HEARING SUBMISSIONS



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June 12, 2024

Los Angeles City Planning Commission
200 North Spring Street, Room 340
Los Angeles, CA 90012
Email: cpc@lacity.org

**Re: El Sereno / 710 Corridor Rezoning
CPC-2024-551-GPA-ZC-HD**

Dear Commissioners,

For more than thirty years, the Conservancy has been involved with issues surrounding the once proposed 710 Freeway extension, particularly its impacts on historic resources and San Gabriel Valley communities. We are proud to have worked alongside a range of partners, including the National Trust for Historic Preservation, Pasadena Heritage, and the No710 Action Committee. Though we were part of the broader coalition, our advocacy efforts have been most focused on El Sereno and the unincorporated areas of East Los Angeles.

We have reviewed the proposed general plan amendments and rezoning that will be considered at the June 13, 2024 City Planning Commission. We generally find the proposed densities and heights to be contextual and compatible with the neighborhood, and support the lowered heights that were tailored to address community concerns. We concur that the earlier proposed heights were out-of-scale with existing context.

We do think there is an opportunity to allow for greater flexibility of uses, especially around the intersection of Huntington Drive and Maycrest Avenue. In 2012, we assisted the Eastside Cafe in applying for a grant from the National Trust for Historic Preservation to complete a feasibility study to rehabilitate the long-vacant Maycrest Bungalows as a community arts space. We subsequently supported a plan for Caltrans to transfer ownership to the El Sereno Community Land Trust to realize this longstanding community vision. In keeping with the community's intent of creating an



arts center in El Sereno, we ask that a supplemental overlay zone such as the NoHo Artcraft District¹ or another mechanism be considered to allow opportunities for art production, community classes and educational programming.

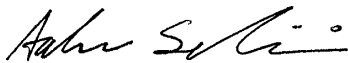
We have been in communication with HACLA in regards to the Maycrest Bungalows and we have suggested a scheme that would preserve the historic structures and add some additional affordable units, which could potentially be built as live-work units for local artists or fabricators, or as commercial space for arts programming. The proposed RD1.5 zoning may preclude these kinds of uses, even though they have been specifically requested by the community. We hope that an expansion of allowed uses can better serve community needs while providing greater flexibility for these 710-corridor properties.

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 member households throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to call me at (213) 430-4203 or email me at asalimian@laconservancy.org.

Sincerely,



Andrew Salimian
Director of Advocacy

cc:

Oliver Netburn, City Planner
Quetzalli Enrique, City Planning Associate

¹ NoHo Artcraft District, Los Angeles City Planning, <https://planning.lacity.gov/plans-policies/overlays/noho-artcraft-district>.





Jun 12, 2024

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

**Re: Proposed Residential Project at 1610 – 1638 North Las Palmas Avenue,
CPC-2022-3867-DB-MCUP-SPR-WDI-HCA**

By email: cpc@lacity.org

**Cc: Michelle Carter, City Planner, michelle.carter@lacity.org; City Clerk's Office,
clerk.cps@lacity.org; City Attorney's Office, cityatty.help@lacity.org**

Dear Los Angeles City Planning Commission,

The California Housing Defense Fund (“CalHDF”) submits this letter to remind the Commission of its obligation to abide by all relevant state laws when evaluating the proposed 240-unit affordable housing development project at 1610 – 1638 North Las Palmas Avenue, CPC-2022-3867-DB-MCUP-SPR-WDI-HCA, including 27 units set aside for very low-income households. These laws include the Housing Accountability Act (“HAA”), the Density Bonus Law (“DBL”), AB 2097, and California Environmental Quality Act (“CEQA”) guidelines.

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

CalHDF also writes to emphasize that the DBL offers the proposed development certain protections. The Commission must respect these protections. In addition to granting the

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www.calhdf.org**

increase in residential units allowed by the DBL, the Commission must not deny the project the proposed waivers and concessions with respect to floor area ratio, building height, and side yards, unless it makes written findings as required by Gov. Code, § 65915, subd. (e)(1) that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.

Of note, the DBL specifically allows for a reduction in required accessory parking in addition to the allowable waivers and concessions. (Gov. Code, § 65915, subd. (p).) In addition to the relief provided by the DBL, AB 2097 exempts the project from accessory parking requirements given that it is located within ½ mile of a major transit stop. (Gov. Code, § 65863.2.) The project is nevertheless proposing 108 vehicular parking spaces on site.

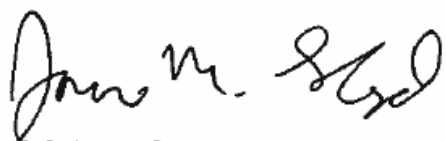
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state's homelessness crisis; it will bring new customers to local businesses; it will grow the City's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

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

Sincerely,



Dylan Casey
CalHDF Executive Director



James M. Lloyd
CalHDF Director of Planning and Investigations



Planning CPC <cpc@lacity.org>

Case Nos. CPC-2022-3935-DB-SPR-WDI-HCA; CPC-2022-3867-DB-MCUP-SPR-WDI-HCA; ENV-2022-3868-SCEA; Agenda Items 7 & 8

admin <admin@gonzaleslawgroup.com>

Wed, Jun 12, 2024 at 11:13 AM

To: Planning CPC <cpc@lacity.org>

Cc: Cecilia Lamas <cecilia.lamas@lacity.org>, "michelle.carter@lacity.org" <michelle.carter@lacity.org>, Michael Gonzales <mike@gonzaleslawgroup.com>

Dear Commission Committee,

The applicant consents to the continuance of the above cases for the CPC hearing scheduled on July 25, 2024. The applicant's representative will appear at tomorrow's hearing to formally make this request.

Thank you,

Melissa Estrada, Executive Assistant

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