

From: Craig Bullock <craig.bullock@lacity.org>
Sent time: 01/24/2020 04:51:06 PM
To: Alan Como <alan.como@lacity.org>
Subject: Re: 6220 Yucca - Correspondence Request
Attachments: 01 Jan 24 2020 6220 Yucca written correspondence.pdf

Hi Alan,

I hope you are well!

I am continuing to have challenges with my computer....or perhaps it is me. Anyway, attached is my written correspondence regarding 6220 Yucca using the search words provided. I will continue to try and export it but wanted to get this to you as it is due today.

Have a great weekend!

Craig

On Tue, Jan 7, 2020 at 3:07 PM Alan Como <alan.como@lacity.org> wrote:

Hello,

The Department of City Planning is preparing to release a Draft Environmental Impact Report (DEIR) for the "**6220 Yucca Project.**" Since this has been designated by the State as an "Environmental Leadership Development Project" (ELDP), the City will need to upload our entire record of proceedings at the time we release the Draft EIR. This email is being sent to persons that have been identified as possibly having written correspondence, including electronic communications (email or texts), regarding the project. If you are aware of someone else who may have worked on this project, please let me know.

Therefore, we would like to request you to submit **any written correspondence, including electronic communications(email and texts), relating to the 6220 Yucca Project Draft EIR.**

All files should be submitted via a single separate Dropbox or Google Drive link. Please submit any written correspondence via a scanned PDF file. Please see the attached instructions for email collection. The City Attorney's office has requested that the emails be submitted in the format outlined in the instructions.

Please submit documents by **Friday January 24, 2020**

Please conduct a search using the following search terms:

"6220 Yucca"

"Yucca and Argyle"

"6210-6224 W Yucca" (any address in the range)

"1765-1779 N Vista Del Mar" (any address in the range)

"1756-1760 N Argyle" (any address in the range)

CPC-2014-4705

ENV-2014-4706

VTT-73718

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LOS ANGELES
CITY PLANNING

Alan Como, AICP
City Planner
Los Angeles City Planning

221 N. Figueroa St., Room 1350
Los Angeles, CA 90012
Planning4LA.org
T: (213) 847-3633

--



CRAIG BULLOCK

Planning Director

Office of Councilmember Mitch O'Farrell, 13th District

[200 N. Spring Street Rm 480 Los Angeles, CA 90012](#)

[\(213\) 473-7013](tel:(213)473-7013) | craig.bullock@lacity.org





Craig Bullock <craig.bullock@lacity.org>

6220 Yucca - Correspondence Request

1 message

Alan Como <alan.como@lacity.org>

Tue, Jan 7, 2020 at 3:06 PM

To: Luciralia Ibarra <Luciralia.ibarra@lacity.org>, Christina Toy <christina.toy-lee@lacity.org>, karen.hoo@lacity.org, Lisa Webber <lisa.webber@lacity.org>, Charlie Rausch <charlie.rausch@lacity.org>, Hermineh Amijanian <hermineh.amijanian@lacity.org>, Rodel Dela Cruz <rodel.delacruz@lacity.org>, William Lamborn <william.lamborn@lacity.org>, Lambert Giessinger <lambert.giessinger@lacity.org>, Steve Kim <steve.kim@lacity.org>, Livea Yeh <livea.yeh@lacity.org>, Sarah Molina-Pearson <sarah.molina-pearson@lacity.org>, Ashley Atkinson <ashley.atkinson@lacity.org>, Stephanie Luckett <stephanie.luckett@lacity.org>, Beatrice Pacheco <beatrice.pacheco@lacity.org>, Debbie Lawrence <debbie.lawrence@lacity.org>, Darlene Navarrete <darlene.navarrete@lacity.org>, monica.nunez@lacity.org, priya.mehendele@lacity.org, Sergio Ibarra <sergio.ibarra@lacity.org>, Melinda Gejer <melinda.gejer@lacity.org>, Darryl Ford <darryl.ford@lacity.org>, Heather Bleemers <heather.bleemers@lacity.org>, Wes Pringle <wes.pringle@lacity.org>, edmond.yew@lacity.org, Laura DUONG <laura.duong@lacity.org>, casey.jensen@lacity.org, Georgic Avanesian <georgic.avanesian@lacity.org>, Julia Li <julia.li@lacity.org>, Tomas Carranza <tomas.carranza@lacity.org>, Adam Villani <adam.villani@lacity.org>, Erin Strelch <erin.strelch@lacity.org>, chris.demonbrun@lacity.org, Craig Bullock <craig.bullock@lacity.org>

Hello,

The Department of City Planning is preparing to release a Draft Environmental Impact Report (DEIR) for the "6220 Yucca Project." Since this has been designated by the State as an "Environmental Leadership Development Project" (ELDP), the City will need to upload our entire record of proceedings at the time we release the Draft EIR. This email is being sent to persons that have been identified as possibly having written correspondence, including electronic communications (email or texts), regarding the project. If you are aware of someone else who may have worked on this project, please let me know.

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"1756-1760 N Argyle" (any address in the range)

CPC-2014-4705

ENV-2014-4706

VTT-73718

--



LOS ANGELES
CITY PLANNING

Alan Como, AICP

City Planner

Los Angeles City Planning

221 N. Figueroa St., Room 1350

Los Angeles, CA 90012

Planning4LA.org

T: (213) 847-3633





Craig Bullock <craig.bullock@lacity.org>

ELDP

1 message

Craig Bullock <craig.bullock@lacity.org>

Thu, Dec 5, 2019 at 6:06 PM

To: Lisa Webber <lisa.webber@lacity.org>, Debbie Lawrence <debbie.lawrence@lacity.org>

Hi Lisa and Debbie

I hope you both had a wonderful Thanksgiving!

Again, thank you for meeting with me to discuss Council District 13 developments in the Major Projects unit of DCP. It was very helpful! As a follow up to our conversation, I attached the ELDP statute (Assembly Bill 246). Section 21189.1 references an expiration date of January 1, 2021 if a lead agency fails to approve a project certified by the Governor.

I believe that of the Council District 13 developments in Major Projects with an ELDP is Hollywood Center and 6200 Yucca. These two projects consist of approximately 1,200 units of housing. I am particularly concerned with what I perceive.....perhaps my perception is not correct....of the slow progress on 6220 Yucca. I would like to have a follow up conversation on this matter.

Thanks!

Craig

read:

21189.1. If, prior to January 1, 2021, a lead agency fails to approve a project certified by the Governor pursuant to this chapter, then the certification expires and is no longer valid.

--



CRAIG BULLOCK
Planning Director
Office of Councilmember Mitch O'Farrell, 13th District
200 N. Spring Street Rm 480 Los Angeles, CA 90012
(213) 473-7013 | craig.bullock@lacity.org

ELDP Statute.pdf
469K



Craig Bullock <craig.bullock@lacity.org>

Fwd: Updated Assessment Letter Project #46907 at 6220 W Yucca St

1 message

Amy Ablakat <amy.ablakat@lacity.org>
To: Craig Bullock <craig.bullock@lacity.org>





Thu, Apr 19, 2018 at 9:08 AM

FYI.
----- Forwarded message -----
From: **Johnathan Yu** <johnathan.yu@lacity.org>
Date: Thu, Apr 19, 2018 at 8:11 AM
Subject: Updated Assessment Letter Project #46907 at 6220 W Yucca St
To: Luciralia Ibarra <luciralia.ibarra@lacity.org>
Cc: Wes Pringle <wes.pringle@lacity.org>, Amy Ablakat <amy.ablakat@lacity.org>, Jeannie Shen <jeannie.shen@lacity.org>, Taimour Tanavoli <taimour.tanavoli@lacity.org>, Carl Mills <carl.mills@lacity.org>, Pamela Teneza <Pamela.Teneza@lacity.org>, Quyen Phan <quyen.phan@lacity.org>, Jonathan Chambers <JChambers@gibsontrans.com>, Planning CEQA <Planning.CEQA@lacity.org>, Planning Major Projects <Planning.MajorProjects@lacity.org>

Hi,
Attached is the updated assessment letter for project #46907 at 6220 W Yucca St.

Best,
Johnathan Yu

--
Johnathan Yu
Transportation Engineering Associate I
Metro Development Review

Los Angeles Department of Transportation
100 S. Main St, 9th Floor
Los Angeles, CA 90024
213.972.4993    



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 **Amy Ablakat**
Planning Deputy
Office of Councilmember Mitch O'Farrell
200 N. Spring Street, Room 480, Los Angeles, CA 90012
(213) 473-7013 | www.cd13.com

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6220 W. Yucca St
DOT Case No. Cen 18-46907

Date: April 17, 2018

To: Luciralia Ibarra, City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED MIXED-USE PROJECT
LOCATED AT 6220 WEST YUCCA STREET**

On January 20, 2016, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning regarding a proposed mixed-use development located at 6220 West Yucca Street. However, since the report was released, the project description has been modified and an updated traffic analysis was prepared and submitted to DOT. Therefore, DOT has prepared this traffic impact assessment report and has updated the original project requirements to be consistent with current City and DOT policies. Please replace the previous DOT assessment with this report.

DOT has reviewed the updated traffic analysis, prepared by Gibson Transportation Consulting, Inc., dated March 2018, for the proposed mixed-use development located at **6220 WEST YUCCA STREET**. The updated analysis evaluated 24 intersections and five un-signalized intersections, and determined that, based on DOT's current traffic impact criteria¹, one of the studied signalized intersections would be significantly impacted by project-related traffic. The traffic study also included a residential street impact analysis that determined that the estimated project traffic using Carlos Avenue between Gower Street and Bronson Avenue, Carlos Avenue between Gower Street and Vista Del Mar Avenue, and Vista Del Mar Avenue between Carlos Avenue and Yucca Avenue would be lower than the threshold for a significant impact; therefore, no mitigation would be required. The results of the traffic analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding area, are summarized in **Attachment 1**.

¹ Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

D. Traffic Impacts

The study estimates that the project would result in significant traffic impacts (pre-mitigation) at the following intersection:

1. Argyle Avenue/US 101 NB On-ramp & Franklin Ave (A.M. and P.M. Peak Hours)

The transportation mitigation program (described below) fully reduces some of these impacts (see **Attachment 3**).

Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions. With the recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide, widening was not an option either due to these new standards, or since it was not considered practical nor desirable to widen the street at the expense of reduced sidewalk widths or the loss of on-street parking spaces.

PROJECT REQUIREMENTS**A. Traffic Mitigation Program**

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation program first focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. Transportation Demand Management (TDM) Program

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide unbundled parking that separates the cost of obtaining assigned

- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as under-served by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

3. **Transportation Systems Management (TSM) Improvements**

LADOT's ATSAC Section has identified the need to replace the existing video fiber/fiber optic cables with the high-capacity data cables in the Hollywood area. The new cables would be installed from an ATSAC hub located at Wilcox Avenue & De Longpre Avenue to Franklin Avenue/Highland Avenue, to Hollywood Boulevard/Highland Avenue, and to Hollywood Boulevard/Vine Street. These cables would provide the network capacity for additional closed circuit television (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Hollywood.

Should the project be approved, then a final determination on how to implement these video fiber/fiber optic upgrades will be made by DOT prior to the issuance of the first building permit. These video fiber/fiber optic upgrades will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **\$175,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$175,000** to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these video fiber/fiber optic improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

B. New Traffic Signal

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified.

designated a Local Street- Standard which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

F. Parking Requirements

The project will provide 436 automobile parking spaces and 232 bicycle parking spaces. Vehicular access to Building 1 will be accommodated via one full access driveway on Yucca Street and one full access driveway on Argyle Avenue. A curbside porte-cochere with valet access will be provided on Yucca Street. Vehicular access to Building 2 will be via one full access driveway on Vista Del Mar Avenue.

G. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 4** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

H. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

ATTACHMENT 1 Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

TABLE 9
EXISTING WITH PROJECT CONDITIONS (YEAR 2017)
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Cahuenga Blvd & Franklin Ave	A.M.	0.941	E	0.942	E	0.001	NO
		P.M.	0.874	D	0.875	D	0.001	NO
2.	Vine St & Franklin Ave / US 101 SB Off-ramp	A.M.	0.316	A	0.318	A	0.000	NO
		P.M.	0.373	A	0.376	A	0.003	NO
3.	Argyle Ave / US 101 NB On-ramp & Franklin Ave	A.M.	0.739	C	0.751	C	0.012	NO
		P.M.	0.747	C	0.758	C	0.011	NO
4.	Gower St & Franklin Ave	A.M.	0.627	B	0.629	B	0.002	NO
		P.M.	0.703	C	0.706	C	0.003	NO
5.	Beachwood Dr & Franklin Ave	A.M.	0.647	B	0.649	B	0.002	NO
		P.M.	0.627	B	0.629	B	0.002	NO
6.	Bronson Ave & Franklin Ave	A.M.	0.606	B	0.609	B	0.001	NO
		P.M.	0.721	C	0.725	C	0.004	NO
7.	Cahuenga Blvd & Yucca St	A.M.	0.507	A	0.510	A	0.003	NO
		P.M.	0.588	A	0.591	A	0.003	NO
8.	Ivar Ave & Yucca St	A.M.	0.214	A	0.219	A	0.005	NO
		P.M.	0.267	A	0.272	A	0.005	NO
9.	Vine St & Yucca St	A.M.	0.489	A	0.499	A	0.010	NO
		P.M.	0.456	A	0.467	A	0.011	NO
10.	Argyle Ave & Yucca St	A.M.	0.187	A	0.227	A	0.040	NO
		P.M.	0.316	A	0.357	A	0.041	NO
11.	Gower St & Carlos Ave	A.M.	0.332	A	0.344	A	0.012	NO
		P.M.	0.259	A	0.273	A	0.014	NO
12.	Cahuenga Blvd & Hollywood Blvd	A.M.	0.810	D	0.815	D	0.005	NO
		P.M.	0.531	A	0.535	A	0.004	NO
13.	Ivar Ave & Hollywood Blvd	A.M.	0.541	A	0.543	A	0.002	NO
		P.M.	0.481	A	0.483	A	0.002	NO
14.	Vine St & Hollywood Blvd	A.M.	0.751	C	0.755	C	0.004	NO
		P.M.	0.678	B	0.684	B	0.006	NO
15.	Argyle Ave & Hollywood Blvd	A.M.	0.491	A	0.500	A	0.009	NO
		P.M.	0.481	A	0.491	A	0.010	NO
16.	Gower St & Hollywood Blvd	A.M.	0.636	B	0.646	B	0.010	NO
		P.M.	0.563	A	0.566	A	0.003	NO
17.	Bronson Ave & Hollywood Blvd	A.M.	0.633	B	0.640	B	0.007	NO
		P.M.	0.659	B	0.663	B	0.004	NO
18.	US 101 SB Ramps & Hollywood Blvd	A.M.	0.595	A	0.600	A	0.005	NO
		P.M.	0.452	A	0.460	A	0.008	NO
19.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	A.M.	0.795	C	0.800	C	0.005	NO
		P.M.	0.521	A	0.528	A	0.007	NO
20.	Vine St & Selma Ave	A.M.	0.418	A	0.421	A	0.003	NO
		P.M.	0.529	A	0.532	A	0.003	NO
21.	Argyle Ave & Selma Ave	A.M.	0.207	A	0.212	A	0.005	NO
		P.M.	0.247	A	0.251	A	0.004	NO
22.	Vine St & Sunset Blvd	A.M.	0.784	C	0.787	C	0.003	NO
		P.M.	0.826	D	0.828	D	0.002	NO
23.	Argyle Ave & Sunset Blvd	A.M.	0.385	A	0.389	A	0.004	NO
		P.M.	0.319	A	0.323	A	0.004	NO
24.	Gower St & Sunset Blvd	A.M.	0.769	C	0.772	C	0.003	NO
		P.M.	0.859	D	0.865	D	0.006	NO

ATTACHMENT 2 Project Trip Generation Estimates

**TABLE 8
PROJECT TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour			
				In	Out	Total	In	Out	Total	
Trip Generation Rates										
Single-Family House	210	per du	9.52	25%	75%	0.75	63%	37%	1.00	
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62	
Hotel	310	per room	8.17	61%	39%	0.56	53%	47%	0.59	
Retail	820	per 1,000 sf	42.94	61%	39%	1.00	49%	51%	3.73	
Restaurant	932	per 1,000 sf	127.15	55%	45%	10.81	60%	40%	9.85	
Trip Generation Estimates										
<u>Residential Uses</u>										
Apartments	220	210 du	1,397	21	86	107	85	45	130	
			<i>Transit/Walk Adjustment - 15%</i>	-210	-3	-13	-16	-13	-7	-20
			Residential Subtotal	1,187	18	73	91	72	38	110
<u>Commercial Uses</u>										
Hotel	310	136 rooms	1,111	46	30	76	42	38	80	
			<i>Transit/Walk Adjustment - 15%</i>	-167	-7	-4	-11	-6	-6	-12
Retail	820	3,450 sf	148	2	1	3	6	7	13	
			<i>Internal Capture Adjustment - 10%</i>	-15	0	0	0	0	-1	-1
			<i>Transit/Walk Adjustment - 15%</i>	-20	0	0	0	-1	-1	-2
			<i>Pass-by Adjustment - 50%</i>	-57	-1	-1	-2	-2	-3	-5
Restaurant	932	9,120 sf	1,160	54	45	99	54	36	90	
			<i>Internal Capture Adjustment - 10%</i>	-116	-6	-4	-10	-5	-4	-9
			<i>Transit/Walk Adjustment - 15%</i>	-157	-7	-6	-13	-7	-5	-12
			<i>Pass-by Adjustment - 20%</i>	-177	-8	-7	-15	-8	-6	-14
			Commercial Subtotal	1,710	73	54	127	73	55	128
GROSS TOTAL - PROPOSED PROJECT			2,897	91	127	218	145	93	238	
<u>Existing Uses to be Removed</u>										
Single Family House	210	1 du	10	0	1	1	1	0	1	
			<i>Transit/Walk Adjustment - 15%</i>	-2	0	0	0	0	0	
Apartment	220	42 du	279	4	17	21	17	9	26	
			<i>Transit/Walk Adjustment - 15%</i>	-42	-1	-2	-3	-3	-1	-4
			Existing Subtotal	245	3	16	19	15	8	23
NET TOTAL - PROPOSED PROJECT			2,652	88	111	199	130	85	215	

01 Jan 24 2020 6220 Yucca written corresponden.pdf



Craig Bullock <craig.bullock@lacity.org>

Fwd: KCET interview

5 messages

Tony Arranaga <tony.arranaga@lacity.org>

Wed, Nov 15, 2017 at 5:06 PM

To: Mitch O'Farrell <mitch.ofarrell@lacity.org>, Jeanne Min <jeanne.min@lacity.org>, Craig Bullock <craig.bullock@lacity.org>, Daniel Halden <Daniel.Halden@lacity.org>

Isn't this the Champion project where we negotiated the residents to return?

----- Forwarded message -----

From: kathryn keeney jaeger <kkjaeger7@gmail.com>

Date: Wed, Nov 15, 2017 at 4:21 PM

Subject: Re: KCET interview

To: Tony Arranaga <tony.arranaga@lacity.org>

Cc: Kat Keeney <kkeeney@kcet.org>

Tony,

The address is 6210-6224 Yucca Street in Hollywood. We want to talk about the dilemma these residents are facing as well as the larger issue of balancing the needs for more housing while keeping neighborhood cultures intact.

Thanks so much!

Kat

On Wed, Nov 15, 2017 at 1:43 PM, Tony Arranaga <tony.arranaga@lacity.org> wrote:

Hi Kat-

What address/project are you referring to?

Tony

On Wed, Nov 15, 2017 at 1:32 PM, kathryn keeney jaeger <kkjaeger7@gmail.com> wrote:

Tony,

We are doing a story about city planning issues and the large developments now going up around L.A. For example, we are looking at the Yucca Argyle development which would displace long term tenants and build additional high rises in the area.

We would like to speak with Council Member Mitch O'Farrell or his Director of Land Use and Planning about this location and the concerns of current residents.

This is part of a larger story on the urgent need for more housing in LA and the challenges in a city like Los Angeles.

Can you make either of them available for an on-camera interview on Thursday 11/16? Ideally, we'd like to interview them at the site, but would happily come anywhere that is convenient.

Many thanks,

Kat Keeney
Producer
SoCal Connected
KCET

Sent from my iPhone

[Quoted text hidden]

Jeanne Min <jeanne.min@lacity.org>

Wed, Nov 15, 2017 at 5:21 PM

To: Dan Halden <daniel.halden@lacity.org>

Cc: Tony Arranaga <tony.arranaga@lacity.org>, Mitch O'Farrell <mitch.ofarrell@lacity.org>, Craig Bullock <craig.bullock@lacity.org>

Can the interview, if it happens, take place when Mitch is back in town?

Sent from my iPhone

[Quoted text hidden]

Tony Arranaga <tony.arranaga@lacity.org>

Wed, Nov 15, 2017 at 6:41 PM

To: Jeanne Min <jeanne.min@lacity.org>

Cc: Dan Halden <daniel.halden@lacity.org>, Mitch O'Farrell <mitch.ofarrell@lacity.org>, Craig Bullock <craig.bullock@lacity.org>

That's what I'm thinking..

Dan+Craig and I will circle back tomorrow, check with applicant, and get status.

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[Quoted text hidden]